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600 PERISH IN A COLLISION AT SEA.

French Steamer La Bourgoyne Ran into Ship Cromartyshire and Sank in 10 Minutes.

The Terrible Disaster Occurred 60 Miles Off Sable Island at 5 o'Clock Monday Morning.

The Crew and Passengers of the British Vessel Managed to Rescue 200 People. but the Rest Went Down to the Bottom of the Ocean.

SHIP STRUCK, TOWED INTO HALIFAX

An Officer on the Ship Thinks He Saw a Second Vessel Go Down—A Number of Canadians Were on Board the Ill-fated Vessel.

Halifax, N.S., July 6.—(Special.)—The British iron ship Cromarty was towed in here this morning by the Allan Liner Grecian, with her bow torn away by a collision sixty miles south of Sable Island, with the French steamer La Burgoyne, which went down ten minutes later.

Of the 600 passengers and crew on board only 200 were saved. One woman was saved by her husband. The captain and other deck officers went down with the ship.

The Cromarty laid to and picked up the 200 passengers and seamen who were rescued, transhipping them to the Grecian which came along at that hour.

The log of the Cromarty signed by Capt. Henderson, is as follows:—

On July fourth at 5 a.m., dense fog; position of ship 60 miles south of Sable Island; ship by wind on the port tack,heading about W.N.W., though under reduced canvas, going about 4 to 5 knots per hour. Our fog horn was being kept going regularly every minute. At that time heard a steamer's whistle on our weather side or port beam, which seemed to be nearing very fast. We blew horn and were answered by steamer's whistle, when all of a sudden she loomed through the fog on our port bow, and crashed into us, going at a terrific speed. Our foretopmast and main top gallant mast came down bringing with it yards and everything attached.

Ordered the Boats Out.

I immediately ordered the boats out and went to examine the damage. I found that our bows were completely cut off and the plates twisted into every conceivable shape. The other ship disappeared through the fog. However, our ship was floating on her collision bulkhead, so there seemed no immediate danger of her sinking. We set to work immediately to clear the wreckage and also to ship our starboard anchor which was hanging over the starboard bow, and in danger of punching more holes in the bow. We heard a steamer blowing her whistle on coming back and we answered with our fog horn. The steamer then threw up a rocket and fired a shot. We also threw up some rockets and fired several shots, but we neither saw nor heard any more of the steamer.

La Bourgoyne Had Gone Down.

Shortly after, or about 5.30 am., the fog lifted somewhat, and we saw two boats pulling towards us with the French flag flying. We signalled them to come alongside and found that the steamer was the La Bourgoyne from New York to Havre and that she had gone down. We laid to all day and received on board about 200 survivors from amongst the passengers and crew, reported to be in all 600.

Several of the pasengers were on life rafts without oars and I called for volunteers from among my crew and the surviving French seamen to bring those rafts alongside the ship.

The Cargo Shifted.

Some of the passengers and seamen from the sunken steamer assisted us and we jettisoned some 30 tons of cargo from our forehold in order to lighten the ship. At about 3 p.m. another steamer hove in sight, bound westward. We put up our signal N. C., "wants assistance."

Grecian Arrived on the Scene.

Shortly after the steamer bore down towards us. She proved to be the Grecian, bound from Glasgow to New York. The captain of the Grecian agreed to take the passengers on board, and also agreed to tow my ship to Halifax. Owing to the condition of my ship I accepted the offer and we proceeded at once to tranship the passengers and get ready our tow line. At six p.m. we had made a connection and proceeded in tow of the Grecian towards Halifax, having put a sail over the broken bow to take part of the strain off the collision bulkhead. There was at that time 14 feet of water in the fore peak.

A Woman's Thrilling Story.

Mrs. Henderson, wife of the captain, was on board the Cromarty with her two children. She tells a thrilling tale of the terrible experience. The collision occurred at 5 a.m. on the 4th inst. The weather was foggy and she had risen from her bunk at an early hour as was her custom when the weather was thick. Shortly before the vessels came together she detected a steamer's whistle blowing on the port side of the vessel.

The Cromarty was sounding her fog horn at intervals of one minute. Mrs. Henderson called the attention of her husband to the sounding of the whistle, and a minute later the mate, who was on the watch, also detected the sound. It came nearer and nearer and Mrs. Henderson stood near the cabin in order to rescue her children should a disaster occur. Suddenly the huge hulk of an ocean greyhound loomed up in the mist, going about 17 knots an hour.

A Fearful Crash.

Almost immediately there was a fearful crash and Mrs. Henderson rushed below and found her children awakened by the shock. She dressed the little ones as quickly as possible and removed them to the deck, expecting to see her own ship go down any minute. Captain Henderson, as soon as the collision occurred, ordered the boats to be lowered and the damage to be ascertained. As it was found that the Cromarty was in no immediate danger, the Britisher was put about. The vessel with which they had collided was at that time unknown. A few minutes later her whistle was heard and several rockets were sent up. Captain Henderson replied in like manner, thinking that the steamer was offering assistance, but in a few minutes all was quiet and those on board began to realize the awful results of the collision.

Men Clinging to Wreckage.

At 5.30 the fog lifted and two boats were seen approaching the Cromarty with only men on board. Later the weather cleared still more and men were to be seen in every direction clinging to wreckage and floating on life rafts. It was a terrible scene. No pen can picture the appalling sight unveiled to the onlookers when the curtain of mist arose.

Work of Rescue Commenced.

The work of rescue was commenced without a moment's delay and over 200 persons were picked up and taken on board the ship. Mrs. Henderson had ample opportunity of interviewing those who were rescued and expressed her belief, from what she heard, that there had been no effort to save the women. There were many foreigners on board who fought for places in the boats. It was fully ten minutes to a quarter of an hour before the La Bourgoyne went down, and during that time there was ample opportunity offered to rescue at least some of the women and children. As it was only one woman was saved. Mrs. Lacasse was saved and she has been on board ever since.

The Only Woman Saved.

Mrs. Lacasse, wife of Ad. Lacasse, language teacher of Plainville, N. J., was the only woman saved from La Bourgoyne. The crew of the Cromarty expressed belief that there must have been some foul play, seeing that only one woman was saved out of 300. Nearly all the first-class passengers were lost, those saved being steerage and sailors. Lacasse and his wife were in the water eight hours, clinging to a raft before they were picked up by a boat from the Cromarty. They lost everything but what they stand in, including money and valuables.

Babies Drowned.

One passenger was going home to France with his two children, his wife having died a month previously. He was saved, but his two babies went down with the ill-fated ship. Mrs. Lacasse says the officers bravely stayed by their posts, going down with the ship. The only officer saved was the purser. He went down with the ship, but being a strong swimmer, managed to save himself.

Were Off Cape Sable.

When the ships struck they were off Cape Sable, the Bourgoyne being about forty hours from New York, the passengers, with the sole exception of Professor Lacasse, being below decks. Without warning came the terrible shock. Lacasse rushed in haste to his stateroom, on the saloon deck, got his wife out of bed and partly dressed. They hastened on deck to be precipitated into the water on reaching it. They were not long in the water, however, when they found a partly submerged raft on which Lacasse lifted his unconscious wife and then clung on himself. Some of the boats Lacasse saw capsize and all on board drowned.

The spasmodic struggles, swishing water and terrible screams made the situation an awe-inspiring one never to be forgotten. One man on board the Bourgoyne, before she sank, went out of his mind and jumped to a watery grave.

On the Cromarty.

On the morning of the collision, Captain Henderson was on the poop with his third mate, A. C. Stewart. Sailor Haley was on the lookout, and First Officer Killman was also on the forecastle deck. The Cromarty was making about five knots an hour, with seven sails set and taking in all the time. Not a sound was heard until Lookout Haley saw a large steamer half a ship's length ahead on the port bow. In an instant the Cromarty's jibboom was crashing into the Bourgoyne's bridge, and the sailing vessel crashed into the liner, stoving a big hole near the engine room. The Bourgoyne scraped the whole length of the Cromarty's port side and then sheered off. The Bourgoyne blew long mournful whistles for assistance. Third Mate Stewart, of the Cromarty, says that the Frenchmen evidently thought they were another ship, and that they (the Bourgoyne) had sunk the colliding vessel. Boats were sent out and nearly 150 were saved.

Eighteen or Nineteen Knots an Hour.

At the time of the collision, Mr. Stewart says, the Bourgoyne must have been going at the rate of 18 or 19 knots per hour, though a dense fog prevailed, shutting out everything not less than twenty yards away.

About three hours after the Cromarty picked up the survivors, the Allan Line steamer Grecian was sighted and took the Cromarty in tow.

About eight o'clock that evening, three miles away, Third Mate Stewart heard guns and saw rockets go up, and a blue light, the signal of distress, burning. The Grecian signalled to the Cromarty that she was going to assist the vessel signalling. In a few minutes, however, the light disappeared and no more guns or rockets were discharged, the vessel certainly having sank. This must have been another steamer, as Lacasse, one of the survivors, saw the Bourgoyne go down ten minutes after the collision. It could not have been a boat, as they were too far from the scene of the wreck, and guns could not be discharged from a boat.

Waiters and Employes Saved.

Following is the list of survivors:—Louis Thibault, Georges Sauvage, Alps. Hivault, Jean Tourage, Ele nore Devan, Henri Dobrava, Pierre Goazampis, Camille Clar, Edmund Cassey, Alexander Bouchard, Charles Hucn, Eugene Thomas, Charles Lacroix, Emile Paulmier, Alexander Bigear, Gaston Havel, Prosper Cauvin, Louis Gautier, Oliviere Goodellie, Fernand Olivier, Fernard Gausset, Henri Lechevalier, Ernest Angel, Dufour Jac-ques, Francois Lucas, Louis Leport, Francois Sayers.

Members of the Crew Rescued.

Members of the crew, who were saved. —Edward Laisne, 4th engineer; Emile Leoourch, 1st electrician; Andre Deprec, electrician; Ernest Scott, 2nd purser; Jean Patiot, boatswain; Pierre Balard, second mate; Jean Mavue, second carpenter; Yves Olivier, Louis Corre, Maurice Devale, quartermasters; Yves Pieres, Yves Lebris, Victor Gendron, Sylvester Allain, Vincent Leperson, sailors; Emmanuel Jacob, Teston Lenore, Rene Denis, Pierre Lebreton, Fortune Valerie, Desire Lemagueur, Pierre Ruffett, Guillaume Leparc, Joseph Tentius, boys ; Jules Betfer, August Taucheur, Andre Damsbry. Saved from the engine room; Louis Guegan, Joseph Andren, Jean L. Jean, Joseph Heir, Pierre Bernard, Pierre Rediard, Louis Proudham, Louis L. Hereder, Henry Martin, Yves Prot, Yves Salaius, Jean Reflech, Louis J. Lubien, Pierre Jehannot, Yves L. Gall, Jean Masic Lepetet, Joseph Allain, Yves Rallec, Charles Fortin, Louis Coute, Jean Leporre, Yves Bequel, Joseph Hevat, Jos. Hellegus, Pierre Coquart, James Croulec, Francis Hamel, Joseph Escab, Yves Maingay, Badaut, Hippolyte Tanguay, Francois Nicolas, Jean Marec, Alars Lemescany, Ange Ledantre, Alexis Leehere, Joseph Pierounec, Julien Pierounec, Yves Easel, Marie Mainguay, Jules Baille, Jean Blouin, Pierre Legardien, Jean Malgom, Francis Caulet, Yves Larcher, Pierre Voisin.

List of Passengers Saved.

Passengers, 2nd class—Albert Gaidot, Mr. and Mrs. Lacosse, Antoine Ochard, Oswald Chas Liebre, Jacques Bacrarat, Otto Zaiser, Lucien Verland, Patrick McKeown, B. Gorman.

3rd class—Comeau, Antonio Nicolas, S. Stiffano, Antoine Combatobic, Yvan Bomehy, Antoine Louis, Neglis Yeopoulo, Jacob Malkovich, Joseph Stok, Joseph Richmang, Borrato, Eugent Burrall, Penecette, Christophe Brunus, Antoine Zucko, Louis Delpante, Antoine Russ, Ernest Delmote, Joseph Rollier, Tonni Graff, Thos. Mavatestini, Isaac Tarquis, Edouard Gorges, Aug. Boss, Berguin, Fred. Hyffler, Henri Carlevato, Gustino Nicolas, Dominico Branquo, Pellegrune, Pampani, Kallal Elkon, Adolphe Alies, Michel Ebrahims, Michael John Miller, Ceri, Berthiniere Adriano, Frantz Klement, Aug. Satrofs, Gasparino, Chas. Antonio, Carlos Kassel, Zurich Matho, Michellini, John Rachid, Demos Harob, Anno Bongade, Founet Lucia, Hectomich, John Kourr.

ANOTHER ACCOUNT OF THE DISASTER.

Only One Woman Out of 300 on Board Was Saved.

Captain of the Veesel Stuck to His Post Like a True Hero—Story of a Passenger.

(Canadian Press via G. N. W. Tel. C.)

Halifax. N.S., July 6.—The steamer Grecian towed into port at 9.30 o'clock this morning the British ship Cromartyshire, which had been in collision with the big French liner La Bourgoyne, sixty miles south of Sable Island, on the morning of July 4th. La Bourgoyne was sunk, and of the six hundred passengers on board only two hundred were saved to tell the tell of a tragedy of the sea which has not been paralleled since the Thingvalla-Geyser disaster in 1887. The catastrophe is appaling. The French liner running at a terrific rate of speed, crashed into the port bow of the Cromartyshire, in a dense fog, and sank almost before those on board knew what had happened. The steamer recoiled from the shock as if struck by a thunderbolt and sunk into the foaming deep. There was scarcely an instant given to escape from the fearful vortex which sucked down the trembling souls that managed to gain the deck. But in less time than it takes to tell it all was over. From the waters that closed about the floundering steamer, hundreds of souls were hurled to the top of the waves. With wild, despairing shrieks and screams they clutched vainly at life belts to save them from the awful and cruel torrent of waves that poured over them with the force of a hurricane.

The only woman saved was Mrs. A. Lacasse, of Plainfield, N.J., and it was mainly through the quick action of her husband, who was also one of the passengers saved, that she is not among the missing. Mrs. Lacasse is a good-looking and good-natured lady, and she and her husband have been residing at Plainfield, N.J., about seven years. They were on their way to France to spend a few months with relatives, but Mr. Lacasse says he will give up the trip just now after his recent experience.

Mrs. Lacasse says the experience was indeed a severe one, and she witnessed sights that will never leave her memory. The collision occurred about five o'clock on Monday morning, at which time the lady was in her berth. The first she knew of the danger was when her husband rushed down into the cabin and told her to hasten on deck, as the steamer had run into a ship and was damaged. Mrs. Lacasse hastily threw on a dress, and without waiting for hat or shoes, and leaving all her belongings in her stateroom, rushed on deck with her husband, where the passengers were in terror. It was thick fog at the time, and they suddenly felt the steamer take a sort of list.

Captain Was a Hero.

A reporter while in conversation with Mr. and Mrs. Lacasse asked them how the officers and crews of La Bourgoyne acted, after they found she was in danger, but both husband and wife said they had no experience in such matters, and were not prepared to pass an opinion, but they both agreed that the captain of the wrecked steamer acted like a hero. Said Mrs. Lacasse: "The poor man did everything he could possibly do up to the very last moment and stayed by his vessel in command as she sank." Mr. and Mrs. Lacasse were saved on a raft. The lady was thrown into the water, but her husband's eyes never left her, and as she was near a raft while in the water he managed to get on the raft and pull her on also. Soon the scene became a terrible one, with hundreds of lives in the balance. The people swam and floated about the surface of the water looking for chances to save themselves, but the majority of them found none, and clinging to the rafe on which were Mr. and Mrs. Lacasse, were about eighteen others, and every moment the raft seemed in danger of sinking, so great was the weight. It would have been madness to allow any more weight on it, and succor had to be denied many a poor mortal struggling in the water. One poor man who had been vainly trying to save the lives of his wife and two children was pulled on the raft, and he with the others saved. Mr. Lacasse said there were three priests on board, and as the ship was settling down he saw them going about the decks giving absolution to the many French and American Catholics who remained on board, and who when they saw hope had almost abandoned them, hurried to the vicinity where the priests were and knelt for absolution.

As the ship settled and went down the captain remained valiantly at his post on the bridge accompanied by one of his officers. As the ship sank beneath the surface some minutes after she created a sort of whirlpool, which sucked down everything on the surface within a certain radius. A couple of minutes later, when the suction cease, those still alive saw about two hundred bodies come up out of the water with a rush, as if the sea were giving up the dead after having swallowed the ship. This scene was a horribly fascinating one for those who witnessed it.

The Fog Was Dense.

The fog was dense when the crash came, and in the darkness of death, the drowning men and women could do little to save their lives. The big steamer careened in her mad endeavor to keep afloat, but the water poured into her bulkheads, smashing all before it, and despite all endeavors of the captain and officers, who bravely stood by their ship, 600 souls sank into eternity almost in the twinkling of an eye.

Terrible and Appalling.

Terrible and appalling as was the disaster which overtook the French liner, it would have been even more tragic had she struck the Cromarty ten feet further aft, for then shee, too, would have been sunk. As it was, her port bow was completely carried away, but she was in no immediate danger of sinking, and half an hour later received on board the 200 survivors who escaped the awful tragedy that had befallen their fellow-passengers. When the collision occurred two boats were lowered from La Bourgoyne, and life rafts were thrown overboard. By these means the survivors managed to reach the Cromarty. The story of the collision was told by Captain Oscar Henderson, of the ship Cromarty, which was 228 days from Dunkirk to Philadelphia. In his chart room this morning he told the sad story of the catastrophe, by which 400 men and women who left New York on July 1st, now lie at the bottom of the angry sea that rolls around the grim shores of Sable island. Captain Henderson said: "The position of the Cromarty on July 4 was 60 miles south of Sable Island, with the wind southwest and a dense fog. The ship was heading west, northwest true, going about five knots under canvas. At 5 a.m. we heard a steamer's whistle on our weather or port beam, which seemed to be nearing us very fast. We blew our horn, which was answered by the steamer's whistle; when all of a sudden she loomed up brightly through the fog on our port bow, and crashed into it, going at a terrific speed. Our foretopmast and main topgallant came down, bringing with it yards and everything attached. I gave orders to clear away the boats ,and went to ascertain the extent of the damage. In the meanwhile the steamer had disappeared in the fog. I found that our bows were completely cut off and the plates twisted into every conceivable shape. However, the ship was floating on her collision bulkhead ,so that there seemed no immediate danger of her sinking. We set to work immediately to clear away the wreckage, and to ship our starboard anchor, which was hanging near the bow and in danger of punching holes in the side of the ship. We heard a steamer blowing its whistle, and, coming back, we answered with our fog horn. Then the steamer threw up a rocket and fired a shot. We then also threw up some rockets and fired several shots, but we neither saw nor heard anything more of the steamer. Shortly after, or about 5.30 a.m., the fog lifted somewhat, and we saw two boats pulling toward us with the French flag flying.

Received 200 Survivors.

We signalled them to come alongside and we found that the steamer was La Bourgoyne from New York to Havre and that she had gone down. We lay to all day and received on board about 200 survivors from amongst passenger and crew, reported to be in all 600. However, there was only one woman saved. Several of the passengers were on life rafts without any oars. I called for volunteers from among my own crew and the rescued French seamen to man boats and bring more rafts alongside. Some of the passengers and seamen from the sunken steamer assisted us and we jettisoned some 30 tons of cargo from our forehold in order to lighten the ship. At about 3 p.m. another steamer hove in sight, bound westward. We put up our signal "N C wanted assistance" and shortly after this steamer bore down toward us. She proved to be the Allan liner Grecian, bound from Glasgow to New York. The captain of the Grecian agreed to take the passengers on board and also offered to tow my ship to Halifax.

Owing to the condition of my ship I accepted the offer, and we proceeded at once to tranship the passengers and get ready our tow line. At 6 p.m. we made a connection and proceeded in tow of the Grecian toward Halifax, having put a sail over the bow to take part of the strain on the collision bulkhead. There was then four feet of water in the forepeak. Her bows were entirely gone, and water washed over the bulkheads.

When all the survivors were gotten on board the ship, it was found they numbered less than 200, including the purser and three engineers, the only officers. There had been about fifty children on board La Bourgoyne, and not one of them was saved, while of the female passengers, Mrs. Lecasse was the sole survivor. Mr. Lecasse was on deck about 5 o'clock Monday morning, when the collision occurred and had been there for a few hours. They had had a good passage up to this time, when it was a thick fog. He heard a horn blown, but could hardly tell in what direction it was, while the steamer was also blowing her whistle since the fog came upon them. He had hardly any warning of the collision until he saw the ship loom right at the bow of the steamer and then there was a crash. He ran down to the cabin, awoke his wife and brought her on deck. Mrs. Lecasse saved nothing but the dress which she wore. She knew but few of the passengers on La Burgoyne, and these were mostly people she had met on board. On board the Cromartyshire, where she was treated with the greatest kindness, she had to borrow shoe, a hat and cape. Mr. Lacasse had in his pocket at the time, his gold watch, and a pocket book containing some papers.

Of course the people on the raft had been drenched, and the papers in Mr. Lacasse's pocket-book were soaking wet, but safe, and though his watch had stopped, it is thought it was not much damaged. The clothes he stood in were the only articles he saved. His money was in his valise, which now lies at the bottom of the sea. Soon after this Providential escape of the raft, a man was seen struggling near, and he was pulled on board, and thus another was added to the list of survivors. Just before the steamer foundered one man—a cabin passenger—went insane, and threw himself into the sea.

The Lookout's Story.

William Haley, who was on the lookout on the ship, says that the fog was so thick that you could cut it with a knife. It was impossible to see the mizenmast from where he stood. The first he knew of the proximity of the steamer was when the ship's jibboom was over the Bourgoyne's bridge. The concussion when the two vessels came together was terrific. Haley was thrown off his feet. The steamer appeared to be going at a very rapid rate, and was soon lost to sight. All hands on the ship were soon on deck, as it was feared she might sink, as it was then not known how badly she was damaged. Fortunately the collision bulkhead was closed, and this is what saved her. Soon the steamer's whistle was heard blowing in the distance, and it was then thought she was searching for the other ship. The whistling soon ceased, and nothing further was known of the fate of the steamer until a boat load of survivors reached the ship's side. At nine o'clock Monday night while the steamer Grecian had the ship in tow, three rockets and a blue light were observed about three miles away, and the booming of cannon could be distinctly heard.

The Grecian signalled to the ship that she was going to the assistance of those in distress, but as no further signals were seen they proceeded on their voyage. It was thought by those on the ship that it might have been a boat with some of the La Bourgoyne's people on board. Owing to the strict work of the cordon surrounding the gangway, preventing any person from leaving the Grecian or going on board of her, it was difficult to obtain stories from survivors, but a reporter of the Echo induced several of them to come to the ship's rail and give their version of the horror.

Joseph Rechman said the accident occurred between four and five o'clock in the morning. He was in his bunk at the time, but hurried on deck. The concussion when the vessels struck nearly threw him to the floor. The steamer almost immediately listed to port. In three-quarters of an hour the steamer had disappeared beneath the water.

He was one of eighteen or twenty who got into a boat. Two hours later they saw a sailing vessel, and soon discovered it was the vessel that had collided with them. They were taken on board. "Before the steamer went down there was an explosion," said Rechman, "and lots and lots of people were thrown into the water, only to be lost. When the boat he got into was lowered the steamer's sail was already under water. There was great confusion, and everybody was for himself. That is the way Rechman put it. There was no order whatever. Rechman was bound from Chicago to Havre, and was then going to Austria. Anton Laus told a similar story to the above, and in addition furnished the following figures, which he had put down in a book: Ship's crew, 223; third class passengers, 295; second class passengers, 123; first class passengers, 75. Total souls on board, 716; pasengers saved, 53; ship's crew saved, 110; drowned, 553; saved, 163.

An Austrian's Account.

Matteo Zurich, an Austrian, who speaks very good English and who proved himself a very intelligent man, gave the reporters a graphic account of the disaster. His story is told in his own words:—

In response to the question put to him "I was on deck at the time. Everything was going along smoothly, although it was foggy. When I saw a ship loom up right in front of me. She was then actually scraping the starboard of La Burgoyne, and when she was a few yards astern I saw her masts falling overboard. I heard people on board shout in English, and knew it would be a British vessel. I ran forward to see what had happened, the steamer's starboard side was broken in to the water's edge. The plates wer e cracked and warped and the rivets broken and drawn. The hole was 8 or 10 feet big and the water was pouring in fast.

"Then I went aft again, but I could not see any one in charge only a horror stricken crowd of passengers. No commands were being given or no system prevailed. I went to the hurricane deck, and started to cut away the awning from a boat there. While I was doing so, on came some sailors or firemen and cut away the life rafts and two boats. I had my boat nearly clear but just then I was driven away from the boat. I went further on and saw a raft on skids. By this time the steamer was so listed that one could not walk straight, in fact, could hardly keep on foot. I was chased away from the raft and ran aft again. I saw some men, passengers, 10 or 12, get a boat around, some one said to cut the forward guy from the davits. I crept on my hands and knees, and did so. Men, women and children were all around calling upon God for help. But only God could help them. Men couldn't, It was pitiful, but we couldn't help anybody, we were in too bad a plight to save ourselves. I hung on the guy rope, and by it swung myself into the overloaded boat. There were 19 or 20 of us in the boat. By this time the steamer was so listed that people could not keep their feet, but were sliding, shrieking into the water. They called for help, but none came. I saw some crowds start to lower gallie boats, as the ship sank, but they couldn't unhook the blocks. He had only got three yards away when the steamer went down. Her main truck almost striking our boat. Our escape was miraculous, for had the truck struck us none would have escaped. The Bourgoyne settled down into the water at an angle of 45 degrees, until we could just see her second smoke stacks, then the bow came up perpendicular the steamer seemed to stand there for an instant and disappeared stern first." At this point in Zurich's tale a scene more dramatic than ever witnessed on the stage. Bursting into tears and wringing he croed iut in plaintive tones: "Oh, God, then the sight was awful. 'Tis before my eyes all the time, may the Almighty spare me from such another experience, men and women and children, some cursing, some crying, some praying, some begging to be saved, women holding their babies in their arms and calling upon God to save their children, but no one could help them."

When the awful crash came nearly everyone on the ill-fated French liner were below in their berths, only the watch and officers on duty being on deck. There was littl if any outcry from thos on board till just as the steamer took her final plung. Then everything was confusion. The officers lost all control, and it was every one for himself. The steamer took a sudden list, and the women and the children all rushed madly to the uppermost side. The men all went to the lower side, and succeeded in reaching the life boats, and rafts on that side. Into one boat about forty women and children crowded, but they were unable to get the davits clear, and when the ship went down she carried the boat and its occupants with her. Mrs. Lacasse, the only woman who escaped of the two hundred on board was rescued by her husband, after being under water twice. The husband showed great bravery. After getting hold of his wife they were caught in the whirlpool from the sinking ship, and whirled about at a sickening rate for some minutes. When they finally came to the surface, they managed to get on a life raft floating near them, on which there we about twenty others. Th remained on the raft for eight hours before being seen and taken off by the Cromartshire.

VESSEL AND OFFICERS.

La Bourgoyne Was a Four Masted Steamer of 7,395 Tons—Her Officers.

New York, July 6.—La Bourgoyne was built in 1886 at Lasyne. She was a four-masted, ship-rigged, screw steamer, of 7,395 tons gross register, and eight thousand horse-power. She was 494.5 feet long, had 52.2 feet beam, and was 34.6 feet deep. She was built of steel and iron, had twelve water-tight compartments, and carried water ballast.

The officers of La Bourgoyne were :—
Deloncle, commander.
Dupont (Fr.), second captain.
Pichard, first officer.
Delonge, second officer.
Rempter, third officer.
Dalido, chief engineer.
Brissac (Ch.), second engineer
Gautier, third engineer.
Laisne, fourth engineer.
Durand, purser.
Scol, assistant purser.
Dr. Delpch, surgeon.

THE PASSENGER LIST.

Names of Those Who Sailed in the First Cabin from New York Are Given Below.

New York, July 6.—News reached this city this morning that the French Transatlantic Company's steamer La Bourgoyne, which left New York for Havre, has been sunk after a collision with the British ship Cromarty in a dense fog, sixty miles south of Sable Island. The collision occurred at five o'clock in the morning of July 4. Only 200 persons were saved out of the 800 souls aboard La Bourgoyne.

Following is the first cabin passenger list of the French liner La Bourgoyne:—Mrs. M. Arrount, Rev. Brother Ambroise, Mr. F. A. Angel, Mr. Antoine Achard, Mrs. Antoine Achard, Miss Marie Achard, Antoine A. Achard, Guissepne Alpi, Master Giovanni Alpi, Mrs. L. Bromberg, Rev. Leon Baumann, Miss Binsse, Gaspard Behr, Mrs. Bornnonville, Mrs. C. Bourquin, Mrs. J. N. Bronk, Mr. Fernand Brochard, Mrs. Fernand Brochard and child, Miss Leonie Brochard, Mr. Paul Brover, Mrs. Paul Brover, Miss Barcelo, Miss Rose Cassazza, Mr. Louis Cassazza, Mrs. Ciacome Cassazza, Mrs. Joliette Cicot, Mr. W. V. Clark, Mrs. W. V. Clark, Mrs. J. B. Coloman and maid, Mrs. H. S. Crumley, Mr. Gustav Cure, Mrs. Gustave Cure, Mr. J. M. Chanut, Mr. Pierre Collin, Mr. C. Casbrai, Mr. Louigi Cunco, Miss Connor, Mr. A. Cablat, Mrs. F. C. Cook, Mrs. Jo. I. Lurkee, Mrs. J. F. Dillon, Mrs. Dillon-Oliver and maid, Mrs. E. Beldotte, Mr. and Mrs. S. Dumont, Mr. S. F. Davis and valet, Mr. D. Scott Evans, Miss B. Evans, Miss L. Evans, Mr. Frank A. Fiston, Mrs. Frank A. Fiston, Miss Marie Fiston, Master Frank Fiston, Rev. Cyprien Florisoone, Mr. Giovanni Fellini, Mr. Adolph Graf, Mr. A. Grandviellier, Mr. Cini, Mrs. Josephine Germain, Mr. Albert Caddol, Mr. George Grieshaber, Mr. Gabriel, Master Gabriel, Mr. Edward Halporn, Mrs. A. Hummel and two children, Mrs. James J. Haggerty, Mr. Anton Hodnick, Mr. R. Hyman, Mrs. R. Hyman and child, Miss Frances Hess, Mrs. S. Huntzmann, Miss Harriet M. Iover, Mr. Leon Jacquet, Mrs. Leon Jacquet, and child, Miss C. Janssen, Mrs. Aimee Jolocat, Mr. Richard Jacobs, Mrs. Richard Jacobs and child, Rev. A. Kessler, Dr. S. Koppe, Mrs. S. Koppe, Mr. Henry Kraemor, Mrs. J. Kiehl, Mr. Oswald Kirner, Mr. Le Conidecde Kerdani, Mrs. H. H. Knowles, Mrs. Gertrude Knowles, Mrs. Henry M. Kidd, Dr. L. E. Livingood, Mr. A. D. Lacasse, Mrs. A. D. Lacasse, Mr. Emile Legros, Mr. E. N. Lemarre, Mrs. G. Daurichesse, Mr. L. Labret, Mrs. Logas, Mrs. Pauline Laggles, Miss A. Langley, Miss M. Laurent, Mr. Laurencona, Mrs. Letourneau, Miss Le ourneau, Miss Bertha Mohl, Rev. Bernardin Merlin, Miss F. McFarland Mr. Patrick McKeown, Miss J. Mosso, Mr. Regis Mannier, Mr. Paul Melin, Miss Emma Maier, Mr. James Marshall, Miss Morin, Mrs. Osgood and child, Mrs. John Perry, Miss Sadie Perry, Miss Florence Perry, Miss Katherine Perry, Mr. A. Perry, Miss Suzanne Perrier, Mr. Leon Ponteau, Mrs. Leon Ponteau, Rev. P. L. Pensier, Miss Mary Poncy, Mrs. A. Povolni, Miss Anna Ponein, Mr. Lorenzo Polcri, Mr. Enrico Polcri, Master Umberto Polcri, Miss Edith Patton, Mr. Anthony Pollock, Mrs. Anthony Pollock, Miss Plante, Mrs. Pinson, Mr. E. R. Rundell, Mrs. E. R. Rundell, Miss Evelyn Reeves, Mr. Paul Risal, Mrs. J. Roussel, Miss Caroline Ritter, Mr. Jean Roncaol, Mr. Roboli, Mr. A. Schultz, Mrs. A. Schultz and maid, Miss Carola Schultz, Miss Mildred Schultz, Mr. Louis Sidebro, Miss Theresa Sommer, Mr. P. J. Sosa, Mr. J. A. Sosa, Mr. F. P. Steel, Mr. C. Steel, Mr. C. Tacot, Mrs. C. Tacot, Mr. John Taitenger, Mr. L. Terlaud, Mrs. Vallade, Miss Van Cauteren, Mr. E. A. Van Cauteren, Mr. Jerome Vacher, Miss D. Valette, Mr. Vassal, Mrs. P. Vassal, Mr. Ralph Leon Williams, Rev. W. C. Webster, Mr. A. Weis, Mr. E. H. Wuertz and two children, Mr. H. E. Weissig, Mr. Wright, Mrs. Whitney, child and maid, Prof. E. L. Watter, Mr. H. J. Wind, Mr. Otto Zaiger.

New Route Inaugurated.

The Montreal Street Railway yesterday inaugurated a new route to be known henceforth as the Park Avenue and River Front line. It traverses the following streets; Park Avenue, Bleury, Craig, McGill and Commissioners streets to junction of Commissioners and Youville Streets, then return by Youville, McGill, etc., giving a direct cross-town line from Pine Avenue to the river side every five minutes.

WATER WORKS CHARGES.

An Ex-Employe of the Water Works Department Makes Serious Accusations Against the Superintendent.

HE DEMANDS AN INVESTIGATION.

He Says That Mr. Laforest Took Material From the Department Shops and Shipped it to Municipalities Where He Was Superintending the Building of Water Works Plants—Among Numerous Other Charges, He Asserts That Water Works Employes Were Sent to Work at Mr. Laforest's Residence—An Investigation Will be Held.

Charges of a serious and sensational nature have been laid against Mr. J. O. A. Laforest, superintendent of the Water Works Department, by an ex-employe of the department named Philip Pepin. While the Water Committee was in session yesterday a leter from Mr. Pepin was handed to Ald. Kinsella, the chairman of the committee. In this letter, which covered about six pages of foolscap, Mr. Pepin enumerated his charges against Mr. Laforest, and demanded an investigation.

The letter was not a surprise to some of the members of the committee, as they were aware of Mr. Pepin's intentions to lay the charges.

Ald. Kinsella opened it, took a hurried glance over its pages, and passed it on to the members of the committee. There seemed to be a desire to keep it as quiet as possible, although it was addressed to Ald. Kinsella and the members of the committee in their capacities as such. The secretary was not asked to read it, as is usual with such documents, but it was handed to the members of the committee to peruse in turn. A Herald representative asked for permission to see it, but he was told that the document could not be made public.

In the letter Mr. Pepin makes almost a score of separate and distinct charges against Mr. Laforest. One of the accusations is that Mr. Laforest, on several occasions, sent water works employes to his private residence to do work of various kinds, and also had his own work done in the department shops on St. Charles Borrommee street. There is nothing indefinite about these charges. Mr. Pepin gives the dates upon which the work was done and the names of the workmen engaged.

A still more serious charge is that Mr. Laforest sent material from the city shops to outside municipalities, where he was superintending the construction of waterworks plants. When the enquiry into the administration of the Water Department was held about three years ago it was shown that Mr. Laforest, then assistant superintendent, had the oversight of the construction of plants in St. Agathe and other places. Mr. Pepin charges that he not only has been engaged in that work since he became superintendent, but that he has shipped to these municipalities a large amount of valuable material from the city's shops, and for which the city received nothing in return. According to his letter the goods, which consisted of pipes, joints, valves, and other articles used in waterworks systems, were either taken from the stock in hand or manufactured in the shops by men in the pay of the city, and sent to points designated by Mr. Laforest. He enumerates some of the articles thus sent out and also names the days upon which they were shipped.

These are fair samples of the accusations made by Mr. Pepin in the letter which the press representatives were not permitted to have access to. It is said that they are by no means the most serious. Mr. Pepin asks for an investigation and offers to produce evidence to substantiate every charge he has made. There is a disposition on the part of some of the members of the Water Committee to treat the letter lightly, but those who are in favor of giving Mr. Pepin an opportunity to offer evidence in support of his charges will prevail. The investigation, when it is held, wll not be restricted to the accusations made in Mr. Pepin's letter. There are members of the council who are anxious to have an enquiry into the whole administration, under last year's committee.

The recent discovery of the large shortage in the coal account, and the illegal payment of over $20,000 early in January, have intensified that desire. Now that the request for an investigation has been laid before the Committee, it is whispered that there will be sensational developments before the enquiry is closed.

PEACE MAY NOT BE VERY FAR AWAY.

It is Believed That Spain Has Had About Enough of the War,

THE POPE IS INTERESTED

It is Alleged That His Holiness Has Sent a Cable to President McKinley.

ASKED HIM TO TAKE PITY

Many of the Soldiers Wounded in Friday's Fight Brought to Key West.

London, July 6.—The Madrid correspondent of the Daily Telegraph says he is informed peace will be demanded to-day.

New York, July 6.—A despatch to the World from Madrid says:—Police and military precautions around the pal the Ministers' houses and the public offices have been redoubled by special order. Trouble is evidently apprehended.

Financial circles and the newspapers show a disposition to provide the Government with a plausible pretext for mooting the idea of peace. The war is now costing Spain $28,000,000 a month, and this pace she cannot keep up for six months without suspending all interest on her sinking fund and her debts.

London, July 6.—The Rome correspondent of the Daily Chronicle says :—

"The Pope, it is rumored, has telegraphed the Queen Regent begging her not to compromise the future of the monarchy by refusing to treat for peace, 'which, after the heroism displayed by the Spanish navy, could not be other than honorable.'

"At the same time the Pope cabled President McKinley, so it is rumored, appealing to American generosity toward 'an unfortunate but chivalrous enemy.' The Italian Foreign Office, however, discredits such rumors, and denied that the Powers have taken any action."

Alfonso XII. Probably Taken.

Key West, Fla., July 6.—It is reported here that the Spanish warship Alfonso XII, attempted to run the blockade out of Havana and was captured by an American cruiser. Two more ships are expected to-day from Santiago de Cuba with seriously wounded soldiers on board.

Agrees to Exchange Hobson.

Washington, D.C., July 6.—The War Department posts the following from Gen. Shafter:

Camp near Santiago, July 5.—"I am just in receipt of a letter from Gen. Soul. (probably Toral), agreeing to exchange Hobson and men here, to make exchange in the morning. Yesterday he refused my proposition of exchange.

Shafter.
Major-General.

WOUNDED ARRIVE AT KEY WEST.

Over Three Hundred of Those Less Seriously Injured Have Arrived on American Soil.

Key West, Fla., July 6.—The Red Cross steamer Iroquois arrived yesterday afternoon from Santiago de Cuba, with 320 wounded on board. The board of health authorities have granted permission to land the wounded from the Iroquois, and the ship is now being docked for that purpose. A surgeon in charge of the wounded asserted in the course of an interview, that most of those on board were injred in the first day's battle, last Friday, when a general engagement occurred all along the line.

These men are the milder cases, sent to Key West to make room for the large numbers being brought into camp from the field. Most of them will be ready for duty in a month or six weeks. There are only a few seriously wounded on board. The surgeon said all would be placed in hospitals here instead of being sent north. Hundreds of soldiers and sailors, with citizens, met the steamer at the wharf, enquiring as to friends in Cuba.

At the hour this despatch is sent the wounded are going to the hospitals in street cars, carriages and Red Cross waggons.

Several other transports are en route to Key West with wounded.

Big Rossland Shipments.

Rossland, B.C., July 6.—(Special.)—Shipments from camp will probably reach 500 tons daily within a week. Centre Star is now shipping fifty tons daily. Work on the tunnel continues. The test of power for Bonnington Falls made yesterday proved entirely successful. Ten thousand volts were transmitted without the slightest difficulty. This will reduce the cost of power to working mines one half.

CHICAGO MARKETS.

Messrs. J. S. Bache & Co. report the following quotations from Chicago :

July 6.	Opg.	High.	Low.	Close.
Wheat—				
July	74½	76⅝	74	76⅝
Sept.	68⅝	69½	68¼	69¼-⅝
Corn—				
July	32	32⅝-¾	32	32⅝-¾
Sept.	32½-⅝	33⅛-¼	32½	33⅛-¼b
Oats—				
July	21⅞	22¾	21⅞	22¾
Sept.	19⅞	21⅝	19⅞	21⅝
Pork—				
July	....	9 62	9 62	9 62
Sept.	9 75	9 82	9 75	9 82
Lard—				
July	5 30	5 30	5 30	5 30
Sept.	5 35	5 42	5 35	5 40-2
Short Ribs—				
July	5 32	5 45	5 32	5 45
Sept.	5 35	5 47	5 35	5 47

Steamship Movements.

July 5.	At	From
Spaarndam	New York	Rotterdam
Mobile	New York	London
Argonia	New York	Stettin
Kensington	New York	Antwerp
Checruska	New York	Hamburg
Fulda	Genoa	New York
Chester	Southampton	New York
Dresden	Bremen	Baltimore
Ethiopia	Moville	New York
Amarynthia	Glasgow	Montreal
Rydal Holme	West Hartlepool	Montreal

LOWEST TENDERS WERE REJECTED,

The Road Committee Decided Yesterday in Favor of the Highest Tenderer.

ASPHALT IN CRAIG STREET.

The Vote Was in Favor of the Firm Who Gave the Trip to New York,

THE DECISION IS NOT FINAL.

The Road Committee yesterday, by a vote of 4 to 1, decided in favor of giving the contract for paving Craig street to Bellhouse, Dillon & Co., although they were the highest tenderers for the asphalt pavement. Messrs. Bellhouse & Co. are the gentlemen who paid the expenses of the Road Committee and the Mayor on a trip to New York a few weeks ago. Ald. Martineau dissented, but Ald. Wilson, Ouimet, Dupre and Gallery put the motion through. Ald. Brunet had other busines to attend to, and he retired from the meeting immediately before this question came up. His place in the chair was taken by Ald. Turner. The lowest tenderers for the asphalt pavement were the Warren-Scharf Co., who offered to lay the Trinidad asphalt for $2.37 per square yard. The price quoted by Messrs. Bellhouse, Dillon & Co. is $2.41 per square yard. On the whole contract there is a difference of $280 in favor of the Warren-Scharf Co.

Ald. Prenoveau has suddenly developed a remarkable interest in the down-town wards. When the committee reached this question of the Craig street pavement he made a vigorous speech, urging the committee to pave Craig street with macadam or concrete, as Sherbrooke street from St. Denis street to Bleury is paved. He contended that the pavement was the very best for commercial traffic, and it was very lasting.

Ald. Ouimet did not agree with this. The Sherbrooke street pavement had to be repaired frequently, and it would not be suitable for a down-town street.

Ald. Ouimet and Wilson moved that the tender of the Bellhouse Company for rock asphalt at $2.41 per yard, and Scoria bricks between the tracks, be accepted.

Ald. Martineau moved in amendment that the street be paved with granite blocks, with three feet of Scoria bricks for bicycle tracks, on each side of the street, next to the curb.

This was defeated by a vote of 4 to 1, Ald. Martineau receiving no support.

He then moved that the committee decide in favor of an asphalt pavement, the contract to be given to the lowest tenderers, the Warren-Scharf Co.

Ald. Jacques addressed the committee in favor of the Warren-Scharf tender for Trinidad asphalt. The Trinidad asphalt laid in St. James street fifteen years ago was still the best piece of pavement in the city.

Ald. Wilson objected to giving the contract to the Warren-Scharf Company, as they were foreigners, and their work was done by "niggers" from the other side.

Ald. Ouimet took the same ground.

Ald. Gallery favored giving the contract to the Bellhouse people, because they would employ home labor. True, it meant $280 more, but the money would come back to the city in the shape of water rates paid by the men who were given employment, and who would not otherwise be able to pay their water rates.

Ald. Martineau replied that any company to which the contract was given would have to go outside for some of their skilled labor.

His motion was lost on a vote of 4 to 1, and on the same division the committee decided in favor of the Bellhouse, Dillon & Co. tender at $2.41 per square yard.

This decision, of course, is not final. The Finance Committee have not voted the money, and will not do so until they approve of the method of doing the work. After it passes the Finance Committee it goes to the Council to be voted upon there.

Ald. Jacques and Martineau say that the lowest tender will yet be accepted.

Comptroller Dufresne informed the committee that only $2,000 of the $20,000 voted for repairs to streets was left, and out of the $50,000 for watering $32,000 had already been spent. There were also some $400 or $500 of outstanding accounts for the payment of laborers along the temporary and permanent dykes during the high water in the spring.

TWO DEMENTED MEN IN WINDSOR DEPOT.

One Claimed to Have Lost $170 and His Baggage—The Other Goes to the Asylum.

An apparently well-to-do traveller, who gave his name as James Casey, acted in such an eccentric manner at Windsor station last evening that Policeman Madill found it necessary to take him in charge. The old man was displaying his pocket-book in a most careless fashion, and acting in an altogether irresponsible way. When taken to No. 6 Station to recover his mental equilibrium, Mr. Casey stated that he had lost $170, only $32 and a ticket to Halifax remaining in his possession. He had likewise lost his baggage checks and all track of his luggage.

On the previous day another rather exciting incident occurred at the same depot, and led to the arrest of Joseph Collins, a young man who was seen to be acting in a very peculiar manner. He was suspected of picking the pocket of Mrs. Arthur Piers, that lady having missed her purse while passing through the depot. The unfortunate young man, however, was found to be in a demented condition, and Station Constable Richards and Policeman Madill found it necessary to lock him up in the telegraph office until the arrival of the patrol wagon, when he was taken to No. 6 Station. He desperately resisted arrest, and Policeman Madill got several bruises and scratches during the struggle. Papers for Collins' admission to the asylum are in course of preparation.

MADRID AT LAST ADMITS DEFEAT,

Senor Sagasta Tells the People of the Disastrous Defeat.

Public Still Seems to be in Favor of a Prolonged Resistance—Disorder Among the Military.

Madrid, July 6.—Senor Sagasta has announced that Admiral Cervera's squadron has been defeated, that the Almirante Oquendo was burned, and the Infanta Maria Teresa sunk, and that Admiral Cervera himself is a prisoner of war.

London, July 6.—The Madrid correspondent of the Times says: "Admiral Cervera's family have received a telegram, professedly from him, stating that he is a prisoner, but its authenticity is doubted. The following is the only official despatch the Government has received since yesterday:

"At dusk last night there reached the Socapa battery, seven shipwrecked men from the sunken torpedo boat destroyers. They said the Infanta Maria Teresa was steaming in a damaged condition behind Point Buzor, out of sight of the town, and that the Almirante Oquendo was afire. Subsequently other sailors, I do not know how many, got ashore and confirmed the above. The enemy attacked our forces during the morning causing us a loss of seven wounded. Col. Escario's column has arrived."

"The despatch goes on to describe the intervention of the foreign consuls at Santiago, and the offer of the Americans to delay bombardment until the morning of July 5, provided the Spanish refrain from attack them. It concludes with the words. 'I have agreed.'"

London, July 6.—The Madrid correspondent of the Times says: "Despatches received from American sources describing the destruction of Admiral Cervera's squadron, which the morning papers consider wild exaggerations, and consequently held back, have been published in special editions. They are generally regarded as substantially true, and have produced a most painful impression among all classes, but there is perfect tranquility. I perceive no symptoms of dangerous popular excitement."

London, July 6.—The Madrid correspondent of the Standard says: "The public is still in favor of prolonged resistance, but excitement is increasing among all classes and strong precautions are being taken in all the large towns, where the garrisons are confined to barracks." The correspondent describes the irritation of the newspapers, which withheld the special reports as to the disaster to Cervera's squadron till the Government's confirmation had been received.

London, July 6.—The Madrid correspondent of the Daily Telegram says "This order is spreading among the military, the crowds in the city are getting riotous, and everywhere signs are apparent that the population is arming for civil war. Marshal Martinez Campos and the Captain-General of Madrid have held long consultations."

Madrid, July 5, 11.30 p.m.—The Cabinet council, this evening, after a short session decided not to open negotiations for peace, but to continue the war with all risks while a single soldier remains in Cuba.

The Government has no news as to a bombardment of Santiago, and has cabled Governor-General Blanco for details of the naval battle.

Washington, July 5.—The State Department to-day took occasion to dispel some of the Spanish illusions over the escape of Admiral Cervera's fleet. It seems that Madrid is not alone in the belief that the fleet made a handsome sortie from Santiago and left the American ships far in the rear.

A cablegram came from the United States Minister at Caracas, saying the Spanish residents there were glorifying the Spanish naval victory. The Minister was informed briefly that Cervera's fleet had been destroyed, the Admiral made prisoner and that General Shafter had demanded the surrender of the city.

Washington, July 5.—A graceful courtesy was to-day extended to the captured Spanish Admiral Cervera, by the President. Through General Greeley, chief signal officer, permission was sent to Cervera to communicate with his family in Spain by cable. Permission was also granted to other captured Spanish officers to use the cable to transmit personal messages in Spain, carefully censored, and nothing will be allowed to pass that would be of assistance in any manner to the enemy.

Why She Had to Go.

Mrs. Wakeleigh—"How did you come to lose your girl? I thought you liked her so much."

Miss Flatleigh—"Oh, she got above her place and I just insisted on having mamma discharge her."

Mrs. Wakeleigh—"What did she do? Want to set up a grand piano in the kitchen?"

Miss Flatleigh—"No; but she boasted around that she had a bigger string of soldier buttons and belts than I could show."

Plaster Days of the Past.

Previous to the introduction of Griffiths' Menthol Liniment, belladonna, menthol and porous plasters were extensively used. For pains in any part of the body Griffiths' Menthol Liniment is superior to plasters of any kind. It immediately penetrates to the painful parts, relieving in a few minutes. Sold by all druggists, 25 cts.

After the Spin A-Wheel,

the most invigorating, refreshing, and thirst-satisfying drink you can take is a glass of

Abbey's Effervescent Salt.

It takes the place of the nauseating mineral waters or insipid ærated beverages, besides being health-giving and strengthening. Carry a 25 cent bottle in your "kit" and freshen yourself after a run. Sold by druggists everywhere at 60 cents a large bottle. Trial size 25 cents.

7,000 MORE DONS ARRIVE IN SANTIAGO.

General Garcia Was Unable to Keep Back 7,000 Trained Troops.

General Pando Wounded in a Fight With the Cubans at Dos Palmas, and is in the Hospital.

Kingston, Jamacia, July 6.—Another of the Spanish leaders, General Pando, has been wounded, but his troops numbering seven thousand, have succeeded in getting into the city of Santiago. This interesting news I got from refugees who arrived here from Santiago. They came on the British men-of-war Alert and Pallas, and the Austrian warship Maria Teresa.

According to these refugees General Pando was seriously wounded in the arm while commanding his troops in a battle at Dos Palmas, at which point General Garcia, with several thousand Cubans, attempted to prevent his further advance towards Santiago.

After the battle General Pando's men proceeded toward the city, finally entering with difficulty. General Pando was carried along with the troops, and now is being cared for on the dismantled Spanish cruiser, Reina Mercedes, which is lying in Santiago harbor, and is used as a hospital ship.

My information is that the Cubans under Garcia, in their efforts to intercept Pando's army, made a stubborn fight. They were no match for the seven thousand trained soldiers under the Spanish General, although they checked the enemy's progress for a time.

General Garcia's appearance at Dos Palmas was in accordance with plans agreed upon by General Shafter and the Cuban commander several days ago. It was feared by both generals that the Cubans under Garcia would be unable to prevent General Pando from forcing his way into the city, owing to superior numbers. But General Shafter believed that Garcia would be able to hold Pando in check long enough to enable the American forces to the east of the city to gain material advantages.

From the news brought here by the refugees I am unable as yet to give particulars of the fight at Dos Palmas between the Cubans and Pando's men. All that is known is that Garcia's band, although outnumbered two to one, made a bold stand against the advancing Spaniards, and contested the way for a considerable distance. The Spaniards finally broke through the Cuban lines, however, and pressed on toward Santiago, effecting an entrance to the city from the west.

General Pando was at the head of his troops in the fight with the Cubans. He passed along the line, often, to encourage his men at those points where the fighting was fiercest. His men were discouraged when he fell to the ground, suffering from a wound in his arm, but they quickly rallied and forced their way through the Cuban columns.

General Pando is the third conspicuous Spanish leader to be wounded since the attack upon Santiago began.

IN LOCAL LABOR CIRCLES

District Assembly No. 13, Knights of Labor, at a special meeting called at the request of the Tailors' and Clothing Cutters' Assembly for the purpose of taking action on the "sweating system," which exists in this city at the present time, have passed the following resolutions:—

Whereas, a great deal of poverty and want exists in this city at different times in the year through what is known as the "sweating system; be it, therefore, resolved, that we petition the Mayor and aldermen to add the following as an amendment to the city charter:—

An act regulating the sweating system. Sec. 1.—Whenever any house, room, or place used as a dwelling is also used for the purpose of carrying on any process of making, altering, repairing, or finishing for sale, any ready-made coats, vests, trousers, overcoats, or any wearing apparel of any description whatsoever intended for sale, it shall, within the meaning of this act, be deemed a workshop; and every person so occupying or having control of any such workshop shall within fourteen days from the time of beginning work in such workshop, notify the Chief of Police or a special inspector appointed for that purpose, of the location of such workshop, the nature of the work there carried on, and the number of persons therein employed. The exercise of such in a private house or private room, however, by the family dwelling therein or by any of them, shall not of itself constitute such house or room a workshop within the meaning of this act, provided that such family or any member of such family engaged in the process of making, altering, repairing, or finishing for sale any such coats, vests, trousers, overcoats, or any wearing apparel of any description whatsoever intended for sale in a private house or private room used as a dwelling as aforesaid shall procure a license approved by the Chief of Police upon the recommendation of the inspector especially appointed for the enforcement of this act, and no person, contractor, firm, or corporation shall give to any person not holding said license any such garments or articles of wearing apparel intended for sale to be made in any private house or room as aforesaid, and every such workshop and every such private house or private room shall be kept in a clean state, and shall be subject to the examination of the inspectors of the police for the purpose of ascertaining whether said garments or any of them, or any part or parts thereof, are in a clean condition and free from every matter of an infectious or contagious nature.

Sec. 2.—If said inspector finds evidence of infectious disease present in any workshop, or in goods manufactured, or in the process of manufacture therein, he shall report the same to the chief of police, who shall then notify the Board of Health to examine said workshop and the materials used therein, and if said board shall find said workshop in an unhealthy condition, or the clothing and materials used therein unfit for use, said board shall issue such order or orders as the public safety may require.

Sec. 3.—Whenever it is reported to said inspector, or to the chief of police, or to the Board of Health, or to either of them, that ready-made coats, vests, trousers, overcoats or other garments are being shipped to this city, having previously been manufactured in whole or in part under unhealthy conditions, said inspector shall examine said goods, and the condition of their manufacture, and if upon such examination, said goods, or any of them, are found to contain vermin, or have been made in improper places or under unhealthy conditions, he shall make report thereof to the Board of Health, which board shall thereupon make such order or orders as the public safety may require.

Sec. 4.—Whoever, knowingly, sells or exposes for sale any ready-made coats, vests, trousers or overcoats which have been made in a tenement house used as a workshop, as specified in section one of this act, shall have affixed to each of said garments a tag or label not less than two inches in length and one inch in width, upon which shall be legibly printed or written the words "tenement made," and the name and number of the street where said garment or garments were made.

Sec. 5.—No person shall sell or expose for sale any of said garments without a tag or label as aforesaid affixed thereto, nor sell or expose for sale any of said garments with a false or fraudulent tag or label, nor wilfully remove, alter or destroy any such tag or label upon any of said garments when exposed for sale.

Penalties—Any person violating sections one, two, three, four or five of this act, shall, upon conviction, be liable to a fine of not less than fifty dollars for the first offence, and not less than one hundred dollars for every offence thereafter.

Sohmer Park.

The Citizen's League have forwarded the following letter to the Superintendent, of Police for submission to the Police Committee:

The Superintendent of Police, Montreal:

Dear Sir,—I am requested to draw your attention to the fact that illegal gambling tables are in daily operation at Sohmer Park. At the request of citizens we have sent and made investigation, and are prepared to give evidence in court if you desire it; but the facts are so open and notorious that possibly such outside evidence will not be necessary. As the executive are of the opinion that you should be appealed to in the first instance in all such matters, we now do so with the hope that you will be good enough to take prompt action for the suppression of this nuisance.

DR. WARD'S BLOOD & NERVE PILLS

RESTORE THE SNAP, VIM, ENERGY AND STRENGTH YOU HAVE LOST.

WEIGH YOURSELF BEFORE TAKING THEM.

A MARKED GAIN.

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ABENAKIS a Delightful Summer Resort. Unsurpassed boating, bathing, fishing. Mineral Springs. For terms, etc., write R. G. Kimpton, proprietor, Abenakis Springs.

SYDNEY HOTEL—Sydney, Cape Breton—The palace hotel of Eastern Nova Scotia. $2.00 to $3.00 per day. Write for booklet, to Geo. L. Hamington, Lessee and Manager. 121

SEASIDE HOUSE, LITTLE METIS—THIS well-known summer resort will be reopened for tourists on the 15th of June. Unsurpassed boating, bathing. For particulars, apply to William Astle, Prop.

TAILLEFER HOTEL—One will find every convenience and comfort at the Taillefer Hotel, at Bordeau, during the hot days of summer. Large rooms, excellent meals, baths, etc. The C.P.R. station at Sault aux Recollet is situated a short distance from the hotel. Rates moderate.

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BOARD — The Avenue House, Lakeside, Valois, P.Q., half an hour from Montreal on G.T.R. and C.P.R., is open for reception of guests for season. Transients received from Saturday to Monday, also on Dominion Day. Five minutes' walk from Lakeside Station.

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SITUATIONS VACANT.

WANTED—Good general servant. 43 Victoria Street.

WANTED—Immediately, a good man or woman cook, at 131 Metcalfe Street. References required.

WANTED—Immediately, a smart girl to assist in kitchen. 168 Mansfield Street.

WANTED—Good checkers and sorters. Apply at the American Steam Laundry, 41 Beaver Hall Hill.

WANTED—A general servant, in a small family. 76 Mance.

WANTED—A man or a strong boy to drive a horse, one who is willing to board in the house. 112 Nazareth Street.

WANTED—Young girl to assist with housework. 276 St. Lawrence Street.

WANTED—Young saleslady at Walker's, 2206 St. Catherine Street.

WANTED—Operators on shirts and blouses, also girls for overalls, experienced hands only. 481 St. Paul Street, upstairs.

WANTED—Assistants for dressmaking. 223 Bleury Street.

WANTED—General servant, in American family, one willing to go to the seashore; good wages; if French must speak English. No. 35 Cote St. Antoine Road, Westmount.

WANTED—Good cook, also housemaid, both willing to do general housework, family three. 465 Sherbrooke Street.

WANTED—30 or 40 shirt operators. Apply Shirt Factory, The Gault Bros. Co., Ltd.

WANTED — Newburgh, Ont., High School wants an assistant teacher to teach Latin, French, German, and some junior English; state qualifications and salary; to begin work 1st September, 1898; applications received until July 11th. Address C. W. Glenn, Secretary B. of E., Newburgh, Ont.

WANTED—A lady traveller for the city, to make a house to house canvass and also to call on the retail trade. Constant employment will be given. S 22, Herald Office. 160

WANTED—A young girl as general servant. Apply 91 Durocher Street. 158

WANTED—Two experienced business women, accustomed to office work, book-keeping, handling customers and cash, as joint managers of high class office business. Salary to start, $10 per week. Bond of $2,500 required. Apply 302 New York Life Building. 150

WANTED—Paper box girls; only experienced hands need apply; good wages; steady work. Apply to Mace, Milson & Co., 8 DeBresoles Street, near Notre Dame Church. 153

WANTED—General servant. Must understand cooking. Apply Herald. tf

WANTED—General servant for the country; references required; small family. Apply to Box C 14, Herald Office.

HOME WORK FOR FAMILIES.

We want a number of families to do work for us at home, whole or spare time. The work we send our workers is quickly and easily done, and returned by parcel post as finished. Good money made at home. For particulars, ready to commence, send name and address. The Standard Supply Co., Dept. B., London, nt. tf

PERSONAL

PERSONAL—D.F., lately residing in Westmount, is hereby notified that if he does not pay me amount due for board, on or before 27th June, 1898, I shall then sell his wearing apparel, etc., now in my possession. Mrs. William Mathews, 4101 St. Catherine Street, Westmount. *

ROOMS AND BOARD.

ROOMS—Wanted two rooms suitable for housekeeping, with all conveniences. S 21, Herald Office. 157

WANTED—In the country, near seashore, one large room and board, for lady with three children. State terms and particulars. S. S., 3492 Notre Dame Street. 146

TO LET—A large furnished front room, on the first flat, use of a stove and the dining room; not more than forty yards from the corner of Bleury and St. Catherine Streets; private family; man and wife. 17 Balmoral Street.

INFORMATION WANTED.

PERSONAL—Information is wanted of Mr. Thomas Baker, at one time of Stratford, England. He is a baker by trade, and when last heard from, some years ago, gave his address as Watertower, or Watertown, Montreal. Any information concerning him will be thankfully received by the holder of P.O. Box 182. 139

GILES, MRS. EDWARD (Sarah Tomkins), who left King st., Cambridge, about 23 years ago. Sister asks. For further information, apply Edward Giles, 1 Valiquette avenue, Seigneurs street, Montreal.

BUSINESS CHANCES.

A GENTLEMAN OF EXTENSIVE BUSINESS experience and knowledge of the West Indies, would be glad to hear of any firm desirous of forming or extending trade there. A good opportunity offers for a reciprocal business between Canada and the West Indies. Address "Mercator," P.O. Box 544, Montreal. 160

FOR SALE.—The Boot and Shoe business of 198 Centre street for sale. No better stand in the Point; best reasons for selling. Apply M. Mullins. 154

HAVING SECURED, THIS MONTH, IN Canada, three valuable patents for overhead carriage washing machines, which are highly esteemed in the United States, will sell the same at a reasonable price for cash, or arrange for part cash and royalty. Edwin Ferris, 185 Washington Street, New York City, New York. 145

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Advertisements under this head half a cent a word per insertion. Six insertions for the price of four.

FOR SALE—That fine solid brick block of Five Shops and Dwellings, corner Wellington and Nazareth streets. Shops can be let separate or with dwellings; good confectioners; oven attached to one of the Shops; also three Dwellings adjoining, on Nazareth street; property in first-class order. This is most desirable property for investment. Always been rented to good tenants. Title perfect; no ground rents. For terms apply F. Jones, 98 Nazareth street. 155

TO LET—A Store, 148 St. Lawrence Street, 20x115 feet, and basement, asphalt flooring; with or without a flat above of 40x115 feet; well lighted; freight elevator. A. Brunet, 58 St. James Street. 152*

TO LET—No. 38 Arcade Street, self-contained house, 4 rooms, bath and w.c., big yard. Apply 11 St. Sulpice Street.

FOR SALE.—Property 919 Wellington; corner lot; detached cottage. Apply, 117 Centre.

HOUSE AND STORE TO RENT CHEAP—Carrying on good business as candy and tobacco store. Rent, $12. Good chance for any one. Apply on premises, 91 St. Antoine Street. 142

TO LET—A store, 148 St. Lawrence street, 20 x 115 feet, and basement asphalt flooring, with or without a flat above, of 40 x 115 feet; well lighted; freight elevator. A. Brunet, 58 St. James. 127

FOR SALE

Advertisements under this head half a cent a word per insertion. Six insertions for the price of four.

FOR SALE—Good carriage, single and double; also express for butcher or grocer; second-hand buggies of all kinds very cheap. 940 St. James street.

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FOR SALE—Property, 919 Wellington; corner lot; detached cottage. Apply 117 Centre.

FOR SALE—Good collection of Old and Rare Coins. Carl Griggs, Sutton, Que.

FOR SALE—Second-hand Brantford Bicycle, in good condition. Apply E. & D. Agency, Windsor Hotel Block. tf

FOR SALE—Eggs for hatching, Silver and White Wyandotts and Plymouth Rocks, ten yearling White Wyandott Hens, pair Plymouth Rocks. W. Ulley, Victoria Square, Montreal. 155

FOR SALE—For the million. Kindling, $2.00; cut maple, $2.50; mill blocks, $1.50; tamarac blocks, $1.75; cut any length, delivered. J. C. McDiarmid, Richmond Square. Tel. 8353.

COPPERS FOR SALE—Apply Herald Office. tf

FOR SALE—Famous bed-bug, roach, rat and mice killer, in tins, 25c, 50c and $1. Money returned if it does not clear your house. 71 Main Street. No agents selling this. 165

SITUATIONS WANTED—MALE.

WANTED—Situation in wholesale fruit or commission house, by young man, who is willing to work and has good references. Please apply to S 23, Herald Office. 162

WANTED—Young man of good address, three years' office experience, wants any position of trust; wholesale house preferred; honest and strictly temperate. S 24, Herald. 158

WANTED—A telegraph and telephone line man, of long experience in management of construction, is open for engagement. Address Lineman, Herald Office. 158

WANTED—A married man wants a situation as coachman or stableman understands thoroughly the care of horses. References. Address, H., 1151½ St. Antoine street. 158

ROOMS—Wanted two rooms, suitable for housekeeping, with all conveniences. S 21, Herald Office. 157

WANTED—A young girl to take care of children and do light housework. Apply. 2160 Notre Dame street. 158

WANTED—Work by a painter, paper-hanger, whitewasher, tinter and decorator. References. Charges moderate. Apply, A. Feldman, 72 Maurice street, in rear 158

WANTED—By a respectable young married man situation in office, or any kind of employment, in medicine business. Good writer, and can give the best references. Kindly, in answering this advertisement, address "Needy," Herald office. 154

WANTED—A place for a smart, intelligent youth, 16, to learn the printing trade. Address, P. A., Herald Office. 154

GORDON PRESS HAND—Eight years' experience, wants steady job in good office; working in one of the best job offices in Toronto; state wages. Box G. P., Montreal Herald. 147*

SITUATION WANTED—Young man, 20, with fair education, desires position; experienced shoe salesman. S.S., 3496 Notre Dame Street. 148*

SITUATIONS WANTED—FEMALE

WANTED—A superior woman desires a situation in the country; good cook; sewing; well educated. Address E. M. Wyld, Post Office, Maisonneuve. 158.

WANTED — Respectable middle-aged widow desires position as working housekeeper to one or two gentlemen; best references. 114 St. Urbain Street. 158

WANTED—Positions by two young women as nurse and housemaid in same house. References. 64 Papineau avenue. 157

WANTED—By a person of experience, with first-class city reference, a permanent place to sew in two or three days a week, dressmaking, no objection to doing any other kind of work. 65 cents a day. Address, B. W., Herald Office. 154

WANTED—Situation as working housekeeper or general servant, for two in family. Apply 245½ St. Urbain Street. 160

WANTED—By a young lady, Protestant, position as mother's help or companion to person going away to either seaside or country. Apply, Box S. 20, Herald Office.

WANTED—A place for a little girl, aged 12, to mind a baby where she can come home nights. Wages no object. Address M. W., Herald Office. 154

WANTED—By a young married woman, a few hours' employment, from two till half-past five o'clock, either light housework or taking out children. Address 41 Alexander Street.

WANTED—Washing at her own home, or work by the day. City references. 64 Jurors Street. 153

WANTED—Work of any kind. 15 Jurors St., upstairs. 152

WANTED—By a respectable woman work by the day, of any kind, with a family to support. Address, 243 St. Martin street, in rear.

WANTED—By a respectable young girl of 16, Protestant, situation in a store; both languages; best references. Apply S 17, Herald Office. 152

WANTED—Position as housekeeper to single gentlemen or widower, by English lady, experienced in cooking, etc., or would take charge of children or invalid at seaside. S 18, Herald. 150

WANTED—Work by a first-class laundress by the day, or would take family's washing at her own home. Can give first-class city references. Has good drying. Address, 167A St. Maurice street.

ALD. JACQUES ON HIS DIGNITY.

He Said a Lot ot Unpleasant Things About the Finance Committee,

TO WHOM HE WON'T BOW.

The Members of Finance Should Be Taught That "We Are Not Thieves."

A LIVELY COMMITTEE MEETING.

The tangle in their finances was the topic discussed by the members of the Water Committee at their meeting yesterday. Ald. Jacques again paid his respects to the Finance Committee, to whom he attributed the responsibility for the whole trouble. Ald. Clearihue and Laporte counselled their colleague to be more moderate in his views and language concerning the Finance Committee, and reminded Ald. Jacques that some of the blame might be traced to the Water Committee. A long and lively discussion wound up in a decision to go to the Finance Committee on Friday and ask for about $30,000 for repairs to mains and for water services, and also to ask for funds for the replenishing of the coal sheds, which will be empty in less than two weeks. As over $21,000 of this year's appropriation for coal was illegally paid out for coal used last year, Ald. Beausoleil says that the Water Committee will have to take this part of their trouble to the Council, as Finance cannot deal with it.

Ald. Laporte reported to the meeting the result of the conference held with a sub-committee of the Finance regarding the committee's finances. The report was substantially what has already appeared in The Herald, that $6,000 had been granted for pipe-laying, but nothing had been done regarding the coal except to refer the Water Cimmittee to the Council.

A Serious Break Reported.

A telephone message had been sent in to Superintendent Laforest, informing him that a six-inch pipe on Bleury street, just above Craig, had broken, and until repairs could be made the pople residing on Bleury street, between Craig and Lagauchetiere, would be without water.

Ald. Jacques accepted the opportunity afforded by this report to give expression to his opinion of the Finance Committee in their dealings with the Water Committee.

Supt. Laforest said that he had no money to spend in repairs.

Ald. Jacques remarked that if a break of that kind occurred in a ward represented by a member of the Finance Committee, they would soon hear of something being done.

Ald. Clearihue said that the break was in the ward represented by Ald. Ekers.

Ald. Jacques—"That is a good thing." Continuing, he said that the impression had been spread abroad by newspapers and aldermen that the members of the Water Committee were not doing their duty. It was a fact that they were not doing their duty, but it was because the Finance Committee did not give them the money to do their duty with. The Water Committee business was as well done as the business of any other committee, although it had been spread all through the city that the members of the committee were acting irregularly and illegally. The members of the Finance Committee had an ill-feeling towards the Water Committee. It was in the newspapers that the accounts had not been brought in, that the coal account was short, and that the coal delivered had not been used. The citizens would now know that it was the fault of the Finance Committee.

Ald. Kinsella—"You know, Ald. Jacques, that any of the newspapers never tell lies. Did you ever know any of them to explain anything that took place before a committee?"

Ald. Jacques on His Dignity.

Ald. Clearihue thought it was not good policy for the members of the Water Committee to say harsh things of the Finance Committee.

Ald. Jacques—"I don't intend to be walked on by the Finance Committee."

Ald. Clearihue—"I don't think the members of Finance want to walk on anybody. You will learn, Ald. Jacques, that you can catch more flies with a little bit of sugar than with a whole barrel of vinegar."

Ald. Jacques—"I am here as a representative of St. Gabriel ward. I represent 2,500 citizens of Montreal, and I am not going to get down on my knees to any committee. All I ask is for fair play from the Finance Committee."

Ald. Kinsella—" Why, three members of the Finance Committee had the cheek to ask me where the streets were that we were going to put these pipes in. And they wanted to know the numbers of the houses. I told them that a lot of the streets had no names, and never did have. 'You give us the money, I said to them, "and we will soon give names to the streets and put them up.'"

Ald. Clearihue—"You surely don't mean to say that there are streets in Montreal that have not been named?"

Ald. Kinsella replied that that was his meaning.

Ald. Clearihue—"I can't believe that."

Ald. Jacques—"I think you are wrong there, Mr. Chairman."

Ald. Kinsella said that names had not been put on some streets, and people living close to them didn't know the names.

Ald. Clearihue—"If no name was on the corners of Notre Dame street, we would still know where Notre Dame street was."

Ald. Kinsella—"All right, if you want to defend the Finance Committee, you can do so."

Ald. Jacques said that although he had been ill-treated by the Finance Committee, he was willing to go back again and do what he could to get justice for the Water Committee. But, as he did not agree with all that the committee had done, he would not consent to be named as a delegate.

Ald. Kinsella asked that some action be taken regarding the break in the Bleury street pipe.

Ald. Laporte suggested that Mr. Laforest be deputed to go at once and lay the whole case before Mr. Robb, the City Treasurer, who would probably provide the funds for the repairing of the break.

Ald. Jacques thought it was not right to ask Mr. Laforest to assume that responsibility when he was now almost being called a thief for assuming responsibility in other matters.

Two Sides to the Question.

Ald. Laporte thought that if Ald. Jacques would study from the beginning the difficulty between the Finance and the Water omcmittees he would modify his opinions a little. Ald. Laporte instanced the shortage in the coal account as a sample of the causes of the care shown by the Finance Committee in dealing with the Water Committee.

Ald. Jacques replied that nothing could make him change his mind on that question.

Ald. Laporte, after some further discussion, moved that Supt. Laforest be instructed to communicate at once with Ald. Rainville, and inform him of the break in the Bleury street main and of the lack of money to repair it.

Ald. Jacques wanted the motion amended by inserting a clause stating that the shortage in funds was due to the Finance Committee not voting them their regular appropriations.

The other members of the committee could not see the necessity for the amendment, but Ald. Jacques insisted upon having it inserted. The people, he said, had been saying that the Water Committee had spent thir money foolishly.

Ald. Kinsella—"Oh, dear, no! The people couldn't say that."

Ald. Jacques was quite sure that the people said that. But the fault was with the Finance Committee. The Water Committee had asked for $25,000 for repairs and water serices ,and they had been given $10,000. The other $15,000 the Finance Committee had spent in judgments.

Ald. Laporte's motion was adopted.

"We Are Not Thieves."

Supt. Laforest presented a report, covering twenty-two pages of foolscap, showing in detail how the money already voted for repairs and house services had been expended.

This is the information the Finance Committee has been asking for for several weeks. Ald. Jacques remarked that "a copy should be sent to each member of the Finance Committee so that they will see that we are not thieves."

Ald. Laporte wanted a deputation appointed to wait upon Finance, present a copy of the statement prepared by Mr. Laforest, and point out the need of prompt action in voting money for repairs. As an evidence of the great volume of water being lost through breaks in the mains, he submitted the following figures showing the average daily pumping record for the month of June each year since 1893:—1893, 17,686,592 gallons; 1894, 17,810,062; 1895, 17,788,197; 1896, 17,400,769; 1897, 18,100,166; 1898, 22,682,424.

These figures he thought should be enough to convince the members of the Finance Committee that the repairs could not be made too quickly. He thought that all the members of the Water Committee should go in a body to Finance on Friday afternoon.

Ald. Kinsella—"That is a grand idea. And every one of us should wear six-ounce gloves."

Supt. Laforest signified his willingness to accompany the committee and explain the statement he had compiled, showing the expenditure of money for repairs and services. The Finance Committee had asked him for that statement before, he said, but he did not consider it their business, and he refused to give it to them. Since the Water Committee had asked for it, he had prepared it willingly.

It was decided to ask for $32,198, to be divided as follows:—$12,198 for mains and house services required at once; $10,000 for mains which will be required; and $10,000 for house services which will be required.

The Coal Running Short.

Supt. Laforest reported that he had coal enough for only ten days. He asked for instructions from the committee.

He was told to prepare a statement for Friday's meeting of the Finance Committee showing the exact amount of coal on hand, and also to ascertain from the firms who have been supplying the coal the prices at which they would be willing to continue the supply for a time.

Mr. Andrew Baile offers to supply Scotch steam coal at $3.75 per ton of 2,240 lbs. His letter was laid on the table.

Young Couples Start Right

If in buying their plated tableware, knives, forks and spoons, they insist on having the kind marked W^m ROGERS. It's the trade mark placed on the very best of plate—the kind that should wear 20 or 30 years—by the celebrated silversmiths,

Simpson, Hall, Miller & Co.,

1794 Notre Dame Street,

Montreal, Can.

NO NEWS FOR CHICAGO PEOPLE,

Publishers Fail to Come to an Arrangement With the Strikers.

Papers From Outside Cities Were Selling for 25 Cents Yesterday—Several Improvised Sheets.

Chicago, July 5.—The great majority of Chicagoans are almost ignorant of events that have happened since last Friday.

The suspension of publication by the city papers deprived them of their only source of learning what was going on, and so they were in the dark as to the events at Santiago.

The outside papers that had been sent here to supply the demand only served to intensify the growing feeling that disaster had befallen the troops before Santiago. The people knew only that Shafter had lost thousands in killed and wounded, and that the city was in the hands of the enemy. The glorious news sent by Sampson of the destruction of Cervera's fleet and the capture of the Ladrone islands was not known here until late yesterday afternoon.

Perhaps never since the first daily newspaper has a city with nearly two million inhabitants been without a daily paper, and to think that the people of Chicago should be the ones to be deprived of this boon, and should be made victims of a news famine—and that, too, during the progress of the greatest battle thus far of the war with Spain—was too much for the average citizen.

No arrangement has yet been made by Chicago publishers to get out their papers. Negotiations are proceeding rapidly, however.

The streets of that city were alive today with industrious newsboys, who were trying to make up for their lost business by hawking the out-of-town papers. They sold their copies rapidly enough and at such a price that one might almost suppose they would wish for a constant strike in local newspaper circles. They were themselves surprised at the result.

The veriest boiler-plate country sheet sold in Chicago to-day for five cents. The larger papers all brought ten cents, and the metropolitan sheets from Milwaukee, St. Louis, Cincinnati and other points brought twenty-five cents each, and the news-famished public was glad to get them at that price.

The publishers are getting ample help from non-union sources, and they already have in Chicago almost enough men to fill the places of the strikers. The complement will be complete by to-morrow, it is hoped. There is now the question of whether the compositors and pressmen will work with non-union stereotypers. Since the other unions have understood the matter in which the stereotypers struck, many have shown less disposition to sympathize with them, and it is considered highly probable that the stereotypers will be abandoned by the other unions, and that hereafter Chicago newspaper stereotyping rooms will be non-union.

Odd specimens of enterprising impromptu journalism have appeared, the idea being to satisfy the news-hunger of the public, and to reap a harvest of nickels at the same time. Notable among the sheets was one called the Whaleback War Bulletin, issued by a local transportation company. Its single sheet—two pages—was mostly headline, with about 150 words of alleged war news, preceded by the statement:

"Only paper issued to-day: Stereotypers on strike on all the other papers." Another was called the Chicago War Extra. Neither sheet had any local news, and the little telegraphic matter on war news was untrustworthy.

THE S. CARSLEY CO. LIMITED

Notre Dame St. Montreal's Greatest Store. July 6th, 1898

Don't Forget that the Big Store Reduces Everything

The management begs to emphasize the fact that the principle which governs this GREAT JULY CHEAP SALE is that "Everything is reduced in price." It makes no difference what you buy, be it the latest Parisian novelty, or such staple goods as Linens, Cottons, Dress Goods, Furniture, or Gentlemen's Furnishings. Every article is reduced to its lowest limit for this greatest of all cheap sales.

A RATTLING

JULY CHEAP SALE

The largest of its kind in Canada. Held only once a year. "Onward," merrily "onward" marches this Great Sale, to the tune of Greatly Reduced Prices. From the overwhelming crowds that thronged every section of The Big Store yesterday, it's quite evident that our prices represent nothing short of downright economy. With such liberal offers as these, successful issues are attained, and maintained.

A Record Bargain in Ladies' Shirt Waists



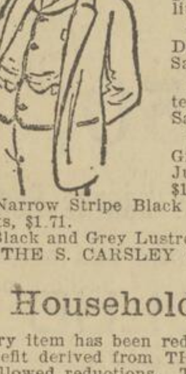
That comes as a surprise to everybody. They're beautiful new goods, in dainty patterns, well made and very stylish.

275 dozen Elegant Shirt Waists, in pretty check and stripe patterns. Pink, blue and new greens, with contrasting shades, are the predominating colors. Splendidly made, with detachable collar and self cuffs. A perfect model Shirt Waist. Worth 75c. July Sale Price, 55c

3000 Ladies' Stylish Shirt Waists. July Sale Prices, from 35c.

THE S. CARSLEY CO., LIMITED.

Men's Hot Weather Coats



The hot spell brought hundreds of busy men here to buy them. Prices have now been reduced so that you can secure cool garments for very little money.

Men's White Duck Coats. July Sale Price, 71c.

Men's Grey Lusterine Coats. July Sale Price, 90c.

Men's Black or Grey Lustre Coats. July Sale Price, $1.17.

Men's Narrow Stripe Black and Grey Lustre Coats, $1.71.

Men's Black and Grey Lustre Coats and Vests.

THE S. CARSLEY CO., LIMITED.

July Cheap Sale Now On. Negligee Shirt Sale



Here are a few pointers in Shirt Values that you'll do well to study. But come here first and see the goods.

In this lot of 23 dozen you'll get a rare bargain if any of the sizes fit you. There's only two sizes left, 15 and 15½, and the Shirts are of Fine Cambric, Neglige style, and good value at 75c. July Sale Price, 39c.

Boys' Negligee Shirts, in Fine Cambric, with or without collar. July Sale Price, 45c.

Men's Soft Bosom Shirts, handsome stripe patterns, cuffs detached. July Sale Price, 63c each.

THE S. CARSLEY CO., LIMITED.

July Cheap Sale Now On. For the Boys—Cool Clothes.



The great crowds that daily visit this section of The Big Store is proof positive of superoirity in quality and finish and lowness of price.

Boys' Cotton Shirt Waists. July Sale Price, 35c.

Boys' Flannelette Blouses. July Sale Price, 36c.

Boys' Navy Blouses. July Sale Price, 36c.

Boys' Fancy Blouses. July Sale Price, 56c.

Boys' Fancy Linen Blouses. July Sale Price, 83c.

Boys' Crash Norfolk Suits, from 95c.

Boys' Sailor Crash Suits, from $1.04.

Boys' Galatea Suits, from $1.13.

Boys' Grass Cloth Suits, from $1.80.

THE S. CARSLEY CO., LIMITED.

Household Needs at July Sale Prices.

Every item has been reduced until every semblance of profit has disappeared. That's the benefit derived from THE BIG STORE'S JULY CHEAP SALE PRICES. Reductions have followed reductions. That plainly tells you it's time to buy now. Don't delay.

	Regular Value.	Sale Price.
1500 Yards Pretty Cretonnes ...	10c	6c
200 Pairs Summer Blankets....	75c	54c
250 Dozen Summer Hose	10c	5c
1200 Boys' Straw Hats	20c	12½c
1500 Ladies' Leather Belts	10c	4½c
50,000 Patent Julip Straws for Summer Drinks, per 100	15c	10c
1200 Good Useful Teaspoons	3c	2c
175 Good Tin Saucepans	8c	5c
300 Good Boot Brushes	15c	9c
200 Good Gas Stoves	25c	13½c

THE S. CARSLEY CO., LIMITED.

	Regular Value.	Sale Price.
5000 Sardines, large tins	8c	5c
2500 Bags Windsor Table Salt..	5c	2½c
350 Children's Garden Tools, 3 pieces	15c	9c
750 Sterling Silver Shirt Waist Sets, stamped sterling ..	50c	29c
300 Plate Handles	5c	3c
1200 Can Openers	4c	2c
1500 Good Tumblers	5c	2c
800 Good Crystal Goblets	10c	5c
320 Splendid Whisks	10c	4½c
1000 Preserving Kettles	30c	22c

THE S. CARSLEY CO., LIMITED.

MAIL ORDERS CAREFULLY FILLED.

THE S. CARSLEY CO. LIMITED

1765 to 1783 Notre Dame St. 184 to 194 St. James St. MONTREAL

Barnston Heights Model School.

The report read by the lady principal (Miss Cole), of the Barnston Heights Model School at the closing exercises showed that the last session was the most successful in the history of the school. Miss Cole was presented by the pupils with a beautiful gold ring, and an appropriate address, expressive of the high esteem in which their principal is held, and voicing their appreciation of her earnest, faithful efforts in behalf of the school. Prizes were distributed as follows:—

A. A. Class.—Eva Morin, prize for diligence and appl. to study.

Grade I., Academy.—Madge Buckland, read., writ., spell., Eng. gram., French, arith., geog., hist., comp., script., dict., bookkeeping, algebra, phys. and hyg., geom., ment. arith., Eng. lit., appl. to study, sample work, cond. and first gen. prof.; Levi Cleveland, prizes for hist., script., ment. arith., good cond. and assiduity; Ella Cleveland, prizes for draw., dict., geom., sample work and gen. prof.; Susie Parker, prizes for map draw. and gen. prof.

Grade II., Model.—Jennie Dumas, read., spell., Eng. gram., hist., draw., script., phys. and hyg., algebra, ment. arith., Eng. lit., good cond., appl. to study and first gen. prof.; Lizzie Cleveland, spell., French, arith., dict., bookkeeping, ment. arith. and gen. prof.; Irene Thornton, read., writ., comp., good cond., assiduity and gen. prof.; John Thornton, prize for gen. prof.

Grade I., Model.—Ernest Ewan, comp., draw., map draw., phys. and hyg., ment. arith., Eng. lit., cond., assiduity and gen. prof.; Elsie Hall, read., Eng. gram., French, geog., bookkeeping, punct., sample work and gen. prof.; Kate Edson, writ., arith., dict., punct. and gen. prof.; Nettie Dumas, prizes for spell., hist. and script.

Elementary Department, Grade IV.—Frank Hull, read., writ., spell., gram., geog., draw., map draw., dict., hyg. and punct.; Arthur Buckland, arith., recit., dict.; Curtis Morrison, script.

Grade III.—Roy Stafford, writ., gram., recit., hist., dict.; Ida Benoit, prizes for read. and hyg.; Alice Morrison, spell., geog.; Ethel Morrison, script.; Joseph Bishop, arith.; Philias Lawrence, draw.

Grade II.—Eva Aulis, read., writ., spell., dict.; Cora Peters, arith., recit., script.; Charles Thornton, draw. and hyg.

Grade I.—Edgar Stafford, read. and arith.; Harry Perkins, spell.; Louise Brunelle, writ.; Pompfield Laurence, draw.; Henry Bishop, prize for attend.

Thirteen candidates presented themselves for examination, and twelve of these were successful as follows:—

A. A. Class.—Eva Morin, 493 marks.

Grade I., Academy.—Madge Buckland, 1,312; Levi Cleveland, 1,189; Ella Cleveland, 1,153; Susie Parker, 1,107.

Grade II., Model.—Jennie Dumas, 1,120; Lizzie Cleveland, 1,103; Irene Thornton, 1,031; John Thornton, 929

Grade I., Model.—Ernest Ewan, 1,034; Elsie Hall, 933; Kate Edson, 927.

Failure of the Corn Crop.

During the coming summer, if every person would use Foot Elm, corns would be a thing of the past. No chafing, no sweating, no blistering, when you use Foot Elm in your shoes. 25 cents, or 5 boxes for $1.00. All reliable druggists sell it, or we pay postage and send it by mail. M. H. STOTT & JURY, Bowmanville, Ont.

HOOLEY BRIBED THE CITY EDITOR.

The Pall Mall Gazette Admits That an Employe Betrayed the Trust Reposed in Him.

London, July 6.—It now appears that promoter Ernest Terah Hooley's charges of blackmail against London financial journals was directed largely against the recently deceased city editor of Astor's Pall Mall Gazette.

This announcement was made yesterday editorially by that journal itself in the form of a challenge to Hooley to state whether he bribed its city editor either to notice his flotations favorably or to refrain from criticising them. The Pall Mall Gazette declares that Hooley's conduct in these transactions is even more discreditable than that of the editor who was tempted by a large bribe to betray the trust reposed in him.

It is stated that Hooley paid one cheque for $5,000 to the Pall Mall Gazette's financial editor, who, however, had left that paper some time before his death.

The action of the Pall Mall Gazette in boldly grappling with this exceedingly ugly business is regarded as alike courageous and clever.

It is needless to say that no one has ever imagined that William W. Astor had any suspicion of the uses to which his paper was to be degraded.

His experience as a newspaper proprietor in London has been most unfortunate. First, he had an awkward quarrel with his editor, Henry Cust, M.P., from whose loss the paper has never completely recovered. Now he has to confess to this odious offence on the part of his late city editor. It is easy to credit the statements that William W. Astor has been disheartened and disgusted by these unpleasant incidents, and would be glad to get rid of the Pall Mall Gazette if he could get any one to take it off his hands—a luxury few people could afford.

CLARKE'S KOLA COMPOUND CURES

A Child that Suffered from Asthma Almost Since His Birth.

Mr. James Kirkland, 52 Princess avenue, Victoria, B.C., writes:—"Our boy, who is just nine years of age, has been troubled with asthma almost since his birth, which has been continually growing worse in spite of all the medical aid we could procure. Our doctor bills have been very large each year; neither myself nor my wife have had a full night's sleep during the last year of his trouble, having had to poultice and give him medicine to keep him from choking. We heard of a neighbor who had been cured by Clarke's Kola Compound, and resolved to try it, with the result that to-day our child is completely cured, not having had an attack since taking the second bottle, almost a year ago. He has grown very fast since, and is now quite strong and healthy. We feel very grateful to Dr. Clarke for the discovery of his wonderful remedy, as it has saved our child's life." Certified correct by Messrs. Hall & Co., druggists, Victoria, B.C., from whom the medicine was purchased. Three bottles of Clarke's Kola Compound are absolutely guaranteed to cure any case of asthma or hay fever, or money will be refunded. Free sample bottle to any address mentioning this paper. Address the Griffiths & Macpherson Co., 121 Church street, Toronto, sole agents for Canada. Sold by all druggists.

The Age of Romance Is Dead.

Fond lovers used to stroll abroad.
And gaze up at the stars:
But if they did that now they'd get
Run over by the cars.

RAILROADS.

GRAND TRUNK RAILWAY SYSTEM

NATIONAL LACROSSE CLUB EXCURSION

To Ottawa AND RETURN $2.25

Tickets good going by AFTERNOON TRAINS JULY 8th, and A.M. TRAINS JULY 9th,

Returning by all trains not later than July 11th, 1898.

Trains leave Montreal at 7.30 a.m., 10.30 a.m., and 4.55 p.m.

SPECIAL TRAIN SERVICE.

A special train will leave Ottawa for Montreal on Saturday, July 9th, at 9 p.m., reaching Montreal about midnight.

The National Lacrosse Team will leave Montreal by the 10.30 a.m. train on Saturday, and will return same evening on the special train at 9.00 p.m.

CHEAP EXCURSIONS TO

BRANDON, PORTAGE LA PRAIRIE AND WINNIPEG, Man., also to various Points in MINNESOTA AND NORTH DAKOTA.

Round Trip Tickets will be sold to any of the above points from all stations in Ontario and Quebec, at $28.00.

Tickets good going June 28th, good to return on or before August 27th.

Also going July 11th, good to return until September 10th.

Also going July 19th, good to return until September 17th.

SATURDAY AND SUNDAY TO MONDAY EXCURSION TICKETS are now on sale to numerous points, particulars of which may be ascertained by obtaining from Grand Trunk Ticket Offices "Weekly Excursion" Pamphlets.

THROUGH SLEEPING CAR SERVICE, between MONTREAL and OLD ORCHARD BEACH in effect June 25th.

Leave Montreal, 8 a.m. (except Sunday) and 8.45 p.m. daily.

Arrive Portland, 5.45 p.m. and 6.40 a.m., and Old Orchard 7.36 a.m. and 6.47 p.m.

FAST DAY AND NIGHT EXPRESS FOR THE WEST—TORONTO in 8 hrs. 40 mins.; HAMILTON, 10 hrs. 10 mins.; NIAGARA FALLS, 11 hrs. 40 mins.; BUFFALO, 13 hrs.; and proportionate time to LONDON, DETROIT and CHICAGO.

For tickets, reservation of space in Sleepers, apply to Company's Agents.

CITY TICKET OFFICES—137 St. James St. and Bonaventure Station.

CANADIAN GOVT RAILWAY SYSTEM

Intercolonial Division.

On and after Monday, June 20th, the trains leave Union Station (Bonaventure) Montreal, as follows:

MARITIME EXPRESS

	Saturday excepted.
Dep. Montreal	7.05 p.m.
Arr. St. Hyacinthe	8.12 p.m.
" Levis	11.55 p.m.
" Riviere du Loup	3.10 a.m.
" Little Metis	5.57 a.m.
" Campbellton	8.40 a.m.
" Moncton	1.50 p.m.
" St. John	5.00 p.m.
" Truro	5.55 p.m.
" Halifax	8.00 p.m.

SEASIDE EXPRESS

	Sundays excepted.
Dep. Montreal	8.05 a.m.
Arr. Levis	1.15 p.m.
" Riviere du Loup	5.10 p.m.
" St. Flavie	8.00 p.m.
" Little Metis	8.25 p.m.

NIGHT EXPRESS

	Daily.
Dep. Montreal	11.00 p.m.
Arr. Levis	7.30 a.m
Dep. Levis	8.00 a.m.
Arr. Riviere du Loup	1.30 p.m.
" Cacouna	1.48 p.m.
" Rimouski	4.18 p.m.
" Little Metis	6.00 p.m.
" Campbellton	10.45 p.m.

CITY TICKET OFFICE,

143 St. James Street.

INTERCOLONIAL RAILWAY.

TENDER FOR A WHARF AND FREIGHT SHED AT THE DEEP WATER TERMINUS, HALIFAX, N.S.

SEALED TENDERS, addressed to the undersigned, and marked on the outside, "Tender for Wharf and Freight Shed at Halifax," will be received until Friday, the 15th day of July, 1898, for the construction of a Wharf and Freight Shed at the Deep Water Terminus, at Halifax, N.S.

Plans and specifications may be seen on and after the 23rd instant, at the Station Master's Office, Halifax, and at the Office of the Chief Engineer, at Moncton, N.B., where forms of tender may be obtained.

All the conditions of the specification must be complied with.

D. POTTINGER,
General Manager.

Railway Office,
Moncton, N.B., 17th June, 1898.

OTTAWA RIVER NAV. CO.

DAILY MAIL LINE STEAMERS

(Suneays excepted) between

MONTREAL AND OTTAWA AND CALEDONIA SPRINGS.

DAY TRIPS TO CARILLON, HUDSON, COMO, OKA $1.00

The most pleasant day's outing in Canada. Pleasant shady groves and charming drives at Carillon. Take 8 a.m. quick train for Lachine to connect with steamer SOVEREIGN.

RAPIDS EXCURSIONS to LACHINE, 5 p.m. train. Trip 50c

RAPIDS EXCURSIONS to ST. ANNE'S, 1.30 G.T.R. train 80c

RAPIDS EXCURSIONS to HUDSON, on Lake Two Mountains, by 1.30 C.P.R. train, Saturdays only. Trip..$1.00

MARKET LINES STEAMERS.

Str. PRINCESS to CARILLON, etc., WEDNESDAYS and SATURDAYS, at 6 a.m., from Canal Basin, foot Nazareth Street.

Str. MAUDE to BROWN'S WHARF, Papineauville, etc., every TUESDAY and FRIDAY at 6.30 p.m.

Get SNAP-SHOT GUIDE BOOK at Ticket Offices—No. 137, No. 143, No. 178 St. James Street; Windsor and Balmoral Hotels, Grand Trunk Station. Head Office, 165 Common St., Canal Basin. Telephone, 1029.

FOR SPECIAL CHARTERS—New steel steamer DUCHESS OF YORK, for Sherringham Park or elsewhere, or trips down Lachine Rapids. Apply at Head Office, 165 Common Street.

QUEBEC STEAMSHIP COMPANY, L't'd

SS. "CAMPANA."

1,700 TONS.

Next Sailing from Montreal

MONDAY, JULY 18th, at 2 P.M.

And afterwards on every alternate Monday, leaving Quebec the following day at noon For FATHER POINT, GASPE, MAL BAY, PERCE, CAPE COVE, SUMMERSIDE, CHARLOTTETOWN, GEORGETOWN, SOURIS and PICTOU.

Excellent accommodation for passengers. No cargo received after noon of sailing day. For freight, passage and staterooms, apply to

J. G. BROCK & CO., Agents.

211 Commissioner Street, City.

SCOTTISH UNION —AND— National Insurance Co. of Edinburgh

ESTABLISHED 1824.

Total Assets..............................	$44,222,472.83
Invested Funds..........................	23,965,472.83
Invested in Canada......................	2,035,940.66

MONTREAL OFFICE—

117 ST. FRANCOIS XAVIER STREET

WALTER KAVANAGH,
Chief Agent.

$500,000 to loan at reasonabl rates.

RAILROADS.

CANADIAN PACIFIC RY.

WILL RUN	AT RETURN RATES	
Colonists' 60 Day Excursions To the Canadian North West	Deloraine, Reston, Estevan, Binscarth, Moosomin, Winnipecosis	$28
	Regina, Moosejaw, Yorkton	$30
	Prince Albert, Calgary	$35
	Red Deer, Edmonton	$40

Going June 13, returning until Sept. 12.
Going July 19, returning until Sept. 17.

CHEAP EXCURSION.

OTTAWA AND RETURN. $2.25.

Tickets good going by p.m. trains July 8th and a.m. trains 9th July. Good to return until July 11th.

SEASIDE, THROUGH CAR SERVICE

(From Windsor St.)

PORTLAND, ME.—Sleeping Car—8.20 p.m. daily. Parlor Car, 9 a.m. week days.

OLD ORCHARD BEACH—Sleeping Car, 8.20 p.m. daily.

ST. ANDREWS, N.B.—On Friday, July 8th, and Fridays thereafter, until Sept. 2nd, 8 p.m.

SUNDAY SUBURBAN SERVICE.

LAURENTIAN MOUNTAIN SPECIAL leaves 9.15 a.m. from Dalhousie Square Station for ST. AGATHE, ST. JEROME, etc., allowing about seven hours at St. Agathe.

LAKE OF TWO MOUNTAINS SPECIAL 10 a.m., from Windsor St., for St. Anne's, Vaudreuil, Caledonia Springs and Plantagenet, giving passengers for Caledonia Springs about seven hours at that point.

IMPROVED SERVICE.

CHICAGO, DETROIT, CHATHAM, LONDON, TORONTO.

Lv. 8.50 A.M. week days (Windsor St.)—Through Sleeper and 2nd Class Coach to Chicago. Day Coaches to Detroit.

Lv. 9.00 P.M. daily (Windsor St.)—Through Sleeper to Chicago. Day Coaches to Detroit.

City Ticket and Telegraph Office,

129 St. James St, NEXT TO POST OFFICE

SHIPPING.

REFORD AGENCIES.

DONALDSON LINE.

WEEKLY GLASGOW SERVICE.

From Glasgow.		From Montreal.
June 3..	S.S. AMARYNTHIA	June 22
June 10..	S.S. CONCORDIA	June 30
June 17..	S.S. TRITONIA	July 7
June 24..	S.S. ALCIDES	July 14
July 1..	S.S. KASTALIA	July 21
July 8..	S.S. AMARYNTHIA	July 23

Cold Storage.

—Agents—

Glasgow............Donaldson Bros.

THOMSON LINE

WEEKLY LONDON SERVICE.

FROM MONTREAL.

S.S. HURONA (cold storage) ....June 23
S.S. DEVONA (cold storage) ....June 30
S.S. CERVONA (cold storage) ....July 6
S.S. IONA .. ..July 20

EAST COAST SERVICE.

MONTREAL TO LEITH.

S.S. BELLONA (via Newcastle) ......June 23
S.S. WASHWATER .. ..June 26
S.S. ARONA (via Newcastle) ....June 30

MONTREAL TO NEWCASTLE.

S.S. BELLONA .. ..June 23
S.S. ARONA .. ..June 30

MONTREAL TO ABERDEEN.

S.S. BARON BELHAVEN .. ..June 22
S.S. GANGES .. ..July 12

AGENTS—Cairns, Young & Noble, Newcastle-on-Tyne; A. Low, Son & Co., 27 Leadenhall Street, London, E.C.; W. Thomson & Co., Leith; W. Thomson & Sons, Dundee, Scotland.

COLD STORAGE FITTED IN Special Steamers on Both Lines.

THROUGH BILLS OF LADING

Granted by any of the above lines to or from any point in

CANADA OR WESTERN STATES.

For further particulars, apply to Henderson Bros., Chicago, Ill.; J. D. Riddell, Stratford Ont., or

THE ROBERT REFORD CO., LIMITED.

23 and 25 St. Sacrement St.,

MONTREAL.

Ulster Steamship Co., Limited.

"HEAD LINE."

MONTREAL AND QUEBEC TO BELFAST AND DUBLIN.

The following First-Class Steamers are intended to continue the Regular Summer Service between the above-named ports:

S.S. TORR HEAD .. ..10,000 tons
S.S. RAMORE HEAD .. .. 8,500 "
S.S. GLENARM HEAD .. .. 7,500 "
S.S. MALIN HEAD .. .. 6,000 "
S.S. INISHOWEN HEAD .. .. 5,000 "
S.S. BENGORE HEAD .. .. 4,500 "
S.S. DUNMORE HEAD .. .. 3,500 "
S.S. TEELIN HEAD .. .. 2,500 "
S.S. GLEN HEAD .. .. 2,400 "

THE PROPOSED SAILINGS ARE:

	For	About
S.S. TORR HEAD..........	Belfast...	July 2
S.S. INISHOWEN HEAD...	Belfast....	July 5
S.S. GLENARM HEAD......	Dublin.....	July 28
S.S. RAMORE HEAD.......	Belfast....	July 25
S.S. DUNMORE HEAD.....	Dublin...	Aug. 1

To be followed by other steamers weekly.

Through bills of lading granted from all points in Canada.

For freight and other particulars, apply to G. Heyn & Sons, Belfast, Managers Ulster Steamship Co., Ltd.; Palgrave, Murphy & Co., Dublin; Harold Kennedy, Quebec; Wm. Thomson & Co., St. John, N.B., or

McLEAN, KENNEDY & CO.,

Board of Trade Bldg., Montreal.

Ontario Agency—R. DAWSON HARLING, 26 Wellington Street East, Toronto.

JOHNSTON LINE.

Weekly Sailings.

MONTREAL TO LIVERPOOL.

SS.	Tons.	SS.	Tons.
Vedamore........	7,700	Ulstermore....	7,700
Templemore......	7,700	Oakmore.......	7,200
Rossmore........	6,600	Sedgemore.....	6,200
Incemore.........	5,500	Dromore.......	5,500
Foylemore........	5,500	Barnesmore....	5,500
Baltimore.........	4,800	Barrowmore....	4,700

Also 12 others and 55,000 tons building.

Next Sailing.

S.S. "OAKMORE"..........................July 14th

For rates of freight, through bills of Lading, and full information, apply to All Railway Agents; Wm. Johnston & Co., Ltd., Chamber of Commerce Bldg., Boston; 218 La Salle Street, Chicago; 208 Railway Exchange Building, St. Louis; Patterson, Ramsay & Co., Baltimore; or to

WM. JOHNSTON & CO., Ltd.

Board of Trade Building, Montreal.

FOOD FOR THE SICK —AT THE— DIET DISPENSARY, 97 OSBORNE STREET

SHIPPING.

ALLAN LINE.

Royal Mail Steamships

ESTABLISHED 1852.

Thirty-four Steamers Aggregating 134,937 Tons.

Castilian, 8,800 tons. Tunisian, 10,000 tons. Bavarian, 10,000 tons. } Building.

LIVERPOOL AND MONTREAL SERVICE, Calling at Rimouski and Londonderry.

From Liverpool.	Steamship.	From Montreal.
23 June....	NUMIDIAN	7 July, 9 a.m.
30 June....	PARISIAN	14 July, 9 a.m.
7 July....	LAURENTIAN	21 July, 9 a.m.
14 July....	CALIFORNIAN	28 July, 9 a.m.
21 July....	NUMIDIAN	4 Aug., 9 a.m.

The saloons and staterooms are in the central part, where least motion is felt. Electricity is used for lighting the ships throughout, the lights being at the command of the passengers at any hour of the night. Music rooms and smoking rooms on the promenade deck. The saloons and staterooms are heated by steam.

RATES—Cabin: $52.50 and upwards, according to steamer, location of, and number of persons in room. A reduction is made on Round Trip Tickets.

Second Cabin—To Liverpool, London, or Londonderry. $36.25 Single; $69.00 Return.

Steerage—To Liverpool, London, Glasgow, Belfast or Londonderry, including a Plentiful Supply of provisions, cooked and served, and every requisite for the voyage...........................$23.50

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GLASGOW, LONDONDERRY AND NEW YORK SERVICE (from New Pier, foot of W. 1st Street, New York).

From Glasgow.	Steamships.	From New York.
1 July..	MONGOLIAN	15 July, 2 p.m.
15 July..	STATE of NEBRASKA	29 July, 1 p.m.
29 July..	MONGOLIAN	12 Aug., 1 p.m.

Rates—1st Cabin, $45; return tickets, $85. Second Cabin, to Glasgow or Londonderry, $35; return tickets, $64.13. Steerage, $23.50.

The Steamships Mongolain and State of Nebraska are not surpassed for excellent accommodation for all classes of passengers.

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GLASGOW AND MONTREAL SERVICE.

From Glasgow.	Steamship.	From Montreal.
24 June....	SARMATIAN	12 July
1 July....	BUENOS AYREAN	19 July
8 July....	*SARDINIAN	26 July

LONDON AND MONTREAL SERVICE.

From London.	Steamship.	From Montreal.
15 June...	*ROSARIAN	6 July
22 June....	ASSYRIAN	10 July
29 June...	*MONTEVIDEAN	17 July
6 July....	TURANIAN	24 July
13 July....	ORMISTON	31 July

Steamers marked * have cold storage accommodation for perishable cargo.

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From Glasgow.	From Liverpool to St Johns.	STEAMSHIPS	From Philadelphia on or about.	From St Johns to Glasgow.
22 June	25 June..	SIBERIAN ..	16 July	21 July
6 July	9 July..	COREAN	30 July	4 Aug.

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Dominion Line

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LIVERPOOL SERVICE

Steamer.	From Montreal.	From Quebec.
VANCOUVER.	July 2, 9 a.m...	July 2, 6 p.m.
SCOTSMAN ..	July 9, 9 a.m...	July 9, 6 p.m.
YORKSHIRE..	July 16, 9 a.m...	July 16, 6 p.m.
DOMINION....	July 23, 9 a.m...	July 23, 6 p.m.
LABRADOR...	July 30, 9 a.m....	July 30, 6 p.m.
VANCOUVRE..	Aug. 6, 9 a.m...	Aug. 6, 6 p.m.

BOSTON SERVICE.

From Liverpool.	Steamer.	From Boston
June 16..	CANADA..........	June 30, 5.30 p.m
June 30..	NEW ENGLAND..	July 14, 5 p.m

RATES OF PASSAGE—To Liverpool or Londonderry—Cabin, $52.50 and upwards single; $105 and upwards return. Second Cabin—$34 to $42.50 single; $66.75 to $78.40 return.

Steerage—To Liverpool, Derry, London, Queenstown, Belfast and Glasgow, $22.50 to $25.50. Steerage outfits furnished free.

Midship saloons, electric light, spacious promenade decks.

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Calling at Rimouski and Moville, Ireland, each way to embark Passengers and Mail.

From Liverpool, Saturday,	Steamers.	From Montreal, Wednesday,
June 18......	GALLIA	July 6
June 25......	LAKE ONTARIO	July 13
July 2......	LAKE WINNIPEG	July 20
July 9......	LAKE HURON	July 27
July 16......	LAKE SUPERIOR	Aug. 3
July 23......	GALLIA	Aug. 10
July 30......	LAKE ONTARIO	Aug. 17
Aug. 6......	LAKE WINNIPEG..	Aug. 24
Aug. 13......	LAKE HURON............	Aug. 31
Aug. 20......	LAKE SUPERIOR..........	Sept. 7
Aug. 27......	GALLIA..................	Sept. 14

FIRST CABIN—Single, $50 to $65. Return, $100 to $123.50, according to steaer selected.

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STEERAGE—To Liverpool, London, Glasgow, Londonderry and Belfast, $22.50.

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Montreal AND Bristol (Avonmouth,) and LONDON.

Consisting of the following First-Class Steamers:

S.S. MILWAUKEE .. ..12,000 tons
S.S. MONARCH .. ..12,000 "
*S.S. MONTCALM .. .. 8,200 "
*S.S. MONTROSE .. .. 8,200 "
*S.S. MONTEREY (new) .... 8,200 "
S.S. MONTEZUMA .. .. 8,000 "
*S.S. MERRIMAC .. .. 6,500 "
S.S. MARINO .. .. 6,200 "
S.S. YOLA (new) .. .. 6,000 "
S.S. MONTPELIER .. .. 5,800 "
S.S. ASHANTI .. .. 5,600 "
S.S. LOKOJA (new) .. .. 5,600 "
*S.S. LYCIA .. .. 4,900 "
S.S. ETOLIA .. .. 4,900 "
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*S.S. MONTCALM .. ..July 21
*S.S. MERRIMAC .. ..July 28
*S.S. MONTROSE .. ..Aug. 4

And Weekly Thereafter.

*Steamers marked thus ar fitted with cold storage.

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S.S. LOKOJA .. ..July 23
S.S. MONTEZUMA .. ..July 30

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The S.S. CARLISLE CITY will sail from Hamburg 21st May, Antwerp 27th May, Montreal 16th June.

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WESTMEATH....	4 June....	9 June ..	29 June
STRATHGARRY.	5 July,....	9 July ..	29 July

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Every Wed. and alternate Sat. at noon.

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Kensington.....	July 13	Friesland	July 27
Noordland.....	July 20	Southwark....	Aug. 3

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July 2....	QUEENSMORE	July 23
July 9....	CYNTHIANA	July 30
July 21....	PARKMORE	August 11
Aug. 4....	MANCHESTER CITY ..	August 25

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HERALD PUBLISHING CO.,
Jas. S. Brierley, Managing Director.

MONTREAL, JULY 6, 1898.

MUNICIPAL CONTROL OF SEWERAGE SYSTEM.

In considering and deciding upon the St. Denis ward sewerage problem, now before the City Council, aldermen should give no place to a proposition to enter into partnership with a private company in the disposal of the sewage.

It should be laid down from the beginning that no plan into which dependence, in any degree, upon a private corporation enters, will be adopted.

From the information at hand the sewage farm appears to be the cheapest and most sanitary system available in this instance, but if its adoption means that in the important matter of the disposal of the sewage any portion of the city is made dependent upon a private company, the interests of the citizens would demand its rejection. Its rejection on this ground, however, is not at all necessary. It is a question of first cost and maintenance, but no present economy would justify council in saddling the city with another problem such as that with the Montreal Water and Power Company.

The Montreal Water and Power Company litigation, from which the city has just emerged badly worsted, is an illustration of the results of allowing a private company a share in the control of our municipal systems. A dispute with a company having the disposal of city sewage would leave the city in a more helpless condition than the dispute with the Water Company. The city's sewers would empty into the purification plant belonging to the private company. In the case of the Montreal Water and Power Company, the city had the power, as a last resort to bring the company to terms, to turn off the water. But this power it was practically impossible to exercise—the aldermen could not be brought to do it. In the event of the inevitable dispute with a company controlling the sewage farm, it would be still less practicable to exercise such a remedy. To turn off the sewage even for a day would be infinitely more disastrous to the city than to the company. With the lives of the citizens of Montreal in their hands any company would be in a position to dictate their own terms and the council would be helpless.

If any alderman talks of making an agreement that will bind the company, he must shut his eyes to all experience.

It is enough to put the public interest under the feeable guardianship of a string of more or less ambiguous sentences when it is absolutely necessary. To do so when the only excuse is that aldermen cannot be brought to study and understand how best the public needs may be supplied and protected would be the work of a fool or a knave.

The Council should begin with the principle of complete control by itself of the entire sewerage system of the city. Aldermen should first determine which is the best and cheapest system of disposing of the sewage of St. Denis Ward, and, having determined that, the question of cost should not stand in the way. Along with the first cost of the sewage farm must be taken into account the cost of maintenance. Some authorities say that there will be a profit in maintenance. One thing is clear, that the question of cost should not throw the sewerage system of St. Denis Ward into private hands. Ald Martineau will do a poor service to his constituents and a poor service to the city if this were the result of his energetic exertions on behalf of his ward. He might far better spend a few months educating his colleagues up to the point of accepting his ideas, which, we understand, are for municipal control.

The plain duty of Ald. Martineau's subcommittee is to obtain all possible information relating to the various systems of sewage disposal. The sewage farm has proven successful in other places, but, as it is new to Montreal, it should be carefully enquired into and all the information it is possible to obtain placed before the Council with the report of the Road Committee.

The problem is one deserving of very careful attention. That portion of the city the new sewer will drain is rapidly filling up and the citizens who are crowding in there have a right to the best sewerage system that can be given them. The Council would be perpetrating an injustice to them and to the whole city by establishing a system incorporating, in any degree, the pernicious system of private control.

THE SUCCESS OF COLD STORAGE.

In an interview with the Toronto Globe a few days ago Mr. Fearman, of Hamilton, one of the largest pork packers of the Dominion, remarked that butter shipments now made so much demand on the cold storage accommodation of ships leaving Montreal as to place an obstacle in the way of developing the English trade for Canadian hams and bacon. We do not suppose this is to be taken as an indication that the bacon trade has really been retarded to any great extent, for the ship competition is such that the matter must soon right itself where there is the business to be done; but the fact that the butter exporters are using the cold storage accommodation so largely must be taken as good evidence that Hon. Mr. Fisher's plan of providing cold storage from creamery to consumer has proved a great success. When it is remembered that the plans of the department went into operation only last year, the fact that such a statement can already be made must be taken as a remarkable vindication of the policy adopted by the Government.

The strangest thing about this business is that the cold storage system was not adopted long ago. Canada at one time did a fairly good export trade in butter to England, but owing to the heat of the ships the butter too often arrived in very bad condition; and as soon as the Danes realized that there was a great market lying at their doors and began to take advantage of it the demand for the Canadian product disappeared. The Englishman holds his table in fitting reverence and will not take any chance of getting an inferior article if he can help it. Australia and New Zealand saw with what they had to contend if they wanted to maintain a footing in the British market, and, thanks to the introduction of cold storage on ships, they have managed to hold a very fair share of the butter trade. Canada was backward in the matter, Conservative Ministers talking a good deal about their devotion to Canada and to Great Britain but never getting into their heads the idea that something of advantage to Canada and to the Empire might be made of that devotion. Dr. Montague, when Minister of Agriculture, seems to have been impressed by the argument with which we have no doubt Professor Robertson made him acquainted, but for some reason nothing was done and it was not until Hon. Mr. Fisher brought his own practical knowledge of the agricultural situation to bear that anything was effected.

Butter, it ought perhaps to be explained, and the same in varying measure applies to fruits, meats, cheese and other perishable commodities, is subject to deterioration in value through loss of flavor caused by the growth and action of bacteria, which grow with amazing quickness in a warm atmosphere. The aim of those who seek to preserve these articles at their best is to so manage all the operations, from the time the butter is made or the bacon is packed, that the atmosphere surrounding the goods will always be so low in temperature as to make the growth of bacteria impossible. At Hon. Mr. Fisher's recommendation the Government offered a bonus to creamery owners to assist them in providing cold storage facilities. Then arrangements were made with the railways for special refrigerator cars to transfer the butter from the creameries to the cities. In the cities energetic merchants have provided ample cold storage. Then the Department of Agriculture made arrangements with ships plying to different ports in Great Britain and finally with certain of the English railways, so that now from the time the butter is taken from the churn until it reaches the consumer in England it need not have been off the ice for more than a few minutes. It can readily be seen that such a plan must have the effect of increasing the butter industry in Canada and developing an important trade in Great Britain. Such has actually been the fact, as Mr. Fearman's comment goes to show and as the immense increase in butter shipments this year, an improvement of more than 300 per cent. over last year, proves beyond question. Canadians are fortunate in having a Government composed of men with practical business ideas and with the courage to put their ideas into practice.

THE HARBOR BOARD'S DECISION.

Discussing the decision arrived at by the Harbor Board to go on with the improvements on the lines laid down by the Government, the Shareholder says:

"That such a decision by such a majority was reached has caused considerable irritation and dissatisfaction among those who would have been pleased to have had a conclusion in the opposite direction, and reflections cast upon the majority have been voiced by a journal noted for its illiberality and want of toleration towards those, who in the exercise of their God given judgment dare to differ from its views. The Harbor Commissioners are all honorable gentlemen, each of whom has made a record for himself which may well be the envy of many. Some of these owe their position on the board to election as the representatives of different organizations, and others to commissions from the Crown. Insinuations are made which are distasteful to honorable men, and are calculated to drive from public life those who, in accepting office have no personal aspirations to gratify and no business advantages to secure.

"Under the Act as passed, a loan by the Government of two millinons of dollars to the Harbor Commisisoners is authorized in order to enable them to complete works now in progress and to construct any further works required in the harbor of Montreal. Out of this sum seven hundred thousand dollars are required to be applied towards the building or the improvement of wharves, structures and other accommodations, including the building of a dry dock in that part of the Harbor of Montreal below the point known as St. Mary's current. It is this latter provision which has called forth the expression of wrath to which we have referred. 'There never was a plainer piece of political jobbery under a Sir John Macdonald Government, which is putting the matter as plainly as we know how, to Liberals at least,' is the way the Witness put it. While the Shareholder has always held that the construction of the dry dock should be undertaken by Government and form part of the public works of the Dominion as is notably the case at other Canadian ports, yet, we fail to see that provision for its construction by the Harbor Commissioners, and that in a locality which is admirably suited for the purpose, can constitute a piece of political jobbery. Because the Harbor Commissioners have accepted this condition it does not follow that the dry dock may not yet be taken over by the Government, as was the case with the deepening of the channel between Montreal and Quebec.

"We believe that the construction of the dry dock should have been deferred until the harbor improvements would have been completed, but men differ, as they have a right to do, in their opinions and the construction of the dry dock was made one of the conditions, but it does not follow by any means that $700,000 must be expended upon it, inasmuch as that sum embraces the expenditure to be incurred towards the building or the improvement of wharves, structures and other accommodations, including the building of a dry dock below St. Mary's current. The works to be carried on in the harbor are those shown on plan 12a, signed by the Harbor Commissioners and their engineer and approved of by the Minister of Public Works. Land for a dry dock would be required somewhere, and its acquisition anywhere would be open to objection on the ground of jobbery. What we object to is not the denunciation of the location of the dry dock or the dry-dock itself, but to the insinuations against the honesty and honor of the commissioners who voted to accept the conditions of the loan. The insinuations are base, the offspring of a prejudiced and partial mind and calculated to discourage desirable and worthy gentlemen from taking part in public affairs. Those who have 'axes to grind' may not be so sensitive, but of the two the former are by long odds the most desirable."

REFORMING THE SENATE.

Hon. Geo. W. Ross, Minister of Education for Ontario, has joined in the discussion on Senate reform. In an interview, published in the Toronto Globe, he says he does not believe in its abolition, and the arguments he advances in favor of its retention are somewhat novel. In his opinion the common view that the Senate's main purpose is to act as a check upon hasty legislation is "entirely wrong." He believes that the Senate is "quite as good and useful a body as one could hope for, having regard for the principle on which it has been constituted." "What is wanted is that the Government should realize the historical and traditional dignity of a second chamber and the tremendous power which it exercises for good or evil." Appointments to the Senate should be made on the same principle as appointments to the bench, and the result, Mr. Ross thinks, would be a Senate which would be "the crowning glory of our system of Government, instead of a reproach," as he now fears it is.

Whoever reads Mr. Ross' comments cannot fail to be struck with the fact that he discards, or leaves out of account, all the traditional attributes with which the Senate has been invested ever since it was founded. He has nothing to say of the need of a second chamber as a protection to the interests of the Provinces, and he sets aside the idea that to check hasty legislation is part of the plan. And yet it is common belief that the second chamber was provided principally for these purposes. Mr. Ross finds fault with the method of appointment. "To have contested a constituency unsuccessfully, or to have made way for a more aggressive candidate in a bye-election, or to have backed the party candidate in a substantial way in a hard fight, too often carried with it the admitted right to a Senatorship." Mr. Ross argues that the founders of Confederation were astray in their judgment, both as to the functions that ought to be exercised by a second chamber and the method of filling that chamber.

His plan for reforming the Senate is even more interesting than the criticism of its present defects. First, Mr. Ross would appoint better men than have been appointed heretofore. Not men who have lost their grip, a very neat description of most past appointees but men able to do a lot of hard work. "A successful banker, or merchant, or financier, or manager of a large loan or insurance company, or farmer, can find ample scope for his talents in dealing with many of the questions that occupy the attention of Parliament. "Why," Mr. Ross asks, "should the nation not have the benefit of this experience in its fullest vigor?" The suggestion is certainly a good one, but it seems to us that while human nature is what it is, the men in office will have a soft spot for those who have fought side by side with them in the trenches. The merchant princes who are now in the Senate have not redeemed it from the ways into which it has fallen.

In the second place, Mr. Ross suggests that "within certain limitations, the Senate might be made a training school for the future statesmen of Canada. I see no reason why the Government should not appoint a certain number of rising young men of first-class education, whose ability and integrity were unquestionable, with a view to their training in statesmanship." But with respect to this suggestion, the objection is likely to be raised that statesmen are not coddled into greatness, and the fact that they are already to be pretty well provided for in the way of ample education and good character ought to be enough to enable them to hold their own in a democratic community.

The plan of reforming the Senate, advanced by Hon. Mr. Ross, is ingenious and is framed in a praiseworthy spirit, and if it is open to the criticism that to adopt it would be to depart materially from the traditions of British Parliamentary institutions, it is certain also to suggest the imminent need that exists of in some way and at not too far removed a date dealing with the problem presented by the second chamber in its present condition. The Senate has long since lost all other attributes than that of being the faithful time-server of the Conservative party. This much is clear that it is quite out of the question that the Senate as at present constituted should be a permanent feature of the constitutional Government of Canada. That this is recognized to be the case by careful students, is amply evidenced by the remarks Mr. Ross has made upon the subject.

There is something humorous to people in the business about the gravity with which the Gazette charges its evening contemporaries with "pilfering" its despatches.

PREPARING FOR THE PLEBISCITE FIGHT.

Ontario Branch of the Dominion Alliance Sitting in Toronto.

Money Raised to Carry on the Campaign by Subscription—The Officers Elected.

Toronto, July 6.—(Special.)—The Ontario branch of the Dominion Alliance opened its annual meeting in the Pavilion in the Horticultural Gardens yesterday morning. Dr. J. J. MacLaren, Q.C., the president, occupied the chair, and between 200 and 300 delegates were present. The morning was devoted to the presentation of a report from the executive committee, which reviewed the work of the year; told of what had been done in the way of organization for the approaching plebiscite and contained some vigorous remarks on the necessity of further organization and continued and renewed efforts to make the plebiscite a success. Touching on the question of legislation, the executive committee reported that an act had been passed by the Ontario Legislature in response to the appeal of the Alliance relating to the sale of liquor by druggists, but that unfortunately it was not of such a character as would do any good. The report was adopted.

At this afternoon's session the Finance Committee recommended that in view of the special needs involved during the campaign the sum of $5,000 should be raised as a central fund of the current year, and that in order to secure this amount, an appeal be made for liberal collections and subscriptions, and the executive committee be instructed to follow up the matter in such a manner as may seem best to secure the balance.

This met with some opposition, one gentleman declaring that he did not want to pay out money and lose his time if they had no guarantee that there would be any result.

Mr. O'Flynn advocated circulating a subscription list among the audience for half an hour, and headed the list with $25.

Rev. Mr. Browning suggested they should aim at $10,000.

Mr. W. P. Orr, of Simcoe, subscribed $100, and another gentleman offered $100 if the subscription reached $10,000.

The report was adopted. A collection was then taken up, no figures were given out, but it is understood that about $800 was raised during the afternoon, and a further sum in the evening, much less, however, than had been hoped for.

The report of the committee, on legislation contained the following as the first clause: "Your committee wishes to express its appreciation of the Government's course in submitting the plebiscite untrammeled by any other question."

A discussion developed on political doings on this clause, it being contended by some that it was an endorsation of the plebiscite, while others claimed that it only thanked the Government for refusing to encumber the plebiscite by any other question. The Conservative delegates wanted this point made very explicit, but after considerable talk the clause went through on a vote which was not counted.

The following officers were elected for the ensuing year: President, J. J. Maclaren, Q.C., Toronto; vice-presidents, Hon. A. Vidal, Sarnia; Hon. J. C. Aikins, Hon. G. W. Ross, Mrs. A. O. Rutherford, Hon. G. A. Cox, Toronto; Geo. H. Lees, and the Provincial heads of the W.C.T.U.; Sons of Temperance, Good Templars, and Royal Templars, and all presidents of country and city associations; secretary, F. S. Spence, Toronto; treasurer, R. J. Fleming, Toronto.

Last night a public meeting was held, the feature of which was a vigorous address by Hon. G. W. Ross, Minister of Education for Ontario.

THE PLEBISCITE IN POINT ST. CHARLES.

An Energetic Start Has Been Made by Friends of Prohibition West of the Canal.

A well-attended meeting in Unity Hall, Point St. Charles, last evening, marked the opening of the plebiscite campaign in that district. Rev. Dr. Ker conducted the opening exercise, after which Mr. H A. Moulton, chairman of the Central Committee, explained the plan of campaign proposed by that organization. The meeting unanimously adopted the plan of action, and proceeded to elect officers, the election finally resulting as follows:—

Chairman and representative on Central Committee, the Rev. Dr. Ker; vice-chairmen, Messrs. Isaac Collins and J. P. Clarke; secretary, Mr. John Gosling; treasurer, Mr. Fred. Anderson. A committee of six representatives from each of the following churches and organizations was also elected to conduct the general work of the division:—Grace Church (Anglican), Point St. Charles Baptist, Point St. Charles Congregational, Centenary (Methodist), St. Matthew's (Presbyterian), Victoria Town (Presbyterian), Royal Templars, Good Templars, Frances "Y" Union, Victoria Town W.C.T.U., Point St. Charles W.C.T.U., Railway Men's Christian Association.

After further discussion of plans, the meeting adjourned, the committee being asked to reassemble on next Tuesday evening.

The Sergeant-Major's Creed.

"A new parson who joined at a large home station was most anxious to improve the general conduct of the parade service. Among other things, he decided to adopt the eastward position during the recitation of the creed. Only the choir, who in a garrison church are those members of the band whose instruments are unsuitable for church music, would be affected, as they alone occupied side pews. There was no aggrieved parishioner to consult, and the matter could be easily arranged at the weekly practice. But the chaplain was disappointed. The effect, however much it might have satisfied him as an ecclesiastic, displeased him as a soldier. His idea was to repeat the first two words himself and make a pause; then, as he spoke again, the choir were to turn as one man and proceed with the declaration of their convictions simultaneously. But from the chaplain's point of view the rehearsal was most slovenly, and he confided the fact to the Sergeant-Major, on whom he was paying a call next day. Then the Sergeant-Major advised. 'If I might suggest, sir, I'd just let things be 'as you were' this Sunday, and I'll step up next practice.' The chaplain gracefully acquiesced, and at the next practice the Sergeant-Major accordingly stepped. No possible circumstances, or set of conditions, can eradicate, or even dull, the military instincts of a Sergeant-Major. He had a short conversation with the chaplain, and then adressed the choir. 'Now, men.' The mere sound of his voice was electric. No little band boy now lolled on the choir desk. The third fingers of the hands were on the seams of the trousers, and the heads erect Even the man struggling with the bassoon sat to attention. The Sergeant-Major proceded: 'When you 'ear the 'ole man say H'i b'lieve,' not a move—them words is only cautionary; but w'en 'e starts on 'Gord the Father,' round yer go on yer 'eels.' Then to the chaplain, 'Now sir, you try.' The chaplain was wise enough to note that the sacred words had been uttered and received in perfect good faith, and without a semblance of profanity, so he thanked the Sergeant-Major and tried forthwith. Success was instantaneous."—Nineteenth Century.

LIFE ON A TORPEDO BOAT.

The Terrible Voyage of Two English Torpedo Boats Across the Atlantic.

SUFFERING OF THE CREW.

Some of the Problems Which the Present War is Expected to Solve.

WHERE EXPERTS DISAGREE.

Among the problems which the present war is expected to solve and the points on which it is expected to give experience is that concerning the work and capabilities of the sea-gong torpedi-boat in action.

The first modern atempt at a specially built torpedo-vessel took shape in 1873, in the Thornycroft yard at Chiswick, England. In 1896 the greater Powers collectively owned or had projected no fewer than 1,283 such craft, the earlier among them comparing with the later as ferries compare with ocean greyhounds. Enormous sums of money and enormous exertions of science stood embodied in this multitude of better and better productions, and the same expenditure has been lavishly continued in the same direction up to the present time. Yet from the very beginning a considerable part of the whole labor has been performed, so to speak, in the dark—since the practical demonstrations of a single battle might throw out the nicest theoretic calculations, develop unforseen factors, and put a new face on what is acknowledged to be the greatest problem confronting maritime builders, engineers, and officers of the day. The periodic naval manoeuvres of the Powers, although giving due prominence to torpedo-boat practice, have cast but faint light on the perplexed points. While peace endured, however, no more effective test was feasible, and for this reason naval science has long and eagerly scanned the political horizon for "the next great naval war.

The matters so awaiting trial by arms are as numerous as vital. The work of a torpedo-boat, frail atom that she is, is to deal secret and sudden destruction, not to give open battle; to creep up on the enemy unaware by night, to deliver her fatal blow at close quarters, and then to glide away into the darkness, an undistinguishable mote before the gunners' eyes, flying so swiftly as to defy pursuit. Or, lying hidden in the shadow of the battle-ships of the fleet, she must keep watch and ward against enemies like herself, darting out upon them with a nimbleness at least equal to their own, and by her unexpected onslaught defeating their fearful mission. For these ends, her two great needs are invisibility and speed—and here the moot questions begin.

What is the "most invisible" color? Dun, muddy-brown, smoke-gray, or gray and black laid on in equal patches? Specialists violently disagree, each disputant looking to the high court of war to establish his opinion. What is the true mean of speed that will enable the boat to do the things required of her? And how far should invisibility as represented by little size be sacrificed to speed, with its demands for larger construction? All these puzzles, with many more akin to them, are to-day hopefully laid between the Americans and the Spaniards for solution.

The torpedo-boat, as an engine of war, is, therefore, something of an unknown quantity. But her manner of conduct in cruising times of peace has been often revealed to us, and we need suffer little doubt as to the every-day lot of the men now detailed to such service with the squadrons in the stormy Southern waters.

At midnight, on the 13th of June, 1890, two English torpedo-boats, Nos. 61 and 62, set out from Plymouth, under convoy of the storeship Tyne, to cross the ocean to Halifax. Both boats rated as first-class both were built by the famous Yarrows, and both measured 125 feet in length by 13 feet greatest breadth. Of their experiences on the voyage a Lieutenant, second in command of one of the pair, bears witnes in a narrative, fully endorsed by other torpedo-boat officers.

Daybreak of the first morning found the Lieutenant and his Captain sitting in the dingy, lashed amid ships on deck. Every man aboard, excepting only themselves, was violently sick, and that though the crew had been picked from the finest sailors in the service. The man at the wheel could barely stand to his work, the stokers stoked feebly and only because they must, while as for the cook, all hands might starve, but he could not, and would not, get breakfast. Yet the two in the dingy, unsaddened by shadows of events to come, rather fancied their novel adventure.

"Indeed," says the Lieutenant, "we paid too little attention to our own safety . . . for suddenly the boat gave a sharp lurch, and in a moment we were both flung out of the dingy. The other man scrambled to his feet at once, but I was not so lucky, for I hit the slightly convex deck as I fell, and in another second was overboard. There are no bulwarks, of course, to a torpedo-boat; only stanchions, supporting at intervals a wire rope. Between these stanchions I slipped. As I did so I flung up my hands instinctively and caught the rope as I passed under. Down went the little ship, down, down, till the sea bubbled up around my shoulders, and I wondered if I could hold on if the water went over my head. By the strain on my hands I knew it was not possible, but quickly the boat rolled back again, and in another moment the skipper and the man at the wheel had hauled me on board."

There was little or nothing to do by way of recreation in the hours off watch. Conning-towers, the chart-table, the dingy etc., etc., so cumbered the dingy deck as to leave no room for promenading—an exercise otherwise sufficiently debarred by the outrageous pitching of the vessel. Nor were the quarters below much more comfortable. Ventilators were generally kept shut because of the great wash of waves over the whole craft, and although enough water sleaked down to keep the spare clothes in the lockers continually soaked, the air was so close taht under other circumstances a man would not have tried to sleep in it. These men, however, battered and exhausted by each four hours of work, soon learend to turn in at every opportunity, packing themselves into their berths with boards, pillows, etc., holding tight to any firm object within reach, and contriving to sleep in spite of everything.

"I was bedfellow with the filter one night," says the Lieutenant. "It carried away and came bouncing down on me, making me think for a moment that it was the funnel at least. The difficulty was what to do with it, for everything in the little cabin was on the move. So I concluded it had better stay where it was, and, clasping it in my arms, I slept comfortably enough until I was routed out for my watch on deck.

"Washing, too, was a tremendous business, for though we had a small bath stowed on deck under the chart-table—the hatchwayswere much too narrow to admit of its coming below—and a wash-hand basin, rigged in the cabin, the boat rolled so that the water was flung out as soon as it was poured in. Consequently, I am afraid we were grimy with coal-dust and crusted with salt most of the time.

'Our food, too, was a difficulty. As a rule we lived on ham, sardines, and tinned soups, for most of the time the weather was so rough that it was as much as we could do to get a little water boiled. We had a table about eighteen inches wide in the cabin, but it was no good having it laid, for nothing would stay on it. The usual plan was for one man to hold the sardine-tin while the other picked out sardines by their tails and transferred them to his mouth. Ham always required two men, one to hold, and the other to cut it; but the soups were capital. I do not know what we should have done without those tinned soups. They were our standby. We heated the tin, then carefully opened a corner; each man held his plate, had a little poured in, and drank it before he got any more.

"Of course we could not carry coal enough for such a protracted voyage, and two or three times, when the weather cleared a little, we took the opportunity and coaled (from the convoy) . . . but it was always a work of difficulty, if not danger."

Presently the always bad weather worked into a true gale. "The wind came up with surprising quickness, and the sea rose with it literally mountains high. Up, up, up we climbed, till we were on the brink of a precipice, looking down into a bottomless abyss, and then we zig-zagged slowly down htat precipice, like a man who fears to come too straight down a steep hillside. We steered slowly head to sea, following closely in the wake of the Tyne, which poured oil on the water when the storm was at its worst. That was the only thing that saved us; otherwise, we should have been broadside on in no time, and then it would all have been up. Most of the stanchions were carried away, and we had life-lines rove on deck and canvas screens rigged amidships to break the force of the waves, an dto save the officer of the watch and the man at the wheel from being washed overboard. . . . Mine was the middle watch, and I pulled the big hood of my duffle suit over my head, and wondered if we should ever se daylight again. Candidly, I did not think we had much of a chance. . . . The noise was terrible. The little ship raised her bows high in the air and came down with a dull thud on the waves, which swept right over her. Now a stanchion went, now a rope parted, now a bag of coal got adrift. Everything that could possibly be smashed was smashed; even the swinging table in the cabin dashed itself to pieces against he deck above; bu the steering gear held, and that was the main thing. If the steering-gear had gone wrong, we should have broached to, and must have been lost, for the Tyne could do nothing to help us."

"Then a sailor came crawling aft.

"'Please, sir, will you look at the lower deck, sir?'

'Holding on like grim death, I gradually worked my way for'ard, peered down the narrow hatchway, and saw, to my horror, that the place was full of water; the sleeping places were far below the high-water mark, and the feeble light of the lamp showed on a miniature sea, washing into the waves with every roll of the boat. I do not mind confessing now that I was in a deadly funk, for I knew at once that the rivets of the fore compartment had started, and there was no possibility of working the pumps for'ard, as there was too much sea washing over her. There was nothing to be done but to hope and pray that the water-tight doors would hold, and to suggest that the men should find billets for themselves in the stock hole and conning towers. After all, that was no particular hardship, for the watch below usually slept in the coal-bunkers, as it was always wet for'ard."

The water-tight doors did hold, and the little vessel, like her mate, lived to endure far worse trials than those above described before making her triumphant entry into Halifax harbor. Enough, however, has been quoted to show he ordinary behavior of a torpedo boat in rough weather, and when her crew have only her navigation to consider. What traits she will develop in the day of battle we have yet to see. Meantime here is the opinion of another English torpedo lieutenant—one who, moreover, is an enthusiastic lover of the work:

"The lot of a torpedo boat's crew in war time is undoubtedly a desperate one Death by destruction or foundering, explosion of the boilers, collision or premature explosion of the torpedoes are dangers which will have to be faced every moment in action. The constant strain will tell terribly on both officers and men, and if our boats are to be run efficiently, it will be wise to relieve their crews every few sources will allow for breathing-time or not, the officers and men of our torpedo boat service will know how to acquit themselves when the time comes for the last great struggle."

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GRAND DOUBLE EVENT.
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CORNWALL vs. MONTREAL
Interprovincial Championship at 3.30 p.m. sharp.
POINT A.A.A. vs. MONTREAL.
City and Suburban Championship at 2.30 p.m. sharp.
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Holidays are always "thirsty," and to enjoy them you should not be without something refreshing.

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We have too many Bike Shoes. You can have them at cost. Don't spoil your Walking Shoes when you can get first class Bike Shoes at

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On Wednesday and Thursday,
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At our Rooms, St. James Street, at 10 o'clock each day, we will sell a fine stock
—OF—
ASSORTED DRY GOODS

Imported and Canadian Tweeds, Serges, Dress Goods, Tailors' Trimmings, Cashmeres, Linens, Cottonades, Handkerchiefs, Corsets, Hosiery, Gloves, Underwear, Prints, Umbrellas, Suspenders, Shirts, Neckties, Collars, a large quantity of Ready-made Clothing for Men and Boys, etc. 25 Cases of Fancy Goods, Toys, Dolls, Purses, etc.

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THURSDAY, at 2 P.M.
80 Cases of French Liquors,

In lots to suit the trade, and positively without reserve.

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AMUSEMENTS.

THEATRE ROYAL, Every afternoon and evening this week.
2—BIG SHOWS IN ONE—2
Mario Sangers Burlesquers and Dave Marion's Big Show, LIVING PICTURES, new and novel specialties. Popular prices—10, 20 and 30c. Next week—ROBIN HOOD.

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Herald WAR ATLAS.

Everybody is interested in the Spanish-American War, and wishes to know all about the West Indian Islands and the Philippines—the theatres of the war. The Herald has secured the rights for Montreal of Rand, McNally & Co's War Atlas, which comprises 16 pages on heavy paper, containing maps of Cuba, the other West Indian Islands, the United States, the Philippine Islands, North America, Europe, Spain.

This Atlas is bound in heavy paper and will be of great value to all who are interested in the war, and are making a study of the territories affected.

This Atlas can be obtained at Herald Office, 141 St. James Street, for five coupons cut from The Herald, and twenty cents. If to be sent by mail twenty-five cents. Coupons may be cut from The Herald of one date, or of different dates.

MONTREAL HERALD
War Atlas Coupon.
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EASTERN ONTARIO EDITION.

CORNWALL.

Agency of The Herald, R. M. Pitts & Co.

WANTS TO SEE THE WORLD.

An Alexandria 12-year-old Disappears from Home, and Up to Date, Cannot Be Located.

Cornwall, July 6.—(Special.)—During the early part of the summer, Gregory, the 12-year-old son of H. Aubrey, proprietor of the Alexandria Laundry, several times expressed a wish to go away from here to get work and earn money for himself. The matter was not seriously thought of by his friends until a few weeks ago he quietly left for Ottawa, where his sister was visiting friends, and went straight to her. She of course attempted to discourage his idea of leaving home, and had him sent back as soon as possible. A few days afterwards, however, on June 18th, he again disappeared, and no clue of his whereabouts since that time can be obtained. On that day the Cornwall High School Football Club, many of whose members were wel known to young Aubrey, played a match with the Alexandria team, in Alexandria, and his parents supposed that he must have taken a ride back to Cornwall with them, Mr. Aubrey and his family having resided for some years there. Mr. Aubrey, however, visited Cornwall on Monday of this week, but was unable to find any trace of him. He thinks the lad may have gone again to Ottawa, as he was seen running towards the station here on the evening of Saturday, the 18th.

AN ACCIDENT TO THE COLUMBIA.

The Tiller Chain of an R. & O. Steamer Broke, Causing a Slight Delay at Cornwall.

Cornwall, July 6.—(Special.)—The R. & O. Navigation Company's steamer, Columbia met with a slight accident just after passing through the Longue Sault Rapids on Monday, when the tiller chain broke. The captain, realizing that something had happened, ordered the anchor to be dropped, and the boat was hove to. After examination of the break, the hand tiller, which is kept for such occasions, was fitted up, and the steamer brought to Cornwall, where she will remain until new parts are brought from Monereal. The Columbian left for Kingston on Monday morning. At Alexandria Bay she was a short distance behind the steamer New York, of the Americaen line, and an interesting race down the river ensued, but the Canadian vessel was too fast for her rival. Captain Batton, Commodore of the fleet, says that at the time of the accident that the Columbian was 35 minutes ahead of the American boat. Many of the Columbian's passengers remained until Tuesday, continuing on the regular line boat. Others went to Montreal by G. T. R. on Monday afternoon. There were 44 passengers on board at the time of the accident. Mr. Gildersleeve, general manager of the company, who was on board, stated to a Herald correspondent that when the Columbian was repaired she would go to Kingston and resume her regular route.

MONTREAL GROCERS WILL BE WELCOMED

Cornwall People Preparing to Receive Them Royally Next Week—The Programme Arranged.

Cornwall, July 6.—(Special.)— Local grocers are working in conjunction with a committee of the town council in order to give the Montreal Grocers' Wholesale and Retail Association a hearty welcome when they come to Cornwall on Wednesday of next week, July 13th, to hold their annual picnic. The picnic will take place at the St. Lawrence Park, which is one of the most suitable places for an outing of that kind in Canada. The grocers and their friends will be ticketted from Montreal direct to the park. An interesting programme of athletic sports will take place and one of the greatest features of the day will be a lacrosse match between the Nationals of Montreal and the senior Cornwall team. When these teams last met the Nationals won after a closely contested game. But on this occasion, however, Cornwall being in better form, expect to defeat the Montreal aggregation.

GOLDEN WEDDING.

Mr. and Mrs. John Chapman, of Seeley's Bay, Ont., Celebrate the 50th Anniversary of Their Marriage.

Seeley's Bay, Ont., July 2.—(Special.)—The residents of this village witnessed an event of uncommon occurrence this week, when the golden wedding of Mr. and Mrs. John Chapman took place on Tuesday. Mr. and Mrs. Chapman were married and have lived all their life here, and have during the whole of that time enjoyed the respect and esteem of everyone.

The morning of the wedding was cloudy and threatened rain, but by noon the weather was all that could be desired. The guests, about 110 in number, assembled at five o'clock in the afternoon, and among them were Mr. John Todd and daughter, of Goodwood, Ont., and Mrs. Eaton and Mrs. Foet, of Chicago, sisters of the groom. The immediate family of the bride and groom consists of three sons and three daughters, five of whom were present—Mrs. J. F. Todd and husband (Toronto), Mrs. W. F. Bracken and husband, Mr. Alfred W. Chapman and wife, Mrs. R. M. Maxwell and husband (Detroit), and Mr. J. Franklin Chapman and wife. There were thirteen grandchildren and thirty-three nephews and nieces present.

Tables were set on the lawn to seat ninety. Dinner was served at seven o'clock, and when all were seated, the groom, who is seventy-four years old, made an excellent speech, dwelling largely on the peacefulness of their long wedded life, and how he had begun life in what was almost a wilderness with an axe and fifty cents in his pocket. But Providence had been pleased to grant them health and prosperity, for which he was devoutly thankful, and he hoped they might both be spared to enjoy many more years together.

After dinner the guests returned to the house or enjoyed themselves on the lawn, which was decorated and well lighted with Chinese lanterns. The house, a handsome brick structure, was beautifully decoratet with evergreens, daisies, palms and potted plants. The Seeley's Bay brass band provided excellent music for the evening, and old-fashioned dancing, in which the bride and groom and their brothers and sisters took part, formed a part of the enjoyment. The bride and groom received many beautiful and costly presents very appropriate for the occasion. The guests dispersed at about midnight, after singing "In the sweet by and by."

A grand reception was held on Wednesday evening at the residence of J. Franklin Chapman, the youngest son, who now lives in the old homestead, where the children were born, and which had been the scene of many social gatherings of relatives and friends in the days gone by. On arriving at the home the members of the family sang "Home, sweet home." The band was also present, and after lunch a very pleasant evening was spent.

"The Glowing Ruby"

shall adorn
Those who in July are born;
Then they'll be exempt and free
From love's doubts and anxiety."

We have a splendid stock of rings, with Rubies and Diamonds in combination, ranging in prices from $25 to $1,000.

Selections sent on approval,

HENRY BIRKS & SONS
MONTREAL.

Shorter Hours; Less Pay.

Ottawa, Ont., July 6.—(Special.)—The street car drivers and conductors have agreed to accept a reduction of pay to secure shorter hours. They propose the nine-hour day for $1.35, or 15 cents an hour.

Lightning Struck Barns.

Brockville, July 6.—(Special.)—During the storm on Monday lightning struck the barns of Richard Keen, about five miles west of here. They were totally destroyed, with their contents, including 200 bushels of oats, implements, poultry, etc. Loss about $1,000; insurance $600.

Farmer Dropped Dead.

Brockville, July 6.—(Special.)— Patrick Downey, of Forfar, about thirty miles from here, and a brother of Mayor Downey, of Brockville, dropped dead yesterday. Death was caused by heart disease. Deceased was a farmer and about 52 years of age. He was a son of the late Patrick Downey, of Phillipsville, and leaves a widow and two children.

Would-be Suicide Sentenced.

Ottawa, Ont., July 6.—(Special.)—James Allison, who, two weeks ago, attempted to take his life by drinking laudanaum at the Old Men's Home, was yesterday sentenced to two years in Kingston penitentiary. When the man heard the court's decision he said: "It's a severe sentence." "Yes," answered Magistrate O'Gara, "the most severe that I can impose, but there is no offence more serious."

Away for 27 Years.

Cornwall, July 6.—(Special.)—D. A. McDonald, of Mitchell's Bay, Ont., who has for the past month been the guest of his father, Alex. McDonald, 15-4th Kenyon, and other Glengarry friends, has returned home. Mr. McDonald had been absent from Glengarry for twenty-seven years previous to his visit, and was very favorably impressed with the county, and very pleased wit hthe rapid progress it had made during that time.

A Wedding at Kenyon.

Cornwall, July 6.—(Special.)—On Monday last Henry Dumouchel, of the 5th concession, Kenyon, was united in marriage with Harriet, eldest daughter of T. Quenville, also of the 5th concession, Kenyon, at St. Alexander's Church, Lochiel, Rev. Father Brault, of St. Paul's, Que., officiating. The groom was assisted by Phillip Quenville, brother of the bride, while Miss Eugenie Dumouchel, sister of the groom, made a charming bridesmaid.

A Saturday Excursion.

Cornwall, July 6. — (Special.) — The steamer Rocket, of the Montreal & Cornwall Navigation Company's Line, will run an excursion from Cornwall to Stanley Island on Saturday afternoon, July 16th. This is a most enjoyable trip, and the indications are that a very large crowd will attend. Since its recent overhauling, the Rocket is a model excursion boat. Last Saturday she carried about 400 citizens of Cornwall on a seventy-mile sail to Valleyfield and back.

Iron-worker Injured.

Cornwall, July 6.—(Special.)—Henry Burnstein, iron worker, employed on the O. & N. Y. bridge here, met with a very serious accident yesterday morning. He was at work on the top of the north span, in the south channel, when he lost his footing and fell through the iron work of the bridge and iron false work underneath into the water. A boat was sent and picked him up, and he was taken to the Hotel Dieu Hospital at Cornwall. His shoulder was dislocated, and he was badly bruised about the abdomen.

The Fourth Celebrated.

Cornwall, July 6. — (Special.) — The Fourth of July, the national holiday of the United States, was loyally celebrated here by the Americans at present residing here. There is quite a large colony of our southern neighbors engaged in the construction of the Ottawa & New York Railway bridges over the St. Lawrence at this point. The Phoenix Bridge Company gave their men a holiday to-day, and to-night fireworks of all descriptions were purchased galore by the patriotic Americans, who made rounds in a street car, and the whole town kept awake listening to the celebration. Everything passed off very good, and the authorities made no attempt to interrupt the proceedings.

A Successful Operation.

Cornwall, July 6.—(Special.)—About two years ago, through an accident, a small piece of iron lodged in the left eye of Norman McCrimmon, of McCrummon, Glengarry. He was to see one of Montreal's eye specialists at the time, who recommended a wait, as possibly its presence in the eye might never interfere with the sight. About two months ago the eye began to trouble him, and steadily grew worse, until his sight was totally destroyed. Mr. and Mrs. McCrimmon then hastened to Montreal, where Dr. Buller, eye specialist, and Dr. Campbell, of the Victoria Hospital, performed an operation, and successfully removed the sight less eye.

Intermediate Lacrosse Men.

Cornwall, July 6.—(Special.)—The intermediate team are practicing steadily this week for their match in Montreal with the Montrealers on Saturday. On Queen's Birthday, when these two teams last met, Cornwall won handily and they are hopeful of repeating the trick on Saturday. Every night a score of fast young juniors are out practicing with the senior team, and it would not be surprising if Louis White, the fast Indian defence man would be found at point for the Cornwalls. Among the other men from whom the team will be picked are the following: James Kerwin, Jack Adams, Larry McAteer, A. McCourt, J. Brill, E. Murray, W. Monroe, H. Styles, N. Masterson, S. Connolly, C. Hunter, C. A. Roach, M. Broderick, R. Hess, R. Brown.

Alexandria's Water Good.

Cornwall, July 6.—(Special.—Dr. Bryce, Secretary of the Provincial Board of Health, visited Alexandria, at the request of the local board, to examine into the source of the water supply in that village, and the mode of the disposal of the sewage. He pronounced the water of excellant quality and would recommend the council to pass a by-law to have all the wells closed up and to force people to use the water works water wherever it could be supplied. He advised the board to take immediate action to prevent drainage from cheese factories into the River de Lisle. As to the disposal of sewage, he would take no responsibility on his own shoulders, but thought the system used by some, of having drains leading to the river was better than the old method. He would recommend the council to lay down a sewer at a cost not exceeding $4,000 a mile, by which sewage could be disposed of by a system of tanks immediately east of the village in a way that wouldn't be offensive.

To Make Calcium Carbides.

Cornwall, July 6.—(Special.)—There is talk of organizing a joint stock company in Iroquois for the manufacture of calcium carbides, the stuff that produces acetylene gas. The carbides are produced by subjecting the limestone to intense electric heat. The heat is most economically developed by heavy water power; 1,000 horse power or more may be advantageously used. Dr. Stephenson's residence and the Iroquois skating rink are lighted by acetylene gas. Benson Beach, of Winchester, has invented a stove that will cook by acetylene gas. Stone of the right kind is available around Iroquois, the transportation facilities are all right, and the water power, it is expected, will be available. As the gas can be manufactured profitably only under such favorable conditions, and as the use of acetylene gas is yet in its infancy, it appears quite possible that an important industry may be developed. It is said that the power created at Massena by the big canal is to be used mainly for the manufacture of calcium carbides.

Cornwall Brevities.

Cornwall, July 6.—(Special.)—Mr. A. F. McIntyre, Q. C., of Ottawa, is in town visiting relatives.

A general exodus has set in from Cornwall to Stanley Island, and other down-river resorts.

Rev. H. Cameron, from Morrisburg, preached in Knox Church Sunday morning and evening services. Rev. James Hastie, pastor of Knox Church, officiated in Morrisburg.

Mr. and Mrs. L. A. Grant, of Los Angeles, Cal., are visiting for a few weeks with friends in Glengarry. Mr. Grant is a member of the firm of Grant Brothers, who as railroad contractors have a continental reputation.

A large number of campers have erected their tents at International Park, Massena Point, just across the river from here. Several others are erecting cottages, and the park promises to be one of the most popular, as it is one of the most beautiful, summer resorts on the St. Lawrence.

Mr. and Mrs. R. A. Pringle have gone on an extended holiday trip to Halifax, N.S., and other points in the Maritime Provinces.

Miss Edna Johnston, of Montreal, is visiting friends in Crysler and vicinity.

A branch of the Bank of Ottawa was opened at Alexandria last week, with James Martin, late of Kemptville, as manager, and Mr. J. B. Moffatt, late of Pembroke, as accountant. The premises are situated in the post office block, right in the business centre of the town.

Alexander and Mrs. McIntosh and son, Donald H., who have for some years been residing in Escanaba, Mich., have returned to Glengarry, and taken up their permanent residence at Mr. McIntosh's farm at the Skye. Mr. McIntosh has been conducting a most successful livery business at Escanaba, but recently sold out with the object of returning to his old home to reside.

Cervera Tells Why He Left Santiago Harbor.

Off Santiago de Cuba, July 4, via Port Antonio, Jamaica, July 5.—Per the Associated Press despatch boat Cynthia II., via Kingston, July 5.—The first and only statement concerning the recent naval battle made by the Spanish commander, Admiral Cervera, was to a correspondent of the Associated Press on board the battleship Iowa. It was as follows:

"I would rather lose my ships at sea like a sailor than in the harbor. It was the only thing left for me to do."

Operators Leave Santiago.

New York, July 5.—The Central cable office of the Western Union, at 11.30 this morning issued a notice to the effect that its cable operators at the city of Santiago de Cuba have gone on board a British gunboat.

Plans for the Fleet.

Washington, July 5.—President McKinley has sent a telegram to Gen. Shafter and Admiral Sampson to confer as to the advisability of the fleet entering the harbor to assist in the bombardment of Santiago.

Through the Canal.

Hong Kong, July 5.—The British consul here has notified Admiral Dewey that the Spanish fleet has passed through the Suez canal.

Washington, July 5.—The State Department has been officially apprised of the entrance of Camara's fleet into the Suez canal.

Dons Think Cervera Escaped.

Madrid, July 5.—The general public of the Spanish capital early this morning still believed Admiral Cervera and his squadron had escaped from Santiago de Cuba, thanks to the official despatches given out by the Government and the interviews granted by the ministers.

A despatch from Captain-General Blanco says:—"Cervera's squadron at eleven o'clock on Sunday morning broke the centre of the line of the American fleet and proceeded at full speed in a westerly direction."

The Spanish Minister of War, Senor Ahon, is quoted in an interview as saying: "I am highly pleased with the feat of arms performed by Admiral Cervera's squadron, which left Santiago the moment Admiral Cervera judged opportune to do so."

The Gallia's Passengers.

The Beaver Line R. M. S. Gallia sailed for Liverpool this morning. The following are her saloon passengers: Mr. J. W. Anderson, Miss Isobel Binks, Mrs. C. H. Binks, Miss Marjorie Binks and infant, Mr. M. S. Baxter, Mrs. M. S. Baxter, Mr. A. E. Barre, Mr. Carment, Miss Carment, Mr. J. B. Carruthers, Mr. A. G. B. Claxton, Miss Craig, Miss Jennie Craig, Charles H. Ceely, paymaster-in-chief, R. N., Mrs. C. H. Ceely, Mr. R. H. Clerk, Mrs. Clerk, Lieut. Candy, Miss Fairbrother, Rev. Mungo Fraser, Mrs. M. Fawcette, Mrs. R. Hewton, Master Hewton, Miss E. B. Howson, Miss Harris, Surgeon-Major Hall, A. M. S., Mr. H. M. Holland, Mrs. Harmer and two children, Mrs. Hurst, Mrs. Jarvis, Mr. Kenny, Dr. Ley, Miss Langlois, Miss Langlois, Miss Lunn, Mr. J. Dixon Butler, Mr. A. Browning, Rev. A. M. Brodie, Mrs. Brodie, Rev. Wm. Jas. Moody, Mrs. Moody and two children, Rev. A. M. Murphy, Mrs. Murphy, two children and infant, Miss M. L. Miller, Miss Edith Pinder, Miss Ethel Pinder, Miss M. Pinder, Mrs. E. H. Sharp, Miss Ethel Smythe, Alderman Score, Major Smythe, Mrs. Smythe, J. Alex. Stevenson, Mr. Stewart, Mr. Louis Sutherland, Mrs. Sutherland, Master W. Sutherland and nurse, Rev. W. J. Taylor, Miss H. Ure, Mr. Frank Willment, Mr. P. Warden, Mr. H. W. Ward, Mrs. Ward, Mr. Jas. Watson, Mrs. Watson, Mr. Waddell, Mrs. Waddell and child, Mr. W. J. Williams, Mrs. Williams.

Knife Not Necessary.

It is an acknowledged fact that many cases of cancer can be cured without knife or plaster by our pleasant home treatment. We would like to tell you about it. Send us your address. M. H. STOTT & JURY, Bowmanville, Ont.

WEAVING A WEB AROUND ACCUSED

More Important Evidence Against Guillemain Adduced at the St. Hyacinthe Assizes.

TETRAULT ON THE STAND

He Denies That He Was an Accomplice and Says He Never Knew Guillemain.

THE PRISONER BREAKS DOWN

(See also Page One.)

St. Hyacinthe, Que., July 5.—(Special.)—The evidence given in the Guillemain trial this morning was entirely corroborative of that adduced yesterday, and served only to strengthen the web of evidence in which poor Guillemain is now entangled. Since the opening of the court yesterday deposition after deposition has been read, and each new story of Guillemain's contradicts a previous one.

Napoleon Ducharme, a Biddeford constable, who has already testified, was recalled, and stated that Guillemain's father and mother had obtained permission to see their son the Tuesday following his arrest. Witness had conducted the prisoner to the sheriff's office for the interview, but he had not spoken a word to him.

Mr. Bourgault—"Did you not ask Guillemain to make the same confession as on the previous day?"

Witness—"No."

Witness was then asked to relate the conversation which had taken place between the prisoner and his parents, but Mr. Bourgault objected that the confession of a prisoner made to any person in the presence of a constable, and which the constable would afterwards be called upon to give as evidence, was inadmissable. The objection, however, was not maintained, and the witness continued.

The meeting of the mother and son was most affecting.

"Oh, my son, why did you do such a thing?" the mother had exclaimed.

"It was my aunt that told me to do it. She said that if I did it and got the money she would marry me," was the reply.

The prisoner asked to see the witness on the Monday evening following the arrest. Mr. Harmon was present at the interview. The prisoner had told Chief Harmon that he had used a club about 3½ feet long in killing his uncle.

The conversation has been held in English. During the interview the prisoner had been quite near, and he could hear every word that passed between them. Guillemain's exact words were:—"I was counselled to do it by my aunt."

Mr. Blanchet then asked that the deposition of City Marshal C. B. Harmon be read, and as no objection was made by the defence, Mr. Sicotte, the clerk, read in part the following.

City Marshal's Deposition.

City Marshal Harmon's deposition:—"I had no conversation with Guillemain the night of his arrest, but the following day, at 11 o'clock, I called him to my office and had a few words with him. He told me then that he could not speak English so I had him returned to the cells. About 11 o'clock that night as I was passing along the cells I asked Guillemain how he was feeling. He answered me in English and said "much better now, because I have made a clean breast of it and admitted everything to Constable Rodrigue." I then asked him, "who killed you uncle," "I did," answered Guillemain. "I did not know at that time," continued the deposition "that any admissions had been made to Constable Rodrigue, and I was surprised also that Guillemain spoke to me in fairly good English.

The deposition then related the same story as the one related to Constable Rodrigue and also said that his motive for the murder had been robbery. His aunt had told him that if he would kill his uncle she would go to the United States and live with him.

In cross examination witness swore positively that he had not made any promises or threats to obtain these admissions. Many persons had come on Monday to see the prisoner but none were admitted.

In addition to these depositions made under oath by the persons to whom Guillemain made admissions, the sworn declaration by which Guillemain waived his rights to extradition was also read.

I know that I am now in charge of the Biddeford police and that I am suspected of having murdered my uncle. I wish to be taken back to Canada to answer to a charge of murder, which has been laid against me, knowing that it is of my own interest to do so."

This declaration was signed Jean Baptiste Guillemain.

Mr. Beauregard's Evidence.

Israel Beauregard was then called, but he objected in giving evidence as his name did not appear on the indictment. The objection was not maintained and Mr. Beauregard stated that he was at St. Dominique the night of the murder. He was returning home to St. Liboire about 11 o'clock at night when passing Mr. Desire Berthiaume's residence he had seen Guillemain and Miss Berthiaume enter the house. He is evidently the man to whom Miss Berthiamue referred when she said "Perhaps this is the man who did it." He also related the part he had taken in the finding of the dead man, but this evidence was unimportant.

Tetrault on the Stand.

Louis Tetrault, aged 42, was the next witness. Tetrault is the person who was accused of being an accomplice in the murder of Laplante, and his evidence was listened to with the greatest interest. Witness stated that he had been arrested on the charge of murder, he having been accused by Guillemain as being his accomplice. He said he had never known the prisoner.

That part of Constable Rodrigue's deposition in which the prisoner accuses Tetrault of being his accomplice was then read and witness was asked to affirm or deny the statement. Tetrault came to me, Guillemain said in the deposition, when I was working in the field about two weeks before the murder and asked me to help him to kill my uncle as he had lots of money.

Mr. Blanchet—Is that true?

Witness—No.

Did you say: "Guillemain, you look rough to-day, I think you could do a good thing for me."

Witness—No.

Mr. Blanchet—The deposition reads: "I will kill your uncle, and if you will not tell I will give you half the money that I will take from him."

Did you ever make that proposition?

Witness—No.

All the statements made by Guillemain in his admission regrading Tetreault received a similar denial from the witness. At the inquest Guillemain asked the witness to unfasten his handcuffs. That was the only time that Guillemain had ever spoken to him. On the 30th of October last witness had come to St. Hyacinthe and called on a Mr. McIntyre for a sum of money which was due him. Witness then explained his movements during the day of the 30th, and said that while in St. Hyacinthe he had also borrowed $150 from Mr. Bazinet, a notary. This money was to pay a number of small debts.

Mr. Blanchet—At the time of your arrest a number of $10 bills were found in your trunk. Did you remember that on one of them a red stain was discovered?

Witness—I was told so, but I did not remark it.

The money that was in the trunk, continued the witness, was not mine, but my father's.

In cross-examination Mr. Bourgault asked: Is it not true, Mr Tetreault, that it was you who killed Mr. J. B. Laplante?

"No, sir. I did not kill J. B. Laplante," was the answer.

The court then adjourned till 2.30 o'clock.

The Prisoner Disturbed.

Guillemain's attitude of unconcern is slowly giving away in face of the awful evidence against him. The sight of his aunt weeping in court yesterday seemed to affect him very much, for when he was led away after the adjournment he broke down and cried. It is the first time since the beginning of the trial that he had shown any mark of interest in the proceedings. To-day, however, he is again as composed as ever.



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ARE NOT ANXIOUS TO BE JUDGES.

Western Lawyers Do Not Prize the Bench So Highly as Eastern Legal Lights.

Ottawa, July 5.—(Special.)—G. R. Maxwell, Burrard, British Columbia, arrived here last evening. It is said that Mr. Maxwell is here in connection with the appointment of a Chief Justice for the Province in place of the Late Chief Justice Davis. There does not seem to be the same demand for appointment to the bench among the legal fraternity in British Colubia, as there is in Eastern Canada. E. V. Bodwell, of Victoria, B.C., has refused the position and E. P. Davis of Vancouver, will only accept on certain conditions. If local law against an outsider did not stand in the way Mr. Maxwell would like to see Mr. D. C. Fraser appointed.

Shipping Notes.

The Donaldson Line steamship Alcides, from Glasgow on the 25th ult., passed Father Point in. on the 4th at 9.30 p.m.

Gulf—Fine and comparatively cool today and to-morrow moderate to fresh north and west winds at first.

Maritime—Northwest and nor winds; moderate to fresh at first, fine and cooler Wednesday and Thursday fine.

Gulf Reports.

L'Islet—Clear; east; in. 7 a.m., str. River du Loup—Clear; east.

Father Point—Clear; strong northeast; in. 7 a.m, Akaba; yesterday, 9 p.m., Lake Ontario; 9.30 p.m., Alcides.

Metis—Clear; strong north; in. yesterday, 6.30 p.m., Britannic, Cacouna, and Bonavista.

Matane—Clear; strong northwest; in. 6 a.m., Assyrian.

Cape Chatte—Clear; strong north; in. 6 a.m., Ottoman.

Martin River—Clear; north.

Fame Point—Clear; northwest; in. 5 a.m., Westmeath; 6.30 a.m., Admiral.

Cape Rosier—Clear; strong northwest; in. 7 a.m., str.

North Shore—Clear; strong northly.

Point des Monts—in. 7 a.m., Otter.

Low Point—Foggy; southeast; out yesterday 7 p.m., Fastnet; to-day 3.30 p.m., Turret Bell.

Cape Race—Dense fog; north east.

WRESTLING.

The Offer to Back Pardello Against Dwane Accepted.

It is altogether likely that there will be some first-class wrestling matches here within the next fortnight. Mr. H. S. Phillips' offer to match James Dwane against Ernest Roeber was not accepted, but Roeber's manager, Mr. F. C. Cooper, suggested a match with Leo Pardello. Mr. Phillips wired last night to Mr. Cooper in New York, accepting on behalf of Dwane a match with Pardello for $250 a side. Mr. Phillips is also considering the suggestion of Mr. Cooper that the Roeber-Atlas match should be pulled off at the same time if a suitable building can be obtained. Local sports think Dwane, in his match with Pardello, will surprise Mr. Cooper, who declined the first challenge on the ground that Roeber never meets unknowns until their ability is proved.

Cadiz Fleet Enters Suez.

Port Said, July 5, 9.45 a.m.—The Spanish fleet has entered the Suez canal. The Spanish torpedo boats which were with the fleet have been ordered to Messina, Sicily.

To Bring Away British Subjects.

Kingston, Ja., July 5.—The British warships Palas and Alert have left here for Santiago de Cuba in order to bring away British subjects who are desirous of leaving that city.

Quebec, July 5.—Arrived in port—Steamship Alcides (br.), from Glasgow for Montreal; steamship Lake Ontario (br.), from Liverpool for Montreal; steamship Turret, from Sydney, C.B., for Montreal.

Mr. W. B. Bulling, general freight agent for the Canadian Pacific Railway has returned to Montreal after attending a meeting of the Western Traffic Committee, held in Toronto. This meeting was one of a routine character, no alterations in tariffs being made.

Eh! Mon, But They're Gran'.

They are grand and no mistake. Nothing better at $30 than one of our Scotch Tweed Suits at $22.50 net cash. Come and see the goods. Hugh Ross, 206 St. James St., Mechanics' Institute.

Carron's Body Found.

London, Ont., July 6.—(Special.)—The body of Arthur Carron was found yesterday afternoon in the first cove near the pipe line road. It had been in the water for two days. Carron was about forty years of age. Attention was attracted to the spot by the discovery of the man's clothing on the bank. Carron was unmarried and had been out of work for some time.

Parboiled Human Feet.

Nothing more disgusting or more unbearable, and yet hundreds suffer day after day with sweaty, blistered, burning feet. Foot Elm cures all this. 25 cents a box, or 5 boxes for $1.00, at all drug stores, or we pay postage and send it by mail to any address. M. H. STOTT & JURY, Bowmanville, Ont.

HOW OUTREMONT'S FIGHT DEVELOPED.

The Names of Twenty Roman Catholic Proprietoos Had Not Appeared on the Roll.

NEW BOARD'S CHAIRMAN.

Two Years Ago Law Was Changed to Allow Only Proprietors to Vote or Hold Office.

ALL DEPENDS ON GOVERNMENT.

The Roman Catholic Board of School Commissioners, which was elected by acclamation at Outermont, Monday, lost no time in getting to work, and immediately elected its chairman, so that the notification of the formation of the board could be forwarded to Quebec at once.

Mr. Joseph Beaubien was the unanimous choice for chairman.

Mr. Beaubien stated to a Herald reporter this morning that at the time of the making of the last roll of valuation there were a good many proprietors whose names were not entered on the roll but whose property was represented as belonging to the Deaf and Dumb Institute. Now the institute had sold these lots to the new proprietors, and, according to law, it had the right to have inserted, instead of its own name, the names of those proprietors who had purchased the lots from them, and these were the ratepayers which gave the Roman Catholics the majority and entitled them to the school board.

"The law does not say that we must be in the majority when the roll comes in," he continued, "but simply that when the minority becomes a majority then notice can be given that the dissidents shall organize into a school commissioners' board. We wrote to Quebec, explaining the situation, and stating that on the valuation roll we were in the minority, but owing to omissions and to the fact of certain Catholics being put on the roll as Protestants, we had an actual majority, and the Department told us to send out the notices. The whole question is to decide whether those whom we consider to be ratepayers, and who give us the majority, are entitled to be ratepayers just now, or will only have that right when the new roll comes in. It will depend upon what interpretation the Council of Public Instruction will put upon it."

The argument of Mr. W. T. Hart and others of the Protestant School Board, on the other hand, is that by the valuation roll of last September they had a clear majority of the proprietors of real estate, and that any Catholics whose names might have appeared on that list apparently as Protestants, should, in order to be classed as dissidents, have given the school commissioners notice of their dissent.

This view is answered by the Catholics in effect that there could be no question of dissedents at the present time; that a new corporation is established, and now will be the time for those disagreeing with it to declare their dissent. They admit that when the roll was made in September they were in a minority of 18, which included several Catholics who were put down as Protestants, but that with the 20 new names put on in February or March last—thest new proprietors having purchased from the Deaf and Dumb Institute—they are in a majority and will be even more so when the roll is made this year.

Mr. W. T. Hart, however, is determined that the rights which he claims for the Protestant School Board shall be preserved, and consequently an interesting fight appears to be in store for the edification of the peaceful citizens of Outremont.

An interesting fact that might be mentioned in connection with the matter is that previous to two years ago the tenants also had the right to vote for school commissioners and were even eligible to seats on the board, a privilege which they had exercised for many years. Some eight or nine years ago Mr. Seabrook, a tenant, had a seat on the shool board, and Mr. John Rithcie, was a school commissioner, when the late Provincial Government amended the law about two years ago, giving onl yproprietors of real estate the right to vote for or be school commissioners. This change in the law passed unnoticed for some time until about a year ago attention was drawn to it, and as Mr. Ritchie's property was not in his own name, he was compeleld to resign and Mr. W. W. Dunlop yas elected for the balance of Mr. Ritchie's term, which expired this year. Neither Mr. Dunlop nor the chairman of the school board, Mr. James Robson stood for re-election this year.

An old resident of Outremont declared to-day that it was an mjustice any way to debar the tenants from voting for school commissioners. It was not fair that one proprietor should have a vote and all of his twenty, thirty or forty tenants should be debarred from exercising their franchise in a matter in which as fathers of families they were mightily interested.

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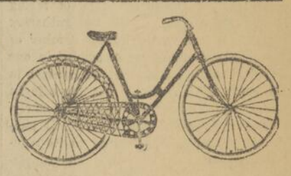
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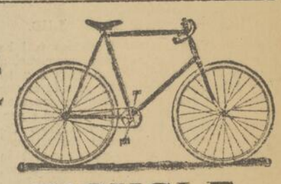


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GOSSIP OF SPORTS.

Strange things happen on race tracks, and it is that glorious uncertainty that makes it attractive. The hold it has upon the patrons of running races is wonderful, and an occasional visitor, if he appreciates, to any degree, surprices, is sure at some time or another to become an enthusiast. Weird incidents occur at every visit that makes the sport bewildering, and the track eventually becomes the only place where a person can gratify his desire for sensational and thrilling occurrences. Then, again, the almighty dollar, possible to win or lose on a race track, completes the alteration and turns the person who at one time thought it would be impossible for him to appreciate a bunch of galloping horses, into a chronic "dope fiend."

The expressions "dope fiend" and "form fiend" are rather vague to the reader not versed in race track parlance. The "dope" is what is known as the record books, in which are published, the names of the horses, their records and their races. The "fiend's" bible is his "dope" book, and he gains his title from his earnest study of his record books, which in time become his entire library, encyclopaedia included. His knowledge of things in general is very meagre, but his knowledge of the work and performances of the horses is unlimited. He can tell you what this horse did when "last time out," what he ever did in a race, how he acted with "top weight up," how he ran when lightly penalized, and, in fact, everything he ever did. If the "dope fiend" stopped here it would be all well and good, but he goes further. He thinks because he knows everything about the animal that has past in the long, long ago, that he knows just what he is going to do. As a result he tells his friends he is a "sure winner this time" on the strength of "form." This he repeats so often that he himself soon believes it, and his friends, admirers of his great knowledge, believe it also. The result is his and their money finds its way into the coffers of the bookmaker, who never refuses it no matter how small or large the sums may be, but only smiles and stands ready to take still more of this money thrown up to him by these people as a token of their fidelity to "form."

Hundreds of horses, all kinds of jockeys, owners, and trainers, numerous bookmakers, all after money, and any kind of fair weather will bring the "dope fiends" and their friends to Bel-Air en masse during the coming meet. "Form" will be taken into account, and the favorites will be installed on its strength. The public will throw up its money in a liberal way, and it remains to be seen whether Bel-Air race track will be an exception among the tracks of the Canadian racing circuit. At Toronto, Hamilton and Highland Park, the students of form went "up in the air," and they are going still higher at Fort Erie. Maybe they will be given a chance at Bel-Air, and the favorites commence running true to form. Although this is possible, it is unlikely, so a word of warning is in order. Do not put any faith in form, and if you do, do not bet a cent on your opinions. They may be wrong. In fact, the only way to make money at a race track is to save it. Keep your money in your pocket, and don't bet at all.

On Saturday next the edition of The Herald will be of especial interest to all lovers of a good horse. The early commencement of the fifteen days of racing at the Bal-Air track and the gathering together of one of the largest number of thoroughbreds that ever assembled in one city in Canada has created an interest in the sport of kings that it has not enjoyed heretofore. To keep pace with this newly-awakened interest, The Herald will publish an eight-page supplement to its regular large Saturday edition. The supplement will be of the finest book paper, profusely illustrated with portraits, pictures of horses, snapshots at race tracks and hunting fields, and other features of interest to the turf-man. There will be columns of interesting, bright and well-written articles dealing with topics of the turf, and carefully prepared tables of records, and histories of Quebec turf organizations that will make the number of great value. We can say with every confidence that the issue will be the handsomest and most complete of the kind ever published in Canada.

THE RING.

Sullivan and Lavigne Will Fight 25 Rounds for $5,000 a Side and the Lightweight Championship.

New York, July 6.—"Kid" Lavigne, the champion lightweight pugilist, and "Spike" Sullivan were matched yesterday to fight twenty-five rounds for the lightweight championship of the world.

Sullivan and Billy Lavigne, brother and manager of "Kid" Lavigne, met at Martin Dowling's hotel and arranged for the bout.

The fight will be for $5,000 a side and the largest purse offered by any responsible club.

Each man will post $1,000 with Al Smith this afternoon to bind the contract. The men must weight 133 pounds at three o'clock on the afternoon of the fight.

AQUATICS.

GRAND TRUNK BOAT CLUB.

The pleasant fortnightly dances will be continued during the season, commencing Friday, 8th instant. Hop from 8 until 11.30 p.m. Mr. Grant will preside at the piano. The Leroux brothers, accompanied by the captain, Alex. Turnbull, and a party of members, have returned from Toronto, where they attended the citizens' regatta. The Leroux were successful in capturing first place in the tandem canoe, for which they received heavy gold lockets, and the club a handsome silk banner. Entries will be made in all open events at St. Lambert next Saturday.

Some Scoffers.

He scoffs at scars who never felt a wound;
He scoffs at woman's wiles who never fell a prey;
He scoffs at crying children who is not
Kept up all night when he has worked all day.

Windsor Salt
Purest and Best for Table and Dairy
No adulteration. Never cakes.

SPLENDID WORK AT WILKES-BARRE

The Habitants Have Won Three Straight Games From the Coal Barons and Now Lead.

GARRISON FINISH TUESDAY.

Winning Runs Scored in the Ninth Innings, When Wilkes-Barre Led—Score, 9 to 8.

DISGRACEFUL ROW AT SYRACUSE

Maintaining Its Reputation for Being the "Dirtiest" Ball Town in the Eastern League,

Club.	Won.	Lost.	Per cent.
Montreal..	31	24	.564
Wilkesbarre	29	24	.547
Syracuse..	32	27	.542
Toronto..	30	28	.517
Providence..	26	28	.418
Rochester..	29	32	.475
Springfield..	23	28	.451
Buffalo..	28	37	.446

At last.

After being severely tossed around from the second to fifth positions in the league, and participating in all kinds of upheavals, the local team has taken a brace, and is once more at the top of the list.

In order to attain this position a team has to play ball, and Dooley and the rest of them have been playing it.

Their work in the field has not only been excellent, but they are also wielding the stick in a manner that is liable to make opposing pitchers sympathize with Admiral Cervera.

Montreal has now taken three straight games from Wilkes-Barre on their own grounds, and if by any chance they capture the fourth, and last, today, iti will be a great thing.

The contest yesterday was a wonder, and the fans here were about as pleased and surprised as they possibly could be. It was close right up to the ninth, and in the eighth it looked as if we were gone coons. But there is always a ninth, you know, and what did the coming champions do but hammer out two runs. A fan was guilty of the following grins and expressions of consternation as the various innings came over the wire:—

over the wire:—
First innings .. .. (———)
Second innings .. (—)
Third innings.. .. (—)
Fourth innings.. .. (———)
Fifth innings.. .. (—)
Sixth innings O
Seventh innings.. .. (—)
Eighth innings .. .. O
Ninth innings..... (————)

Wilkesbarre, Pa., July 5.—Montreal won the third game of the series from Wilkes-Barre to-day. Keenan was hit hard, and his support was poor. Score:

Wilkes-Barre.

	A.B.	R.	1B.	P.O.	A.	E.
Goeckel, 1b..	5	0	0	14	0	1
Halligan, r.f..	5	2	3	0	1	0
Sullivan, s.s..	5	2	1	3	1	0
Knight, l.f..	4	0	2	2	0	0
Atherton, 2b..	5	2	1	1	1	0
Wright, c.f..	4	1	2	1	0	1
Richter, 3b..	4	1	1	0	4	0
Smith, c..	3	0	1	6	3	0
Keenan, p..	4	0	1	0	3	0
Totals..	39	8	12	27	13	2

Montreal.

	A.B.	R.	1B.	P.O.	A.	E.
Schiebeck, s.s..	5	2	2	0	5	2
Bannon, l.f..	5	2	4	4	0	0
Jacklitz, r.f., c.. ..	4	1	2	1	0	0
Barry, c.f..	4	2	3	2	0	0
Dooley, 1b..	5	1	2	14	0	0
Henry, 3b..	3	0	1	1	5	0
O'Brien, 2b..	4	1	2	1	4	0
Butler, c., r.f.. ..	4	0	1	4	0	1
Souders, p..	5	0	2	0	0	0
Totals..	39	9	19	27	14	3

Score by innings—
Wilkesbarre.. .. .. 1 1 0 1 1 1 3 0 0—8
Montreal.. .. .. 3 0 0 1 0 0 3 0 2—9

Summary—
Earned runs, Wilkesbarre 2, Montreal 4. First base on errors, Wilkes-Barre 2. Left on bases, Wilkes-Barre 8, Montreal 9. Three-base hits, Bannon, Richter, Souders, Dooley, Halligan. Two-base hits, Schiebeck, O'Brien, Barry (2), Knight, Atherton. First base on balls, off Souders 1, off Keenan 2. Struck out, by Keenan 3, by Souders 3. Sacrifice hits, Knight, Jacklitz, Barry, O'Brien, Henry. Hit by pitcher, Smith. Stolen base, O'Brien. Wild pitches, Souders 2. Umpire, Burns. Time, 2.15.

SYRACUSE DISGRACED.

Syracuse, N. Y., July 5.—Umpire O'Loughlin was escorted from the Star Park to-day by a squad of policemen, followed by a mob who were ready to wreak vengeance for his decisions during the game. The Stars lost through Lush's errors in the seventh. What little chance they had of winning was destroyed by O'Loughlin's bad work.

In the ninth the crowd broke loose, and the umpire was bombarded with eggs, pieces of bread and bottles. The Star players were enraged at his work, and when he asked for a new ball somebody on the Syracuse bench threw a ball with full force at short range. O'Loughlin broke the force of it with his hand, or it would have probably done him serious injury. Later he got into an altercation with Manager Buckenberger, during which blows were exchanged. Score:

R.H.E.
Syracuse.. .. ..100000000—1 6 2
Rochester.. .. ..010000100—2 9 1

Batteries—Voorhees and Lake; Harper and Boyd.

PROVIDENCE WON.

Providence, R.I., July 5.—Providence went into the game against Springfield to-day with old-time fighting spirit, and did a great lot of slugging, which, with snappy fielding and hustling, broke Springfield's string of victories. Score:

R.H.E.
Providence.. .. .. ..362212001—17 20 3
Springfield.. .. ..330200100— 9 13 2

Batteries—Braun and Crisham; Dolan and Nicholas.

TORONTO WON.

Buffalo, N.Y., July 5.—The Bisons were beaten again to-day by the poor pitching of Brown and his rather ragged support. The worst features, however, were not shown by the score. The features were the home runs of Brouthers and Householder over the right field fence. Snyder, late of Louisville, played his first game with Toronto and gave Baker good support. Score:

R.H.E.
Buffalo.. .. ..000301000— 4 11 3
Toronto.. .. ..023000104—10 12 1

Batteries—Brown and Diggins; Baker and Snyder.

NATIONAL LEAGUE.

At Washington— R.H.E.
Washington.... .. .. ..000010021—4 8 2
Brooklyn.... .. ..100000100—2 8 1

Batteries—Evans and McGuire; Miller and Smith.

At Baltimore— R.H.E.
Baltimore.. .. ..03031000x—7 10 2
Philadelphia.. .. .. ..000110002—4 9 4

Batteries—Nops and Robinson; Platt and McFarland.

At New York— R.H.E.
New York.. .. ..000000020—2 4 1
Boston.. .. ..200300000—5 9 2

Batteries—Doheny and Grady; Klobedanz and Yeager.

At Pittsburg— R.H.E.
Pittsburg.. .. ..41030000x—8 12 3
St. Louis.. .. ..000001010—2 8 1

Batteries—Rhines and Schriver; Carsey and Sugden.

At Chicago— R.H.E.
Chicago.. .. ..10002020x—5 13 6
Cleveland.. .. ..200002000—4 8 0

Batteries—Clark and Donohue; Powell and O'Connor.

STANDING OF THE CLUBS.

Club.	Won.	Lost.	Per Cent.
Cincinnati..	46	23	.667
Boston..	41	25	.621
Baltimore..	38	25	.603
Cleveland..	39	26	.600
Chicago..	39	29	.574
Pittsburg....	35	31	.530
New York..	31	34	.477
Philadelphia...	27	34	.443
Brooklyn....	27	36	.429
Washington..	27	39	.409
St. Louis..	23	47	.329
Louisville..	22	46	.324

IRELAND AS A TOURIST'S PARADISE.

Miss Craig to Deliver a Lecture on Its Beauty Spots—The Present Distress Temporary.

As a result of the interest taken in the mission of Miss Martha Craig, Belfast, by Senator O'Brien, Messrs. Robert Reford, B. J. Coghlin, E. F. Craig, and other Montreal Irishmen, a lecture will be given by Miss Craig in Karn Hall on Monday evening on the attractions of the Emerald Isle from a tourist's point of view.

In addition to speaking about the beauty spots of the country and showing that there is ample tourist accommodation, Miss Craig will allude to the Galway route, which, it is claimed, would be the quickest and cheapest between this country and the British Isles, since by it passengers, mails or freight could reach their destinations in England or Scotland more speedily than is the case with vessels now running to Liverpool, London, Glasgow and other ports.

Speaking to a reporter yesterday of her mission to this side of the water, Miss Craig touched on the present distress in Ireland. She said it was true that there was distress, but it was owing to the fact that the people did not possess the necessary spraying appliances to get rid of the insect pests. There had been a potato blight equally over the north and the east, as well as the west and the south; but the people of the former districts were more enterprising and better off, and they possessed the necessary appliances for destroying insect pests. The people living in the west and the south did not possess these appliances, and they had lost their crop. They were so poor that they were not able to resist one bad year. But, in spite of the distress that existed, things were looking up, and were never in a more prosperous state. The distress was only temporary.

OWEN SOUND MYSTERY.

Phil Roy, a Quarrelsome Colored Character, Found Dead at the Bottom of a Cliff.

Owen Sound, Ont., July 6.—(Special.)—For the past week Phil Roy, a well known colored character of this town, has been missing, and constant rumors of foul play are being circulated. To-night, while Turnkey Falconer, of the County Jail, was walking along the rocks overlooking the bay at the north end of the town, his dog scented something. He followed the animal ,and found the body of Roy in a bad state of decomposition, lying face downwards, where he had evidently been thrown, or had fallen over the rocks. Coroner Allan Cameron was called, and after viewing the body decided that an inquest was necessary. The police are following up a clue, and before 24 hours pass one, or perhaps two, persons will be called to answer to the charge. Roy was a drunken and quarrelsome man ,and served fourteen years in Kingston penitentiary for killing his son-in-law, Joel Smoote, in 1884.

QUEBEC LEGAL EXAMS.

The Semi-Annual Examinations Are Now Taking Place—Large Number of Aspirants.

Quebec, July 6.—(Special.)—The semi-annual examinations for the admission to the practice and study of the legal profession commenced here yesterday, when sixty-three aspirants to practice and seventy-three to study appeared before the examiners. The former occupied the Criminal Court room for their written examination, and the students occupied the Convocation Hall of Laval University. The written examination for the aspirants to practice commenced yesterday afternoon, when questions in civil, Roman, criminal and international law were given, and in the evening questions in procedure, constitutional law, administrative law, commercial and maritime law. The majority of students appear satisfied with the questions submitted.

The recent rain-storms in this district, which have been of frequent occurrence, have caused a certain amount of damage to the crops, and particularly so in low lands.

Will Rebuild Clifton House.

Niagara Falls, Ont., July 6.—(Special.)—The old Clifton House ,destroyed by fire, will be rebuilt on the old site. The new structure will be of stone, iron and brick, to cost $150,000, and will contain 200 rooms. The new proprietors will be George M. Colborn and W. L. Ormrod. It is the intention to construct the new hotel so as to be able to keep portion of the hotel with 50 rooms open during the winter season. Work will begin on the new structure on August 1st, and it is hoped to be opened the first of May next.

OXFORD CAFE
University Street
Meals a la carte until midnight

Farmer Broke His Neck.

Ottawa, Ont., July 6.—(Special.) — A very sad accident occurred here yesterday, when Mr. Joseph Drew, a farmer, living about a mile east of here, lost his life. He was unloading hay in his barn about 5 o'clock, and was cleaning the rack, when he slipped and fell to the barn floor, breaking his neck.

Used the X Rays.

London, Ont., July 6.—(Special.)—Miss Kate Lane ran a needle into the palm of her right hand a few days ago. A piece of thread also entered the hand. There was considerable swelling and the X rays were used at the hospital to-day to locate the needle, which was then readily removed.

The New Hotel Calslake is the largest and best European House in Canada. Adjoining both Grand Trunk and C.P.R. Depots. Rooms from $1.00 upwards. Electric light. Cuisine and service unsurpassed by any hotel on the American continent. All meals a la carte. Dining room open from 6 a.m., to 12 p.m.

Everybody Turned Out.

Billiger—"What's the great rush down the street there? Is there a fire somewhere?"

Ackley—"No, there's no fire. Those fellows are going to Washington. Somebody started a rumor, a little while ago, that the president has decided to appoint six more colonels."

FORM STUDENTS WON YESTERDAY,

The Fort Erie Horses Ran True to Form in Four Races and Landed the Purses,

SOME VERY FAST TIME.

In the First Race Horace Went the Six Furlongs in 1.14, and Beat Out South Africa.

RESULTS FROM THE TRACKS.

Fort Erie, Ont., July 5.—(Special.)—This was favorites day at the track, and the talent and form students were in their glory. Favorites finished first in four races and in the other two the people's choices ran second. The track was in good shape and the large crowd in attendance saw some good racing.

In the first race, Horace, carrying 103 pounds, with Sherland up, did the six furlongs in the fast time of 1.14 flat. South Africa, the favorite, was just beaten out, and finished second. W. J. Steele, who owns Horace, landed another winner in Semper Eadem, who won the two year old race for fillies. The Seagram colt Sir Casimir was made favorite in the second race, 4 1-2 furlongs but the 15 shot, Ben Viking, with James up, led the Canadian horse across the wire by a short head. The owner of Ben Viking thought the horse hadn't a ghost of a chance and placed his money on Annowan, who finished fourth. In the mile race Marito got off in front and was never headed, winning easily. Pearl finished second, just nosing out Mongolian for the place.

First race, three-quarters mile.—Horace, 103, Sherland, 4 to 1, won; South Africa, 102, Powers, 3 to 1, and even, second; Daye S., 100, Mason, 5 to 1, third. Time 1.14. Nimrod, Flying Bess, Protus, Jesse and Helmsdale also ran.

Second race, 4 1-2 furlongs—Ben Viking, 101, E. James, 15 to 1 and 8 to 1, won; Sir Casimir, 106, McGlone, even, second; Contravene, 95, L. Smith, 4 to 1, third. Time, 56 1-4. Annowan, Leal II., Amelia T., Fox Chase, Ed Rolph, Ann Belle, Scenery and Leandra also ran.

Third race, seven-sixteenths mile—Mazeppa, 100, Mason, 9 to 5, won; Judge Quigley, 98, Powers, 2 1-2 to 1, second; Fessy F., 100, F. James, 10 to 1, third. Time, 1.28 1-4. Belzara, Isen, Sir Arlo, Voluntante, John Conroy, Overalla, Kenosha, Pommery Sec, Storm Queen and Junior also ran.

Fourth race, 1 1-16 miles, two-year-old fillies—Semper Eadem, 105, Sherland, even, won; Jean Ingelow, 101 1-2, P. Clay, 2 to 1 and 3 to 5, second; Falella, 100, L. Smith, 30 to 1, third. Time, 1.08 3-4. Thanksgiving, Sky Scraper, Ermo also ran.

Fifth race, one mile, two-year-olds and up—Marite, 90, Weber, 8 to 5, won; Flying Dutchman, 107, Cassidy, 12 to 1 and 4 to 1, second; Headlight, 108 1-2, Freeman, 15 to 1, third. Time, 1.41 1-2. Ten Pins, McBride, Royal Choice, Jessamine, Porter, Onette, Stanza, Hartford Boy, Miss Florist, Onalaska and Pomcas also ran.

Sixth race, 7-8 mile, five-years-olds—The Duchess, 103, Lewis, 8 to 5, won; Campania, 98, Mason, 6 to 1, second; Mongolian, 96, 1 to 2, Murray, 15 to 1, third. Time, 1.27 3-4. Guilder, Pearl, Maximo Gomez, Gustav Cook, Laurette D., Continental and Commerce also ran.

Fort Erie Entries.

Buffalo, N.Y., July 5.—The Fort Erie entries for races to-morrow are as follows :—

First race, 3-4 mile, 4-year-olds and up, allowances—Upper Ten, Michael G., Fratello, 107; Trade Last, Miss Al Farrow, Fair Rebel, 105; Disturbance III., 109; Glen Albyn, 97; St. Vincent, 107; Santa Cruz, Dumbarton, 97.

Second race, 5-8 mile, 2-year-old maidens, selling—Annihilator, 110; Overboard, Gavotte, 107; Royal Banner, Exception, Hold Up, Lady Scarlet, 104; Brown Belle, 101; Falella, Fred. Perkins, 98.

Third race, 7-8 mile, 3-year-olds and up, selling—Kirk, 109; Onalaska, 108; Quack Quack, 107; Devault, 104; Bon Jour, Pommerey Sec., 102; Damocles, 101; Faustonic, 99; Goshen, 98; Brown Girl, 97; Anna Laurette, 96; Josephine K., Maggie, 88; Scraps, 86.

Fourth race, 5-8 mile, for 2-year-olds, fillies, the Queenstown stakes—Ree Mitchell, Fox Chase, 110; Oakmaid, Spring Wells, 105; Minstrelsy, Flying Belle, Matanza, Cheesemite, 100.

Fifth race, 5-8 mile, 2-year-olds, colts and geldings, allowances—King Carnival, 113; Canuck, Pirate M., Laurentian, Holden, 108; Garra Brant, 98; Conover, Prospero, 95.

Sixth race, 1 1-4 miles, 3-year-olds and up, selling—Banquo II., 106; Frank Jaubert, 103; Royal Choice, 102; Tony Honig, 98; Belzara, 95; Trivoli, 93; Maritana II., Ten Pins, 90; Judge Quigley, 89; Ben O'Fallon, 80; James Monroe, 95; Waterman, 105.

Seventh race, 3-4 mile, same conditions as first race—Me Jacks, Nero, Surrogate, Principle, Rossmar, 107; Manzanila, Quaver, Downright, Snapshot, Herminia, 105; Bob Leach, 97; Collateral, Volida, Reprieve, 95.

THE NOTTINGHAM MEETING.

London, July 5.—At the second day's racing of the Nottingham meeting to-day Mr. Douglas Baird's three-year-old bay colt Orviopane won the Batsford Plate. Eros was second and Blumeneau third. The St. Albans handicap was won by the Lorillard-Beresford stable's three-year-old bay colt, Elfin; Mackenzie was second, and Dumbarton third.

WINDSOR RACES.

Windsor, Ont., July 5.—About 1,500 people were present at the Driving Park today, this being the second day of the trotting meet. The weather was not so cool as yesterday, which, no doubt, was a welcome change. The track was in fine condition, and two of the three events were decided in three heats. Following is the summary:—

First race, 2.15 class, pacing, purse, $800—
Redina, b m, by Rewald, George West, Chicago, Ill.... .. .. .. 1 1 1
Henry Omer, g g, W. Moon, Cleveland, Ohio.. .. .. 5 3 2
Dick Vail, b g, R. G. Hart, Lapeer, Mich.. .. .. 3 2 6
Evangeline, b m, C. M. Noyes, Bay City, Mich.. .. .. 7 8 3
Fred Darling, ch g, M. J. Alguine, Brighton, Ont.. .. .. .. 8 5 7
Rhoda Farrand, b m, The Ketchum Farm, Toledo, Ohio.. .. 2 7 ds
Nuthal, b g, T. W. Dilliger, Portland, Ind.. .. .. 6 6 5
Little Cliff, b g, Jenn Burke, Ottawa, Ont.. .. ..drawn
Newton W., br h, Dr. E. F. Atwood, Ludington, Mich.. .. 4 4 4
Time—2.12¼, 2.10¼, 2.09¾.

Second race, 2.35 class, pacing, purse $600—
Quickly, b g, B. Hummer, Empire City stud, Cuba, N.Y... 6 1 1 1
Quick Silver, g g, C. H. Yeagley, Vicksburg, Mich.. .. .. 2 2 4 5
Americus, b g, N. J. S. Cornwall, East Saginaw, Mich... 4 3 3 2
Teah, b m, A. E. T. Hoffman, St. Louis, Mo.. .. .. 3 4 2 3
Legal Hal, b h, The Rowe Stock Farm, Dayton, Ohio.. 5 5 5 4
Albania, br m, W. Wills, Springfield, Ill...... .. .. ..drawn
Lord Rosebery, b s, George West, Chicago, Ill.. .. .. ..drawn
U. of M., b g, Ed. Doversam, Ann Arbor, Mich.. .. .. ..drawn
Time—2.17¼, 2.14¼, 2.17, 2.16¾.

Third race, 2.35 class, trotting; purse, $600—
Tacomis, b g, by Overstreet Wilkes, Dan McLory, Kirkwood, Del.. .. .. 1 1 1
Angeline, br m , Ketchum Farm, Toledo, Ohio.. .. .. 2 6 2
Freely, b g, Empire City stud, Cuba, N.Y.. .. .. 4 2 8
Dan Wilkes, s g, S. B. Kitchell, Coldwater, Mich.. .. .. 3 4 6
Gertie T., br m, B. Dooge, Grand Rapids, Mich.. .. .. 13 12 13
Tekma, br h, Ross & Dickison, Madison, Wis.. .. .. 6 7 5
Mindora, b m, John Huston, Rochester, N.Y.. .. .. 10 10 9
William C. K., g h, Glen Oak Farm, Detroit, Mich.. .. .. 7 11 7
Clark, b g, T. F. O'Heron, Detroit, Mich.. .. .. 9 9 3
Room Mate, b g, W. R. Brasfield, Lexington, Ky.. .. .. .. 5 3 10
Lulu M., b h, Mrs. Maloney, Jackson, Mich.. .. .. 11 8 11
Gov. Holt, b h, E. E. Latour, Mile End, Que.. .. .. 3 5 4
Lady Elyria, b m, J. C. Welby, Canton, Ohio.. .. .. 12 13 12
Time—2.17, 2.18½, 2.17½.

FOR THE BEL-AIR MEETING.

The Bel-Air Jockey Club has had application for stabling accommodation for 536 horses for the Bel-Air meeting, which opens on Thursday of next week. New stalls have been completed at the track, and as many outside stables as were available have been procured, but with it all there will not be accommodation for more than 400 horses. Consequently, only this number will come down from Fort Erie, the Bel-Air Jockey Club having the deciding as to what entries will be received. With 136 picked out, the remaining four hundred should be good horses.

COMING HERE.

The speedy sprinter Horace, belonging to Sleete & Co., of Lexington, Ky., won a three-quarter race at Fort Erie on Tuesday in 1.14. He and his stable companion Lanky Bob, a stake horse, and the flying filly Semper Eadem, another winner both at Detroit and Fort Erie, will be at Bel-Air.

$100.00 BICYCLE for $35.00
We don't do it, we do not insult you by telling you such a Cock and Bull story. But we will sell you $45.00 worth of BICYCLE for $45.00. We pay no duty. See the point? Repairing.
MENAGH & COOPER,
756 St. Lawrence Street.

LATE MRS. ARMSTRONG.

Descendant of a Loyal French-Canadian Family—Her Husband Was of U.E.L. Stock.

The late Mrs. James Armstrong, widow of the late Chief Justice of St. Lucia and Tobago, whose interment has just taken place at Sorel, came from a good old French family. Her grandfather, the Hon. Louis Olivier, of Berthier, was a member of the first British Government of Canada, after the cession, under Governor Haldimand. He swore to be loyal to the British Government if that Government allowed the free use of their language and religion to the former subjects of the French King. He and his family have loyally kept the oath. His son, Hercule Olivier, left the Seminary of Montreal in 1812, together with the father of the late Sheriff de Bouthillier and Seigneur Henault, of Berthier, to fight for Great Britain against the United States. He was seriously wounded in the battle of Plattsburg. The family have remained unswervingly loyal to Great Britain to this day.

Mrs. Armstrong's husband's family were of U. E. Loyalist stock. Three brothers fought for King George from 1776 to 1783, when they were exiled to Canada, settling in Sorel. In the war of 1812 the Armstrongs fitted out three privateers, which were successful at sea. As a reward for these services Capt. Edward Armstrong was made first harbor master of Montreal, and James Armstrong harbor master of Quebec. These were at that time Imperial appointments. In 1837 Captain Charles Armstrong rendered invaluable services in the transportation of troops, and his son, the late Chief Justice, served in the volunteers. Four of the Judge's sons turned out to repel the Fenian invasion, one of his grandsons is now in the regular army and three in the volunteer service. The family has thus always contributed to the defence of the country, even as its many members are now engaged in the development of the resources of various provinces.

Rev. Dr. Hunter Resigns.

Toronto, Ont., July 6.—(Special.)— The Rev. Dr. Hunter, minister of Erskine Church, was obliged to ask leave of absence nine months ago on account of ill-health. The Presbytery granted the leave of absence readily, and also undertook to supply the vacancy for six months. Dr. Hunter's health did not improve, as it was hoped, and he has at length felt compelled to tender his resignation. The congregation agreed to the resignation, and further agreed to contribute the sum of $500 as continuing a part of Dr. Hunter's stipend for another year.

AN AGENT OF DEATH.

Small, and Little Heeded, but Deadly in the Extreme.

Constipation a Fruitful Source of Death — But it Vanishes When Dodd's Dyspepsia Tablets are Used—They are the World's Greatest Cure for Constipation.

People often say: "Oh! Constipation doesn't amount to anything. It cures itself if you leave it alone."

But they make a terrible mistake. There is no more fruitful source of death than constipation. And the evils it always brings cause the most agonizing tortures.

Constipation paralyzes the muscles of the bowels, which are then unable to perform their duties.

Foul, decaying waste matter lies in the bowels, instead of being expelled. It causes irritation, inflammation and death.

Again, with such matter decaying in the bowels, the liver and kidneys become diseased, the blood is poisoned, heart disease and death result.

We see, therefore, how vitally important it is to keep the bowels in proper order—most particularly in hot weather.

Dodd's Dyspepsia Tablets are the only medicine on earth that does this effectively.

The large white tablets ensure prompt, thorough digestion, and a proper, regular working of the digestive organs.

The small brown Tablets reduce the waste matter, soothe and allay all irritation and inflammation, and stimulate the bowels to a regular and perfect working. Perfect health often depends on a small matter. Keep the bowels in good order.

There never was, and never will be, a case of constipation, no matter what its cause, no matter how dangerous, in young or old, that Dodd's Dyspepsia Tablets won't cure.

Bowel Complaints are douby dangerous in this very hot weather. Dodd's Dyspepsia Tablets cure all bowel disorders, and ensure perfect health.

Dodd's Dyspepsia Tablets are sold by all druggists at fifty cents a box, six boxes $2.50, or sent, on receipt of price, by The Dodds Medicine Co., Limited, Toronto. You should try a box.



is the kind that housekeepers who want only the best always buy. Packed in pound and two-pound tin cans, it comes into the home with all its natural aroma and strength. **Protected by our Seal,** the consumer knows that its purity and strength have been untampered with. Your grocer sells this kind, but be sure our seal and name is on the can you buy. Chase & Sanborn.

MAIL CONTRACT

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until Noon, on 5th August, 1898, for the conveyance of Her Majesty's Mails, on a proposed Contract for four years, six times per week each way, between Montreal and Cote des Neiges, and 36 times a week between St. Henri de Montreal Post Office and Railway Station, from the 1st October next.

Printed notices, containing further information as to conditions of proposed contracts may be seen, and blank forms of tender may be obtained at the Post Offices of Cote des Neiges, Cote des Neiges Ouest, Outremont, and at this office.

J. W. BAIN,
Post Office Inspector.

Post Office Inspector's Office,
Montreal, 27th June, 1898.

SEWER.

Road Department,

PUBLIC NOTICE is hereby given that it is proposed to construct a sewer in the undermentioned street or section of street, namely :

POUPART ST., from end of existing sewer to official lot No. 1364, St. Mary's Ward.

TO WHOM IT MAY CONCERN.

PUBLIC NOTICE is hereby given that it is proposed to construct the above mentioned sewer during the present season, and proprietors in the said street, or section of street, may avail themselves of the opportunity to have drains made from their properties into the said public sewer in conformity with sections 3, 4, 6, 10 and 14 of by-law No. 191 concerning sewers; and proprietors in the said street or section of street who fail to have drains made from their properties to the new public sewer while under construction, and require drains to be constructed in the street after the public sewer has been completed, will be charged an additional sum for said drains and restoring the macadam or permanent pavement. Proprietors who may have claims for an existing brick or tile pipe sewer in said street or section of street are hereby notified that such claims must be fyled with the City Surveyor within two months after the completion of the new sewer or section of sewer.

(By order)
PERCIVAL W. ST. GEORGE,
City Surveyor.

City Surveyor's Office,
City Hall,
Montreal, 4th July, 1898.

Harbor Commissioners OF MONTREAL.

Notice to Contractors.

Sealed Tenders for Supplyplying Timber, addressed to the undersigned, and endorsed "Tender for Timber," will be received at this office until 12 o'clock noon of July 12th, 1898.

Specifications and printed forms of tender may be obtained from Mr. John Kennedy, Chief Engineer of the Harbor Commissioners, at this office, on and after the 5th instant.

The Harbor Commissioners do not bind themselves to accept the lowest or any tender.

ALEXANDER ROBERTSON,
Secretary.

Harbor Commissioners' Office,
Montreal, July 1st, 1898.

ST. JEAN BAPTISTE CHURCH

TENDERS CALLED FOR.

The undersigned will ask, for the Wardens of the Parish of St. Jean Baptiste of Montreal, tenders for MASONRY and CUT STONE, for their new church and annexes, from the 30th instant.

Contractors from the City of Montreal and suburbs only, are invited to tender.

Plans and specifications to be seen after the above date at the office of

J. EMILE VANIER,
Engineer and Architect,
107 St. James Street.

PROVINCE OF QUEBEC,
District of Montreal.

In re Estate late Catherine Highfield, in her lifetime of the City and District of Montreal.

The undersigned hereby gives notice, that on the twenty-ninth day of June last he was appointed Curator by Judgment of the Superior Court, to the vacant estate of the aforesaid Catherine Highfield, and that all creditors are hereby notified to fyle their claims against the said estate with him immediately.

A. E. VIPOND,
25 Temple Building,
Montreal.

Montreal, July 4th, 1898.

JOHN MURPHY & CO.

Great July Clearing Sale

DRESS GOODS

1,000 Pieces Dress Goods to be cleared during this month. All New Seasonable Goods. Note a Few Specials.

1,000 yards assorted Dress Goods. Tweeds, Boucle, Serges, All Wool, Fancy Broche and Granet Cloths; this lot is worth 25c, 30c. 40c, 50c. Choice during July Clearing Sale only 15c per yard.

25 pieces Finest Colored Mohairs, assorted summer shades. Regular value $1.25, $1.50 and $1.75. Our July Clearing Sale price only 50c per yard.

Colored All Wool Canvas Cloths, all the latest colors to select from, the regular price is $1.25. For July Sale, Half Price, or 62½c per yard

Great Remnant Dress Goods Sale.

500 Dress Goods Remnants. All colors and qualities. During July Sale, choice for HALF PRICE.

JOHN MURPHY & CO.
2343 St. Catherine Street,
Terms Cash. Corner of Metcalfe St. Tel. 3833.

COLONIAL HOUSE,
PHILLIPS SQUARE,

OPTICAL
DEPARTMENT.

Botanical Microscopes,
(PORTABLE)
One of the most instructive accessories for a holiday trip.

MINERAL GLASSES,
With 1, 2 or 3 Powers.

Coddington and Stanhope Lenses.

Tourists' Field and Marine Glasses,
In Sling Cases, Lemaire's Chevalier's and Bardon Makes.
High Power and Long Range.

TELESCOPES, Portable.
Various sizes and Powers. Also adjustable for Seaside or Summer Residence.

Customers who are out of town for the Summer can have all repairs and any prescription records promptly attended to.

ARTIFICIAL EYES carefully matched and inserted. All manner of instruments to aid the hearing.

HENRY MORGAN & CO.
MONTREAL.

Queer Delusions.

It is almost inconceivable that there are persons living whose lives are dominated by the delusion that they have never been born. Yet a man died in a Brighton asylum not long ago who had an idea that he was never born, and would never die. The delusion took possession of him so strongly that he more than once attempted to take his life. At last he threw himself from a local station platform and was cut to pieces by a train. His delusion was not a common one, but it is not unknown among doctors, and several similar instances might be quoted. An equally uncommon delusion among lunatics is the belief that dire poverty stares them in the face when they may be the unhappy possessors of huge wealth. Singularly enough, an incident illustrating this occurred at Brighton at about the same time as the one quoted, a retired paymaster of the royal navy, who was very comfortably off, committing suicide in the popular watering place under the delusion that he was poor. The most remarkable case of this kind, however, happened in Paris about a year ago. It is a singular fact that the victims of these delusions generally attempt to take their own lives, and the case in question came under public notice by the deluded man throwing himself on the tram lines near the church of St. Augustine. Fortunately the man was rescued by a policeman, who, on making inquiries, was amazed to find that his prisoner was a nobleman of great wealth, and a viscount in rank, who had suddenly gone mad under the delusion that he had become a pauper. It was explained by the viscount's friends that it was impossible to induce him to accept money, which he emphatically refused to carry. If banknotes were given him he invariably burned them, and gold pieces he as invariably threw out of the window, generally remarking something to the effect that he was "being made a fool of," as he knew he was a pauper without a penny in the world. The poor man appears to have been amazingly conscientious, for since overtaken by the delusion that he was a pauper he had refused to eat anything at all, and had been fasting two days when found on the tram lines. A girl in Worcester recently sacrificed her life to the delusion that wax candles are good for the complexion. She died in the local infirmary from the effects of eating the candles. Her case was much more rare than that of the servant maid at a Continental hotel who, some time ago, set fire to her room and burned herself to death, declaring that the Almighty commanded her to do it. The poor girl was the victim of religious mania, and her delusion was perhaps the most common of all. A London barrister was the victim of a much more unusual mania. He imagined that a crowd of people were throwing billiard balls at him, and at the inquiry into his death not long ago, it was stated that on one occasion the deceased applied for police protection, asserting that a crowd followed him about assaulting him with billiard cues. In his chambers the unhappy man jumped about from one room to another, shouting that he had been turned out of his lodgings, and that "they had given him a box full of stones and straw, and told him he was not fit to occupy a bedroom." More distinguished persons have been subject to delusions, as, for example, the explorer Ross, who "discovered" and actually named a range of mountains which never existed. Ross was in command of an expedition to make the northwest passage through Davis Strait, and on coming back reported that the mountains had blocked his way.—London Standard.

INVESTMENT SECURITIES.. Government, Municipal and Other First-Class Bonds.

R. WILSON SMITH, Financial Agent,

STANDARD CHAMBERS,

151 St. James St., MONTREAL.

First-class Investments always on hand.

DOWN GOES THE MONEY RATE.

Several Montreal Banks Reduce the Rate on Call Loans to 4 Per Cent.

AND OTHERS TO FOLLOW

Very Little Activity in This Market and War Eagle Was the Only Firm Stock.

PEACE TALK IN WALL STREET.

The feature of the local financial situation today was the action of at least four of the leading banks in reducing the rate on call loans to 4 per cent.

Some of the others have not as yet notified brokers of a similar reduction, but they are expected to fall into line very shortly.

Money is cheap the world over, and it is only natural that the 4½ per cent. rate should be a thing of the past in Montreal. In fact, brokers are even of the belief that it will shortly go below the new rate, but for the time being at least there is not likely to be any further change. In New York call money is quoted at 1 to 1½ per cent., and in two other leading cities across the line the rate is still lower than it is here. The rates are as follows:—

	Call	Time.
Montreal..	4 to 4½	
New York....	1 to 1½	2½ to 3½
Boston..	2 to 3	2½ to 4
Chicago..	2 to 3	3 to 3½
Philadelphia.. ..	3 to 4	4 to 5
Baltimore.... ..	4 to 4½	5 to 6

Across the water money is also easy; the call in London being ½ per cent., and ⅝ per cent. for short bills.

Business on the local exchange this morning was again very disappointing, and while trading was exceedingly tame, the tendency also seemed to be a little easier. Wall street has failed to respond to Cervera's defeat to any marked extent, and some heavy pressure seems to be keeping the market down.

Canadian Pacific was easier in London —going to 86 1-8—and here the stock sold in a small way at 83 3-8 to 84. New Street Ry. changed hands at 262 and old at 265 1-4, a decline from yesterday. Toronto Ry. was also a little under former figures at 97, while War Eagle was about the only strong stock on the market, and 1,000 shares sold up to $2.71. There was also a sale of Monte Cristo at 30.

L. J. Forget & Co.'s cable gave the following prices ruling for Canadian securities in London: Grand Trunk first preference, 71 1-2; third do, 22 1-4; Hudson Bays, 20 3-8; Canadian Pacific ,76 1-8.

Montreal Street Ry. earnings yesterday amounted to $4,330.06, a decrease, compared with the same day last year, of $201.20.

There was a fair amount of activity in Wall Street to-day and with one or two exceptions the list was a little easier. Mr. Monk's dispatches said:

Spanish fours closed in London at 33.

London bought 5,000 shares. The selling around the room has been small but general. Content & Houseman were the largest sellers of sugar.

London—The Madrid correspondent of the Daily Telegraph to his paper says peace will be demanded to-day.

Cause of the weakness is that the bull market is and has been over for the last four weeks. Public won't buy and the good news on all discounted. Sell them on all rallies.

Great Western earnings for the fourth week in June increase $13,858. For the month increase $9,908. Ontario and Western fourth week in June decrease $9,864, month decrease $24,434. Texas Pacific fourth week in June increase $9,020, month increase $19,478.

MONTREAL STOCK EXCHANGE

Description.	July 5 Ask.	July 5 Bid	July 6 Ask.	July 6 Bid.
Canadian Pacific Raliway....	83¾	83¾	84⅝	84¼
D.S.S.A.........	4	2¼	4	3
D.S.S. A. pfd.	7	5	7½	6
Commercial Cable Co......xd	178½	176½	179	177
Do. Coupon Bonds...	105	104½	....	....
Do. Reg. Bonds	....	....	....	....
Montreal Telegraph Co	180	178	180	178
St John Ry. Co ....xd	....	143	....	143
Rich. and Ont. Nav. Co......	105	101	104	102
Cornwall R..........	....	....	....	....
M.S.R	266	265¼	266½	265½
M.S.R. new stock....	262	261	263⅜	262
Montreal Gas Co...........	188¾	187½	190	188
Bell Telephone Co..........	175	168¼	175	168¼
Royal Electric Co. ....xd	159	158¼	159½	158¾
Toronto Street Ry..........	97	96⅞	97¼	97⅛
Halifax T. Co...........	129½	127½	127	126
Do do Bonds	....	....	....	....
Bank of Montreal..........	250	240½	...	240
Ontario Bank...........	....	....	....	....
Bank of Nova Scotia.........	....	....	....	....
Molsons Bank	....	200	....	200
Bank of Toronto..........	240	230	240	230
La Banque Jacques Cartier...	....	101	....	101
Merchants........	176	172	176	172½
Merchants' Bk. of Halifax. ..	....	180	....	....
Eastern Townships......	....	150	....	150
Quebec	....	....	....	....
Nationale..........	....	....	....	....
Union.........	115	103	115	103
Commerce..........	140	135	140	137
Ville Marie..........	....	....	100	....
Hochelaga..........	160	....	....	....
North West Land pfd..	53	50	53	50
Montreal Cotton Co.........	153⅛	150	160	152
Canada Colored Cotton Co. .	....	....	....	....
Do do. Bonds	....	....	....	....
Dominion Cotton Co.	92	91	92½	91
London S.R..........	....	....	....	....
Dom. Coal pfd ....xd	108	107	108½	106
Do. Common......	23	22	23½	22
Do. Bonds	106¾	106	....	....
People's H. & L.......	38	35	40	35
Do. do. Bonds.........	....	....	....	....
War Eagle............	271	269	270	267

Kipling's New Book.

Mr. Rudyard Kipling's new book, which is to be entitled "The Day's Work" will be published in the autumn by the Doubleday and McClure Company. The book is the product of the last three or four years and contains practically all the vigorous work that Mr. Kipling has put in his short stories during that time. Some of the contents will be: "The Ship That Found Herself," "Bread Upon the Waters," "The Devil and the Deep Sea," ".007," "The Maltese Cat."

Dr. Coderre's RED PILLS For Pale and Weak Women.

Dominion Bank.

Capital Paid up $1,500,000.
Rest.................$1,500,000.

HEAD OFFICE—Toronto.

Hon. Sir Frank Smith, President.
E. B. Osler, M.P., Vice President.
R. D. Gamble, General Manag

MONTREAL BRANCH.

Cor. Notre Dame and St. Francois Xavier Sts.
A General Banking Business transacted. Collections promptly made. Exchange bought and sold. Domestic and Foreign Credits issued. Savings Bank Department, Interest allowed at highest current rates.

CLARENCE A. BOGERT, Manager.

WHY SPECULATORS WERE DISAPPOINTED

Reasons Given for Stocks Not Going Higher on the Defeat of Admiral Cervera's Squadron.

As stated in the financial columns yesterday there was considerable disappointment that the stock markets failed to go on the defeat of Cervera's fleet. The N.Y. Post explains the matter as follows: "At the opening, the market was full of commission orders to buy stocks, because of the destruction of the Spanish fleet. These orders and the London buying caused sharp advances at the opening, but realizing sales were heavy enough to more than offset the buying, and the advance ended abruptly, in some cases the first prices being the highest of the day. Brokers active in the market said that some of the most important bull interests were the principal sellers, but it appeared more probable that the selling, although it came from offices handling these accounts, was mostly for followers of the bull leaders. Room takers who bought stocks heavily last week on the expectation of good news over the holiday interval generally took profits at or soon after the opening."

CHEESE IS GETTING DOWN TO 7 CENTS.

Markets in the Country Yesterday Again Showed an Easier Tone—Little Business.

The best prices for cheese in the country yesterday were 7 1-8c to 7 3-8c, showing that the sentiment is still becoming a little easier. There were four board sessions yesterday and the telegraphic particulars are as follows:

Belleville, Ont., July 5—Twenty-seven factories offered this date 2,250 white and 100 colored cheese. Only 100 sold at 7 1-8c, and 7c was ruling price offered.

Ingersoll, Ont., July 5.—Offerings to-day 4,030 bozes. Seventy-five boxes sold at 7 1-8c and 7 3-10c refused for several lots. Large attendance.

Madoc, Ont., July 5.—Sixteen factories boarded 1,630 cheese, all white; 7 1-8c bid; no sales; five buyers present. Board adjourned for one week.

Campbellford, Ont.,July 5—At the cheese board held here to-night, 1,540 white were boarded. McGrath bought 320 at 7 3-16c and 110 at 7 1-8c; Watkins, 60 at 7 1-8c; balance unsold.

WHEAT IS UP JUST A FRACTION.

There Was a Slightly Firmer Feeling In the Wheat Pit This Morning.

BIG CANADIAN CLEARINGS.

The Increase Over the First Six Months a Year Ago is Simply Enormous.

THE GOSSIP OF THE "STREET."

There was, if anything, a slightly better feeling to the Chicago wheat market today, and at 12.30 prices showed a fractional gain over the opening figures. September started at 68 5-8 and went up to 69 1-4. That was the highest for the morning. At 12.30 the price was 69, while December at the same time was quoted at 68 3-4 to 68 7-8. After opening at 68 3-4 to 68 7-8, after opening at 68 1-4. July was quoted at 75 3-4.

Latest information confirms the world's visible supply at the beginning of this month as 108,000,000 bushels, against 101,264,000 bushels in June, 1897, and 144,992,000 bushels in 1896. This season differs from its immediate predecessors in the largeness of European supplies. These including stocks in ports and on passage, equal 66,776,000 bushels, compared with 50,688,000 and 59,840,000 bushels in the last two years. It is in the United States and Canada that stocks are smaller than usual.

Chicago dispatches say the elder Leiter has mortgaged real estate to the Northwestern Life Insurance Company for $3,000,000, and says he will probably regain advances of nearly $4,000,000 more. This is supposed to be to cover losses on his son's wheat deal.

Toronto Fruit Market.

Toronto, Ont., July 6.—Receipts of fruit were not large, only about 1,500 packages to-day. Trade brisk and prices firm. Strawberries sold at 4c to 7c; raspberries 7c to 9c; blue berries $1 per basket; gooseberries, 20c per basket, for small and 30c to 35c for large varieties; cherries, cooking, 75c per basket, and ox hearts, $1.25 per basket; red currants, 4c and black currants, 75c to 90c per basket. Potatoes 40c per basket, and beans 40c to 50c per basket.

ENORMOUS CANADIAN CLEARINGS.

For the Six Months the Increase is One Hundred and Forty-Eight Million Dollars.

There are ample evidences of Canadian prosperity, and not the least of importance among them is the record of clearings. The other day we published the failure record for the past six months, showing a splendid falling off compared with 1897; and the railroad earnings, regularly published, continue to exhibit a splendid movement of freight all over the country.

The record of the various Canadian Clearing Houses is a fine one. During the month of June there has been an increase of no less than $15,167,827, while for the six months the clearings reached the enormous total of $675,142,795, or an increase of $148,738,310.

Every city in the country shows a substantial increase for the six months, Montreal leading with the large gain of $83,170,291, while the increase for June amounted to $5,806,633. The figures in detail are given as follows :—

Clearing Houses.	June. 1898.	June. 1897.	Six months. 1898.	Six months. 1897.
Toronto..	36,960,162	$54,616,913	$357,194,318	$269,024,027
Montreal	$ 60,423,546	29,842,859	216,461,697	169,521,654
Winnipeg..	7,396,791	5,531,140	40,233,020	27,858,318
Halifax................	4,687,420	4,792,571	29,798,989	29,614,080
Hamilton...	3,001,878	2,544,656	17,505,530	16,354,882
St. John, N.B..........	2,592,811	2,566,642	13,949,241	14,031,526
Totals Canada..........	$115,060,608	$99,894,781	$675,142,795	$526,404,485

WHEAT SHIPMENTS.

The Destinations of the Shipments Last Week—Nearly 7,000,000 Bushels Shipped.

The total shipments from Russia from January 1 to date (ending last week) have been as follows: 131,022,000 bushels of wheat and 16,636,000 bushels of corn, compared with 117,584,000 bushels of wheat and 3,540,000 bushels of corn same period last year.

The total shipments of wheat including flour to Europe this week one year ago were equivalent to 5,400,000 bushels.

The destinations of last week's world's shipments, as per the Liverpool Corn Trade News estimates, follow:

To	Wheat, bushels.
United Kingdom..	4,280,000
France..	56,000
Belgium....	480,000
Holland..	384,000
Germany	560,000
Italy..	432,000
Austria	176,000
Portugal	240,000
Scandinavia..	64,000
Greece..	8,000
Various..	176,000
Total..	6,856,000

OUR CATTLE EXPORTS.

Shipments from the River Plate Compared With Those of Canada and the United States.

As evidence of the growing importance of the shipments of live cattle and sheep from the River Plate, the following comparative figures have been published showing the relative importance in each of the last three years of the export from the United States and Canada on the one hand and the River Plate on the other:

	1895.	1896.	1897.
Cattle.			
U.S. and Canada..	360,000	434,000	549,000
River Plate.... ..	38,000	66,000	75,000
Sheep.			
U.S. and Canada..	658,000	348,000	247,000
River Plate..	306,000	330,000	360,000

It is stated that arrangements are under consideration for a large increase in the shipments of live stock from the River Plate.

LONDON STOCK MARKET.

Stocks.	July 6	July 5.	June 30.
Atchison	13⅜	14⅛	13¼
Paris Rentes	......	......	102 52½
Canadian Pacific...........	86¼	86⅞	85⅞
Grand Trunk 1st...........	71	......	......
Do do 2nd...........	48	......	......
Do do 3rd...........	......	......	......
Do do 4th...........	77⅝	......	......
Erie...........	14	14	13¼
Do pfd.	37	38	36¼
Illinois Central...........	108¾	109	108
Louisville & Nashville....	55	55¾	53⅝
Lake Shore...........	......	......	......
Northern Pacific...........	72¼	73½	70⅝
New York Central...........	120½	120	119¾
Ontario & Western...........	15¾	16	......
Reading, assess. pfd...........	10	9⅞	9⅝
St. Paul...........	101¾	103½	101¾
Union Pacific...........	24¾	25	24¼
Wabash pfd...........	......	19¾	......
Bank Rate...........	2½	2½	2½
Consols...........	......	......	111¼

THE VISIBLE SUPPLY.

An Increase of Over Three Million Bushels in Wheat Compared With a Year Ago.

The Chicago visible supply of wheat for this continent shows a decrease of 2,524,000 bushels compared with a week ago, and an increase of 3,118,000 with a year ago. Corn shows an increase of 151 bushels compared with a week ago, an increase of 6,578,000 with a year ago. Oats show a decrease of 1,423,000 bushels compared with a week ago, and a decrease of 2,...,000 with a year ago. Barley shows a decrease of 35,000 bushels compared with a week ago and a decrease of 826,000 with a year ago.

The following is the visible supply of wheat in Chicago on the dates mentioned:

	July 5,	June 27,	July 6
Wheat.. ..	14,701,000	17,225,000	11,583,000
Corn	22,575,000	22,424,000	15,297,000
Oats..	6,186,000	7,609,000	8,218,000
Barley.. ..	331,000	366,000	1,157,000

MONTREAL EXPORTS TO THE OTHER SIDE.

The Labrador Takes Out a Big Cargo to Liverpool—Grain and Cheese Shipments Keep Up.

Per steamship Labrador, for Liverpool—G. T. R. 1000 pails lard, 1312 pkgs. meats, 2349 sacks flour, 41 tubs butter, 30 cases eggs; C. P. R. 2000 pails lard, 1578 sks. meal, 1500 sks. flour, 245 pkgs meats, 281 bxs. cheese, 36 cases eggs; A. G. Thomson 32,000 bushs wheat, 25,52 bush corn; Wight & Esdaile 9921 bush oats; Laing Packing Co., 30 caes meats; Lovell & Christmas, 536 bxs. cheese; Co-operative Society 760 do; J. C. Warrington, 2616 do; Duckett, Hodge & Co., 253 do; Hodgson Bros., 40 do; P. W. McLagan, 73 do, 50 tubs butter, W. Nivin 54 tubs butter; C. Langlois 100 cases eggs; A. W. Grant 6 kegs butter; G. E. Jaques & Co., 5500 sks. flour.

Per steamship Baltimore, for Liverpool A. G. Thomson, 52,731 bush. corn; Co-operative Society 684 bxs. cheese; A. D. McGuigan 189 do; J. C. Warrington, 432 do; C. P. R. 86 bxs. meats; G. T. R. 50 cases eggs; W. Johnston & Co., 319 head cattle.

Per steamship Monarch, for London—Bartlett, Frazier & Co., 85,944 bush. corn; A. G. Thomson 34,275 do; Crane & Baird 34,168 bush peas; O. E. Lohrke 43,047 bush. corn; J. C Warrington, 2621 bxs. cheese; Elder, Dempster & Co., 463 cattle; C.P.R. 10,916 sack flour.

MONTREAL GRAIN.

A Little Better Enquiry For Grain From the Other Side—No Special Feature to Flour.

A slightly better feeling appears to exist in the local grain market at present owing mainly to the fact that people on the other side show a little more disposition to trade. The market, however, is still a very dull one, and so far there has been no material improvement in prices. Holders of oats are said to be offering them on the basis of 30½c afloat, with 30c bid, while peas are quoted by holders at 58c afloat, with 57½c bid.

Our remarks about the flour situation apply just as well to the position today. The millers are still cutting prices right along, and it is consequently difficult to offer a range that is anyway reliable. We quote:—Winter wheat patents, $5.25 to $5.50; straight rollers, $5 to $5.25; bags, $2.20 to $2.40; Manitoba patents, $5.40 to $5.65, and strong bakers', $5 to $5.25.

There was no improvement in the demand for feed, and the market was quiet, with no change in prices to note. We quote:—Ontario winter wheat bran, $12 25 to $12.75; shorts, $13.50 to $14 per ton, in bulk; Manitoba bran, $13; shorts, $15, and mouille, $17 per ton, including bags.

Business in oatmeal is dull, the demand only being for small lots, and prices are unchanged at $3.75 to $3.85 per barrel for rolled oats.

The demand for baled hay is steady and an average trade is doing for the season at steady prices. We quote: Shipping hay, $5 to $6. Good to choice, No. 1, $9 to $10, and No. 2, at $7 to $7.50 per ton, in car lots.

PRODUCE MARKET.

Quite a Heavy Tendency to Cheese Here and in the Country—Butter Continues Dull.

There is very little new to the cheese situation and on the whole business is pretty quiet. In the country, as will be seen by the reports published elsewhere, the feeling is even easier than it was and lower prices were accepted again.

There is very little life to the butter market and 16 1-2c to 16 3-4c now seems to be about the idea for finest creamery.

There continues to be a steady demand for small lots of eggs, and the market rules moderately active with no change in prices to note. We quote; Fancy selected stock, 10c to 10 1-2c; ordinary run, 9c to 9 1-2c, and No. 2 stock, 8c to 8 1-2c per dozen.

There is no change in beans, primes being quoted at 95c to $1, and choice hand-picked at $1.05 to $1.10 per bushel.

Honey continues to be neglected and prices are nominal. We quote: White clover comb, 11c to 12c; dark do., 8c to 10c; white strained, 6c to 7c and dark 4c to 5c.

Maple product is little enquired for and the market is dull. We quote: Syrup, in wood, 4 1-2c to 4 3-4c per lb., and in tins, 45c to 50c as to size. Sugar, 6c to 6 1-4c per lb.

TORONTO EXPORTS.

List of Articles Shipped From That Port During the Month of June—A Decrease.

The exports from the port of Toronto for the month of June show a decrease compared with the corresponding month a year ago. The total exports for June 1898, amounted to $574,894, and those of June, 1897, show a decrease of $98,781. The principal articles exported during June were as follows:

The mine..	$ 760
The fisheries..	196
The forest...	43,796
Animals and their produce	346,876
Agricultural products	33,215
Manufacturers	125,066
Miscellaneous	24,985
Total..	$574,894

THE SHIP CHANNEL IS BEING TESTED.

The Sweeping Began About June 1, and Will Be Carried on Till Completion.

The following letter regarding the sweeping of the ship channel has been received at the Board of Trade:—

Department of Public Works,
Ottawa, June 29th, 1898.

Sir:—In reply to your letter of the 13th June asking whether the ship channel between Montreal and Quebec has been swept and tested this year, and if so, what the test was and what was the result, I have the honor to inform you that the testing and sweeping in question was begun at the beginning of the month, and is now being vigorously carried on. Slight inequalities have been found in the channel near Pointe aux Trembles, and a dredge has immediately been put at work at that place in order that when the water assumes its normal low level, any obstruction that may have been found there shall have been absolutely removed.

The testing is being continued, and will be carried on until completion. I have the honor to be, sir, your obedient servant,

A. Gobeil,
Deputy Minister.

J. Stanley Cook, Esq., assistant secretary Montreal Board of Trade.

ONTARIO DOCTORS.

They Propose That a Physician Should Be Allowed to Practice Anywhere in Canada.

Toronto, July 6.—The Council of the College of Physicians and Surgeons of Ontario opened its annual meeting here yesterday afternoon. The first business was the election of officers, which resulted as follows: President, Dr. L. Luton, St. Thomas; vice-president, Dr. W. F. Roome, London; registrar, Dr. R. A. Pyne, Toronto; treasurer, Dr. H. Wilberforce Aikins, Toronto; solicitor, Mr. B. B. Osler, Q. C., Toronto; stenographer, Alex. Downey, C. S. R., Toronto.

Dr. Armour, of St. Catharines, has given notice of the following interesting motion: "That this council hereby places on record its willingness to co-operate with the medical organizations of the several provinces and territories to establish an office of Dominion medical registration whereby provincial practitioners may secure the rights to pursue their calling in all parts of Canada, on the following basis: The several provinces shall require a course of professional study of not less than four years, and shall have a central examination board, before whom all students and applicants must pass before receiving provincial registration. All provincial licentiates of five years' standing shall be entitled to Dominion registration." Dr. Thorburn, the retiring president, gave the customary presidential address. He closed with the suggestion that a committee should be appointed to consider such means as would tend to create uniform standard in the various provinces of the Dominion.

Meteors Fell in Bunches.

Whitby, Ont., July 6.—A meteor shot down through the northwestern sky at 8 o'clock last night, arousing great interest in many citizens who observed the brilliant celestial visitor, because of a zigzag streak that looked like steam in the track of its passage about half the distance from the zenith to the horizon. The wonderful sight lasted for many minutes, and was observed by hundreds of people. The meteor was an unusually brilliant one.

Collingwood, Ont., July 6.—Last night about 8.30 a meteor fell in the immediate vicinity of the town. Everyone out of doors was startled by a sudden blaze of light, which crossed the sky with lightning rapidity. After the flash followed a train of smoke, the appearance of which was attended by a loud roar as of thunder, and many felt a slight shock as the aerial visitant disappeared in the horizon.

Toronto ,Ont., July 6.—A luminous body appearing to be about the size of a foot-ball was observed in the sky over the northeastern part of the city last night. It had a substantial tail and was travelling at a rapid rate. The phenomenon was observed at various points through the province.

Simply Marvellous.

This is what a physician not far from Toronto said when he watched the recovery of a patient he had given up to die of cancer of the stomach: "Our treatment cures cancer without knife or plaster." Write for particulars. M. H. STOTT & JURY, Bowmanville, Ont.

IN ACCORD ON HARBOR PLANS

The Commissioners and Mr. Tarte Have a Most Harmonious Conference.

CHANGES ARE AGREED TO

There Will Be No Further Delay—Street Railway Track on the Wharf.

PROPOSED TRIP OF INSPECTION.

The regular weekly meeting of the Harbor Board was held yesterday afternoon, all the mebers being present. Hon. J. I. Tarte, Minister of Public Works, was also present to hear the discussion on the new plans and to see the plan 12a2 which Mr. Kennedy had prepared.

Mr. Kennedy showed plan 12a2 and pointed out the difference between it and plan 12a.

Mr. Tarte—"It is entirely in your hands; if you think the wharves are too short you can lengthen them, and so with other questions of detail. I will agree to any such changes you would deem desirable."

Mr. Kennedy—"Plan 12a2 gives more wharf-space."

Mr. Tarte—"I am glad to hear that. It is a good change. Do you think 600 feet of entrance is enough?"

Mr. Allan—"Six hundred feet? Plenty, plenty."

Mr. Lemay—"You consent then to the changes introduced in the plan 12a2?"

Mr. Tarte—"Oh, yes."

The Chairman—"Another thing that we wish to call your attention to is the upper guard pier. We are having culverts built there, which will let sufficient water pass through to keep the harbor clean."

Mr. Tarte approved of this plan and the question of harbor improvement was dropped.

The following letter from the harbor solicitors was read:—

"In answer to your letter of the 2nd July last, asking our opinion upon the question as to whether the Commissioners have power to build fixed grain elevators, we beg to state we are of opinion that, according to the terms of sections 20 and 23 of the act 57-58 Viet., chap. 48, the commissioners have undoubtedly such power, provided it be for purposes of increasing the usefulness of the harbor or facilitating the traffic therein."

A communication was read from the secretary of the Harbor Commissioners of Three Rivers, complaining of the great speed at which vessels passed there, and asking that pilots be instructed to slacken speed when passing the floating buoy. It was decided to instruct the pilots as requested, such request being in accord with the by-laws.

The Richelieu & Ontario Navigation Co. wrote asking for compensation for being compelled to move to let the work on the harbor begin. The secretary read the terms of the contract: "Subject to removal, should the proposed improvements require such removal." The letter was referred to the Board's solicitors.

Mr. Wanklyn, of the Street Railway, appeared before the Board to submit plans for a service on the wharf to ferries and Quebec boats. The Richelieu Company had asked the company if it would be possible to lay a track there. The M.S.R. Company's present track was located on Berri street, terminating at Commissioners street, and it was proposed to put a single track across Commissioners street down to the western ramp, and across the Grand Trunk tracks, and along the Victoria pier. This would only be about 800 feet of track, and it would add greatly to the convenience of the public. The route would be a combination of the Amherst street route, and would be reached by all the other routes running east and west. Mr. Wanklyn explained that the wires would be too high to interfere with traffic, and the poles would be in sockets, and could be taken down in the fall. The matter was referred to the engineer, who will report to the Harbor Improvement Committee.

The proposed trip of inspection was then discussed. Mr. Tarte was very strongly in favor of it, and thought much good would result. The chairman pointed out that nothing could be done till the city approved of the new plan. The trip should not be taken till then.

Mr. Kennedy asked Mr. Tarte about the time limit. The plans, according to the Harbor bill, must be in the Minister's hands by September 13.—By the time these other ports had been visited there would not be time to have the plans drawn in detail.

Mr. Tarte—"That will be all right. We are not going to take each other by the throat. All I wanted by saying September 13 was to get the work started as soon as possible. I am very glad to see we are moving on now. There will be no more delay now."

The meeting then adjourned

Section Men Win a Strike.

Ottawa, July 6.—The strike of section men on the Canada Atlantic and Ottawa, Arnprior and Parry Sound system resulted last night in a complete victory for the men. The management of the railway system was waited upon by a committee of engineers and conductors, who acted as intermediaries. They offered the immediate settlement of the strike at $1.10 a day. This is an increase of 10c per man. It was the original demand, but when the company declined to treat on that basis the men asked for $1.25 a day The offer was accepted ,and all the men who went out on strike last week ,numbering nearly 600, will return to their duty to-morrow morning. The increase of 10c a day per man means a gain for them in the aggregate of nearly $22,000 a year.

Killed by the Machinery.

Sherbrooke, Que., July 6.—(Special.)—A son of Godfren Roy ,aged 20, was found at the Paton Mills this morning covered with blood and unconscious. He lay behind some machinery, horribly mangled, and hurt internally. Dr. Lamey was promptly in attendance, but there is little hope of saving his life.

Coteau Bicycle By-law.

Coteau Landing, July 6.—(Special.)—At the last Council meeting a by-law was passed prohibiting scorching on bicycles in the streets, limiting the speed of bicycles to eight miles an hour, and obliging persons riding a wheel to have bells and lamps attached to the bicycle at night. Persons contravening the by-law will be liable to a fine not exceeding five dollars, and in default of payment to imprisonment.

Formed a Junction.

New York, July 6.—A despatch to the World from Siboney says:

It is now known definitely that General Pando and his 6,000 men have formed a junction with the Spanish forces at Santiago. General Garcia was unable to furnish sufficient opposition with the few hundred men he had at his command. This reinforcing put great heart in the Spaniards inside of the beleagured city, and this morning they were very proud and haughty. They know that we had met with tremendous losses and they felt confident that our troops had not yet mastered the true inwardness of Spanish bushwacking, guerilla warfare. Therefore when General Shafter in the morning sent in a demand for a surrender there was not very much hesitating in sending out a reply that they would die in the last ditch if necessary, but that they would never haul down their flag.

But this haughty feeling soon vanished. Cervera made his great dash for liberty and the Spaniards on land felt for a time that he would succeed. Lookouts had been placed, who flashed the news of the progress of the naval engagement from time to time, straight to the military headquarters in the city of Santiago. The besieged Spaniards knew of the fate of Cervera's fleet even before the intelligence had reached the American forces on the land.

Immediately a hasty conference of Spanish generals convened, and at this time they are in conference and it is believed that they will at once re-open negotiations for the surrender of the city and will communicate their decision to General Wheeler. Their surrender is deemed possible to-morrow.

This information comes from Colonel Astor, of General Shafter's staff. He has just passed a courier who gave him the news.

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-OF-

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HEART FAILED HIM IN THE WATER.

A Sad Drowning Accident Took Place at Cartwright's Point, Kingston Yesterday.

Kingston, July 6.—(Special.)—A sad drowning accident occurred near Cartwright's Point yesterday afternoon. George Harvey, a clerk in the Bank of Montreal, Toronto, spending his holidays here, went out boating with his brothers, Charles and Arthur, at Cedar Island. They decided to have a bath, during which Arthur swam to a neighboring island. While sitting on the beach, he noticed that George was not swimming as he should, and immediately set out to see what was the trouble. Before he arrived at the spot his brother went to the bottom in ten feet of water. A son of Sir Richard Cartwright, a medical student, was near by. He brought up the body, and tried artificial respiration, but to no avail. Drs. Garrott and Anglin were summoned, and examined the body. They decided that death was due to heart failure, life being extinct before the body went to the bottom. Deceased was twenty-four years of age, and the son of Mrs. John Harvey, University avenue. The family are the owners of large estates in the county of Wexford, Ireland. The eldest brother, Arthur, manager of the property, only arrived here a few weeks ago. The deceased was to have returned to Toronto to-morrow.

G.T.R. FREIGHT WRECKED.

A Train Got Rid of Its Load at Coteau Station Yesterday—No One Was Injured.

Coteau Landing, July 6.—(Special.)—A railroad accident on the G. T. R., which might have proved fatal for the agent, operator and employe of the Union Station, ocurred yesterday afternoon at Coteau station. A freight train, running at a rate of speed of not more than ten miles an hour, jumped the track opposite the station. The cars, which were heavily loaded with barley and oats, piled up on the platform upside down, and politely unloaded themselves on the platform of the station, just the same as a passenger would have done. When the accident occurred all the employees ran out. Beyond the platform being heavily damaged, no damage has been done to the Union Station. It appears that if the freight train had been running at a higher speed, the station would have been demolished and lives lost. The clearing of the debris is still going on and it is expected to be completed to-day.

A Spanish Report.

Madrid, July 6.—An official despatch from Havana says :—"The American ships renewed the attack on Tunas, but the enemy was victoriously repulsed by the battery. Over 100 projectiles were thrown into the place. The Spanish loss was five wounded, but many houses were damaged. Cable communication to Santiago has been restored."

Kitchner vs. Wolseley.

The United Service Gazette, in a recent issue, has the following amongst other strong statements in an editorial headed "Kitchener versus Wolseley": The operations in the Soudan, which ended in the victory on the Atbara, were conducted throughout on business principles, if we may use the term in such a connection. There was no such an organization employed by the Sirdar as the Camel Corps, with its mixture of cavalry and infantry on camels; no small boat scheme, the success of which its projector had so pledged himself as to permit a departure from it, even when such a departure might have saved Gordon and Khartoum. Cavalry were used as cavalry, and infantry as such were marched on foot to the place of attack, and conquered. General Kitchener was entrusted with the task of recovering the Soudan from the barbarous dervish regime, and judging from his mode of carrying out his mission so far, we have not only the assurance of its being successfully accomplished, but in him a real general—or "leader of men"—has been discovered. Had this discovery been made in 1884, as it might have been, there is a strong probability that Gordon would not have perished at his post, and Khartoum and the Soudan would not have fallen into the hands of the dervishes. For example, in August of that year Her Majesty's Government were anxious to make preparations for sending a force to Dongola, in order to place themselves in a position to undertake the relief of Gordon should such a necessity arise. General Stephenson informed Lord Hartington (now Duke of Devonshire), then Secretary for War, that he could, with the means of transport at his command, move a brigade of ,200 bayonets, 200 sabres and three batteries of artillery from Wady Halfa to Dongola. In reply, he was told that to provide for moving a single brigade to Dongola would be to ignore the one great object of the expedition. There must be small boats employed to take the force designed for it all the way by the Nile to Khartoum, and back by winter, and that therefore a certain number of them had been ordered for this service. General Stephenson, regarding the employment of such boats as unsuitable, was superseded by Lord Wolseley, who had proposed them, and with the sad results we know. Colonel (now General) Kitchener, then at Debbeh in connection with the Army Intelligence Department, was also consulted on the subject, and replied that a large expedition (evidently such as he understood the Government had proposed at the suggestion of Lord Wolseley—namely, of 10,000 men) would be necessary, and observed further that a flying column, composed of a strong force of cavalry and artillery, and some infantry on camels and on foot—altogether about 4,000—could, he believed, relieve Khartoum. "My opinion," he added, "is, decidedly send up your troops; there is no difficulty, and one good fight close to Khartoum will see the matter through." But the advice of an intelligent and energetic officer, well acquainted with the country and the people, and who was therefore in a better position to give an authoritative opinion on the subject than our military authorities at Cairo or London, was not listened to, with the results now a matter of history. It is said that Wellington regarded Marshal Soult as better fitted for an adjutant-general than a commander in the field, from his lack of ability as a tactician. He would probably have made the same observation respecting our hitherto, but erroneously designated "only general," had he lived to contrast the difference between the commanders of the two Nile expeditions, which we have now summarily contrasted.

Some Seasonable Advice.

If you think it's goin' to rain
If it spoils a little grain,
Don't hurry.
If you've got a lot of hay out,
Don't worry.
Trust the Lord. He'll find a way out—
Don't worry.
Don't worry.

If the weeds are busy growin',
Jist keep steady at the hoein',
Don't worry.
If the robins eat your berries,
Don't worry.
Heaven next week will send you cherries,
Don't worry.
Don't worry.

If you're busy making love,
If her heart is hard to move,
Don't hurry.
Stay away for quite a while,
Don't hurry.
Soon or late she's bound to smile,
Don't hurry.
Don't worry.

If you'd like to be elected,
If at the polls you are rejected,
Don't worry.
List! if you'd win a splendid name,
Don't hurry.
Slow are the iron feet of Fame,
Don't hurry.
Don't hurry.

Now, if you think you're goin' to die,
And when the wife and children cry,
Don't hurry.
You'll soon be up and out of bed,
Don't hurry.
For some day you'll wish you're dead,
Don't hurry.
Don't worry!

—The Khan.

Good News for Clerks, etc.

Long hours behind the counter and constant standing from morning to night has made many a life miserable, but hundreds now rejoice because Foot Elm has made walking and standing easy. It cures tender feet. 25 cents gets you dollars' worth of comfort. At drug stores, or by mail, post free. M. H. STOTT & JURY, Bowmanville, Ont.

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CALLING IN CREDITORS.

PROVINCE OF QUEBEC, District of Montreal.

IN THE SUPERIOR COURT OF THE PROVINCE OF QUEBEC.

No. 70.—In the matter of Michel Thivierge, Jr., of the City and District of Montreal, Boot and Shoe Merchant, Insolvent.

The creditors of said Insolvent are hereby ordered to appear before one of the Judges of this Court, in the Court room for Insolvency matters, in the Court House, at Montreal, on the twelfth day of July instant, at ten of the clock in the forenoon, in order to give their advice touching the appointment of a curator and inspectors to the property of the said Insolvent.

L. H. COLLARD,
Deputy Prothonotary, C.S.

Montreal, 4th July, 1898.

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EVIDENCE FOR CROWN IS ALL IN.

Defence Will Now Endeavor to Prove Guillemain Not Guilty of Murder.

WITNESSES HEARD TO-DAY

Some Important Evidence Relating to the Locality Where the Crime Was Committed.

WHAT CAME OUT YESTERDAY.

St. Hyacinthe, Que., July 6.—(Special.)—This morning's sitting of the Court of Queen's Bench was taken up with the hearing of the report of the two witnesses detailed yesterday to St. Liboire in order to ascertain the measure of the distances covered by Guillemain on the night of the 30th October. Previous to the calling of these witnesses, Mr. Bourgault, counsel for the defence, called Tetrault, and examined him as to whether he had ever said that it was he who had murdered Laplante. Tetrault emphatically denied that he ever said so to anyone.

Donat Laplante was examined regarding the locality where he accompanied Constable Ducharme and Henry Beaupre, and explained to them the different locations of his late father's property.

The following is Constable Ducharme's report submitted to the court: The orchard near which Laplante was last seen by Henry Beaupre is situated about 900 feet, or five acres, from the place where the body was found.

The pasture where the horses were found by Guillemain and young Donat is about 2,550 ft., or 14 acres, from the house of the victim.

Girard's dwelling, where Beaupre's team met Bienvenu, is 5,150 feet, or 15 acres, from Laplante's house.

The Crown concluded this forenoon, and this afternoon the defence will commence its evidence.

YESTERDAY'S EVIDENCE.

St. Hyacinthe, P.Q., July 6.—(Special.)—When the court reopened yesterday afternoon, Louis Tetrault was again put in the box, and in cross-examination gave almost the same evidence as in the morning. The defence obtained from witness a statement regarding his habits and general conduct, and endeavored, apparently, to establish that the evidence given by him was wanting in truth. Witness created considerable amusement by rebuking the lawyer for this interference in his private affairs, and also by his too laconic and evasive answers. He stated that he had been in St. Hyacinthe on the 30th of October last, and gave a detailed account of his journey back to St. Liboire, his home. He had not known J. B. Laplante, but he knew his brother, Isaie Laplante, who lives in Biddeford. He had not known that a letter had been sent to Johnny Laplante asking for money. Witness had received $20 from a butcher in St. Hyacinthe named McIntyre; he had also borrowed $150 from Mr. Brisette, a notary in St. Hyacinthe. With that money he had paid some debts. When at the time of the inquest his trunk had been searched $47 had been found there. That money was his father's. A blood-stain had been found on one of the bills in the trunk. He could not say how it had been stained. He could not say if the money was that which he had received from Mr. McIntyre.

Mr. Louis Pelletier was then heard. He is a farmer of St. Liobire, and a brother-in-law of Louis Tetrault.

He stated that Tetrault had arrived at his house in St. Simon from St. Hyacinthe on October 30th, about 6.45 p.m. He had left for his own home about 9.30. Tetrault had been intoxicated when he had gone to witness' home. Witness could not recall the conversation which had taken place, but said that they had spoken just like farmers would when they got together.

Madame Pelletier and Mr. Alexis Tetrault, her father, were also heard. Their evidence was absolutely unimportant, the former simply corroborating her husband's evidence, and the latter adding very meagre details to explain the existence of the $47 which had been found in Louis Tetrault's trunk.

Judge Tellier remarked that the afternoon seemed to be devoted to the trial of Louis Tetrault, and complained of the time lost in obtaining evidence of no importance.

Madame Laplante was then recalled. Several declarations of Guillemain's, found in Romain Rodrigue's deposition, were read to her, and to each she gave a flat denial.

Mr. Blanchet—"In this deposition, Mrs. Laplante, Guillemain says: 'About two weeks before the murder I wanted to go to see my sister in Biddeford, but my aunt asked me to stay and kill my uncle.' Did you ever say that?"

Witness—"I never did."

Mr. Blanchet—"She told me that if I would kill my uncle she would give me half of his money.' Is that statement true?"

Witness—"No."

Mr. Blanchet—"'When all would be settled my aunt was to come to the United States to marry me.' Is that true?"

Witness—"No, sir. It is false."

Mr. Blanchet—"About four o'clock, Oct. 30th, she gave me three glasses of brandy.' Did you give Guillemain any brandy, Mrs. Laplante?"

Witness—"No, sir, I did not."

Mr. Blanchet—"'She told me not to spend the money, but to look for a place for her in Biddeford, and that she would soon come and live with me.' Did you ever speak like that to Guillemain?"

Witness—"No, sir; by my husband's death I had been left without assistance; I was poor, and I was willing to accept the support which my husband's brother in Biddeford tendered me."

Donat Laplante and Miss Vitaline Berthiaume were called to corroborate these denials, but the defence did not find it necessary to hear them, and a corroboration of Madame Laplante's denial were accordingly noted.

At four o'clock Mr. Bourgault asked that the court adjourn, as he had a journey to make which necessitated his immediate departure.

The adjournment was granted.

No one could know from the lawyer for the defence where he was going, but it is very probable that he will travel over the route taken by Louis Tetrault from St. Hyacinthe to St. Liboire. What the result of his journey will be is a matter of mere conjecture.

HERALD BULLETIN

ANNOUNCEMENTS.

THE BALANCE OF THAT

$20,000 Bankrupt Stock OF CARRIAGES

Will Be Cleared Out at Once by

HIBBARD CHADBURN & CO., 590 St, Paul St.

The Grocers' Picnic.

The Grocers' Association meets to-morrow evening in the Monument National to make arrangements for their annual picnic.

Ste. Cunegonde.

Mr. L. B. Mathieu was elected a school commissioner by a majority of 86 votes over Mr. S. Roy at Ste. Cunegonde on Monday.

Cruelty to Animals.

The inspectors of the Society for the Prevention of Cruelty to Animals have had three men at Chambly Canal fined $7 each for causing horses to be worked in an unfit condition.

School Commissioners.

Ald. Brunet presided at the election of school commissioners at St. Gregoire le Thaumaturge. Messrs. Chabut, Desy and Wilhelmy were declared elected by acclamation.

Sunday School Picnic.

The Sunday school excursion of St. Giles's Church to Sherringham Park, which was postponed on June 11, will take place next Tuesday. The steamer Princess will leave the foot of Prince street at 9 a.m.

Civic Vigilanters.

The law-abiding citizens of Montreal West have formed a vigilance committee in view of the presence of burglars in their midst. They have been operating at Knapp's Hotel, Blue Bonnets, and were traced to the Bicycle Club House, where they had forced an entrance. It is the intention of the committee to keep a sharp look-out for the midnight marauders.

Portugais Found Guilty.

The action of the city against E. Portugais for keeping a disorderly house at 27 St. Gabriel Street, was concluded in the Recorder's Court yesterday, and judgment was rendered against the accused with a fine of $100 or six months' imprisonment. In connection with this case it will be remembered that some 45 frequenters of the place were arrested there in May, the most of whom were fined.

The Laurier Club,

Club Laurier has completed the arrangements for the political picnic at the Exhibition grounds on Saturday, August 13. The programme will include speeches, baseball, races and other athletic competitions. The fete will commence at one o'clock, and will be continued until eleven in the evening. The club have decided that no game of chance or liquor will be allowed on the grounds.

Nuns of Providence.

Yesterday the annual election of officers took place at the mother house in presence of Archbishop Bruchesi, Rev. Canon Archambault, Ecclesiastical Superior of the Order, and Rev. T. Gervais, the chaplain. The election resulted as follows: Superioress General, Mother Marie Antoinette, vice Mother Marie Godfroi; Assistants General, Mothers Jean de la Croix, Marie Victoire, Mechdelde du St. Sacrement and Emerentienne; Secretary General, Mother Marie Cuthbert (re-elected), and General Custodian, Mother Madeleine.

To the Supreme Court.

Security has been furnished in the office of the Court of Appeal for an appeal to the Supreme Court from the recent judgment which dismissed the action taken by Mrs. J. T. Wilson to secure $15,000 damages from the city for not having carried out certain Burnside street expropriations. The following cases are also being carried to the Supreme Court: Citizens' Power and Light Company and Lepitre; Hollister and the City, and Roberts and Hawkins.

Gas at Pointe aux Trembles.

While sinking a well on his farm at Pointe aux Trembles last week, Mr. E. Bleau struck an inflammable gas which mingled with the water and threw a brilliant light when set fire to. Mr. Bleau chose another location for his well, and meantime the discovery is attracting considerable attention. Some time ago a well was intended to be sunk in the barn of the Tiffin homestead in the same district, but after reaching a certain depth, such a rush of inflammable gas came up that it was found necessary to abandon the enterprise in order to save the barn itself from being destroyed by fire.

Catholic Trustees at Dorionville.

At a meeting of the Catholic residents of Dorionville (Vaudreuil) to elect trustees for the Catholic chapel Mr. Lalonde moved that Messrs. Toussaint, A. Lalonde, Aquin, and E. Valois be elected. Hon. Mr. Geoffrion suggested that Mr. Mireault be elected in place of Mr. Valois. A lengthy discussion then arose, in which Messrs. Geoffrion, Rainville, Beique, Dr. Brodeur and other summer residents took part. Finally the meeting was adjourned because Mr. Beique demonstrated that it was not in order, as in the notice calling it no place was indicated where it should be held. The meeting then broke up to meet again next Saturday evening, but a number of those who remained elected Messrs. T. Aquin, A. Lalonde and E. Valois trustees. This election may be contested. The whole difficulty is that a misunderstanding has arisen between the summer residents and the all-year-round residents.

A Double Charge of Theft

The enquete in the case of Henry Wilkinson, charged with stealing $136 from 107 Shaw street, began this morning. Mr. Joseph Dion, 25 Notre Dame de Lourdes street, made a complaint this morning that Wilkinson had stolen $60 worth of clothes from him.

Business Notes.

Partnership has been registered by Edouard and Zenon Meunier, grocers (Meunier & Freres); W. R. Draper and Chas. Culross (The Canadian Foreign Music Company); Odilon Belanger, alone toilette, etc., manufacturer and dealer (Canadian Trade Supply Co.); F. X. E. Grenier, alone, plumber, etc. (Grenier Freres).

Dissolution of partnership has been registered by Robert Munro, Alex. A. Ferguson, H. C. Webster and Jas. Tennant (Ferguson, Alexander & Co.; Alexander Fergusson & Co.); P. V. H. Grenier and F. X. E. Grenier, plumbers, etc. (Grenier & Freres).

Acknowledgements.

The treasurer of the Montreal General Hospital acknowledges, with thanks, the following sums:—Dominion Bridge Company and employes, $130; employes Messrs. S. Greenshields, Son & Co., $47; employes Pillow & Hersey Manufacturing Company, Mill street, $42.30; employes Singer Manufacturing Company, $32.50; Mount Royal Milling & Manufacturing Company, Pillow & Hersey Manufacturing Company, $25 each; officers and employes Linotype Company, per Mr. Poe, $22.49; employes C.P.R. mechanical department, supplementary, per Mr. Osborne, $22.05; Amos Cowen, receipted account, $20.20; Lockerby Bros., $20; Laird, Paton & Son and employes, $20; Simpson & Peel and employes, $18; Henry Hogan, Charles Morton, G. H. Labbe, B. J. Coghlin, E. D. Aylen, M.D., Hon. J. O'Brien, S. W. Ewing, G. S. Kimber, $12 each; employes Forsyth Granite & Marble Company, $11.50; the E. B. Eddy Company, Sergeant P. Sterns, P. Laing, Standard Shirt Company, James Inglis, W. & F. P. Currie, $10 each; J. M. Aird, H. J. Hague, W. Scott & Sons, E. L. Bond, J. H. Forman, Smith Bros. Granite Company, C. Galibert & Son, E. Sheppard, Thomas Lamb, G. B. Sadler, E. S. Reynolds, George A. Childs, H. C. Telfer, Percival St. George, C.E., John Hudson, R. A. Dickson, A. Peel, $5 each; Hudson Bay Knitting Company, Thomas F. G. Foisy, Son & Bickell, P. Lafrance & Co., F. Ship, Boucher & Mercier, E. Giroux, N. Ainey, George Bridgman, H. Gauthier, Thibaudeau & Bourdon, John Bauden, F. Robertson, $2 each; The Williams Manufacturing Company, $1.50; J. A. Denis, Jette & Lemieux, J. B. Larue & Sons, M. Saxe & Sons, A. Lanctot, Lesperance & Terrault, Berard & Major, Baker & Co., Hon. H. Dupre, T. G. Wilson, Thomas Dionne, W. W. Robertson, $1 each; and sums under one dollar, $1.

The treasurer of the Ladies' Hebrew Benevolent Society acknowledges, with many thanks, the receipt of $225, the bequest of the late Mrs. S. Davis.

A CLERK MISSING WITH CITY'S MONEY.

R. Metras, of the Eastern Abattoir' Disappears With a Large Sum.

He Has Been Missing from His Home Since a Week Ago Last Saturday.

R. Metras, clerk of the Eastern abattoir is missing, with $276 of the funds of the Market Committee. He has been missing since a week ago last Saturday, and his disappearance was not discussed in the Market Committee until this morning.

Mr. Metras has been in the employ of the Market Committee for seventeen years and was one of their most trusted clerks. Those members of the committee who know him best refuse to believe that he has absconded. At the meeting of the Water Committee this morning, Ald. Lareau said that from his personal knowledge of Mr. Metras, he was disposed to believe that he had met with foul play or with accidental death. Since the day of his disappearance the police have had the case in hand, but they have discovered no trace of the missing man. He leaves a large family of young children. His wife died about a year ago.

The report of his disappearance led to a discussion in the committee of the absence of guarantees for these clerks who are handling large sums of money every week. It was resolved, on motion of Ald. Lareau, to ask Council for funds to pay guarantee bonds for all the market clerks. It was also decided to instruct Comptroller Dufresne to collect the market fees from the market clerks every Saturday afternoon.

OATH AGAINST OATH.

Judge Dugas Gives Benefit of the Doubt Against Defendant in a Revenue Case.

Judge Dugas gave a decision of some interest this morning in a revenue case, the first one under the new license law. Joseph Schneider was charged with selling liquor on Sunday, and a revenue officer swore that he had bought liquor there on Sunday. According to the new law, the defendant is allowed to go into the box, and Schneider swore he had not sold liquor on Sunday. There was no further evidence on this point.

Judge Dugas said that if the defendant was to be allowed to go into the box, and his evidence accepted, there would be no convictions. He thought that unless there was strong evidence to the contrary the revenue officer's evidence would be accepted, even if contradicted by the license-holder. Schneider was fined $75 and costs.

"Where the Waters Meet."

The Montreal Belt Line Company's cars will leave Lasalle Avenue, Maisonneuve, for Bout de L'Ile park every 25 minutes, from 7.00 a.m., to 1.00 p.m., and every 10 minutes, from 1.00 p.m. to 8.00 p.m., and every 25 minutes from 8.00 p.m. to 11.00 p.m. Take the St. Catherine or Notre Dame street cars going east and transfer at Lasalle Avenue.

Pelayo Out of Order.

Ismailia, Egypt, July 6.—The machinery of the Spanish battleship Pelayo, is out of order and she has been compelled to stop here since early morning.

OVER A MILLION IN STREET CAR FARES,

That is What Montrealers Have Spent In the Past Nine Months,

An Increase of $85,000 Over the Corresponding Nine Months a Year Ago.

In the past nine months Montrealers have paid out $1,035,277 in street car fares, which is just $83,159 more than they paid during the corresponding months last year.

The figures given are for nine months because the Street Railway Company's year ends in September, and it is just nine months since then.

In the attached table it will be seen that the earnings during the month just past are the largest yet recorded, amounting to over $133,100. This is an increase of $2,477 over the same month last year, which is considered remarkable in view of the fact that it was "Jubilee month" last year, and the earnings on some days were exceedingly large. The average daily earnings of the road for the past nine months amount to $3,792.23, an average daily increase over last year of $304.62. The comparative monthly earnings are given as follows:

	1897.	1896.	Increase.
Oct.	$116,293.09	$109,110.38	$ 7,182.71
Nov.	110,929.60	100,818.57	10,111.03
Dec.	113,128.91	103,116.02	10,012.89
	1898.	1897.	
Jan.	110,140.83	99,620.55	10,620.28
Feb.	102,625.49	89,951.68	12,673.81
March	114,677.91	99,441.87	15,236.04
April	110,819.37	103,045.93	7,773.44
May	123,508.09	116,337.03	7,171.06
June	133,154.63	130,676.77	2,477.86
Totals	$1,035,277.92	$952,118.80	$83,159.12

THE LATE EX-ALD. WILLIAM RODDEN.

The Funeral This Afternoon Largely Attended by Representative Business and Mercantile Men.

The remains of the late ex-Ald. William Rodden arrived in Montreal this morning and were taken to the residence of his brother, Mr. R. J. Rodden, 356 Wood avenue. At his late home at Plantagenet Springs a special service was held yesterday afternoon, conducted by the Rev. Mr. Elmenhorst. A large number of personal friends and residents of that place attended. At six o'clock this morning Sheriff Hagar and a few personal friends at Plantagenet Springs carried the body from the house to the railway station, where the remains were placed on board to be taken to Montreal. A few days before his death Mr. Rodden called the members of his household to his bedside, and a short service of singing and prayer was held, and he addressed to those around him a few simple and earnest words as to the value of the Christian life and character.

The funeral from his brother's residence on Wood avenue at half-past two o'clock this afternoon was very largely attended by business and mercantile men who knew him in Montreal during his long and honorable business career; by aldermen and ex-aldermen of the City Council, who appreciated his worth and usefulness in advancing the city's real interests during his fifteen years' occupancy of a seat at the city's Council board, and many others.

A service was held at the house, at which the Rev. Dr. Evans and Rev. Prof. Warriner officiated, after which the remains were taken to Mount Royal Cemetery for interment. There were no pallbearers. His only brother living, Mr. R. J. Rodden, was unable to go to the cemetery; he has been very ill all winter, and is only able to sit up with difficulty. The other chief mourners were: M. J. A. Ritchie, of Toronto, and Messrs. William T. Rodden and R. Montgomery Rodden, nephews; Messrs. William Lyall, Robt. Whyte, Wm. J. P. Walker, Edward Booth, sr., Edward Booth, jr., Thomas Murphy, R. McCrudden, Guy R. Dewar and Robert Lamb.

The members of the Montreal Veteran Volunteer Firemen's Association attended the funeral in a body. The late Mr. Rodden had been a member of the old Union Volunteer Fire Company as a young man, and while attending a fire was run over and had his leg so badly jammed that he always had a bend in it, from which he suffered very much at different times.

HON. H. J. MACDONALD IN MONTREAL.

The Leader of the Manitoba Conservatives Predicts a Victory for Them at Next Elections

Hon. Hugh John Macdonald and Mrs. Macdonald, of Winnipeg, arrived in the city yesterday and left to-day by the Richelieu & Ontario steamer for Toronto. Hon. Mr. Macdonald was waited upon by a number of his Conservative friends while in Montreal. To a reporter Mr. Macdonald stated that he did not consider it at all probable that the Greenway Government would appeal to the people before next year and that there would be another session of the Manitoba Legislature before the general elections.

Mr. Macdonald, it will be remembered, was, some time ago, chosen leader of the Manitoba Conservatives, and, as he has no seat in the Legislature, he was asked if he had selected the constituency in which he would run. To this the hon. gentleman replied in the negative, but added that his name had been mentioned in connection with South Winnipeg, probably because he lived in that division, but no formal nomination had yet been tendered him.

He very naturally predicts bright prospects for the Conservatives, carrying the Province at the next local elections.

OFFICIALS SUSPENDED.

Chief Keeper, Engineer Derry and Steward Martin Are Alleged to Have Shown Favors to Dr. Hamiltou, a Convict.

Kingston, July 6.—(Special.)—Penitentiary officials were startled last night by the order of the arden suspending Chief Keeper Hughes, Engineer Derry, and Steward Martin. They are alleged to have favored a convict while in prison and afterwards were in his company on his discharge. This is supposed to have reference to Dr. Hamilton, of Toronto, who, on his release, talked to a reporter, and expressed his admiration for the officials named, who had wrought hard in maintaining the efficiency of the prison. The reports have been sent to the Minister of Justice for adjudication. Keeper Hughes is a brother of Col. Sam. Hughes, M.P.

POLICE COURT GRIST.

Fined for Selling Liquor on Sunday—Assaults and TTefts Are Heavily Punished.

In the police court this morning, before Judge Dugas, John Whelan was convicted of aggravated assault on Hercule Cantara. Whelan cut Cantara' arm with a razor. He was sentenced to six months' imprisonment.

Samuel Paquin stole a coat a few days ago and for three months from to-day he will live at the expense of the corporation. There were a number of revenue cases also. Robert Wiseman, 605 Mount Royal Avenue, for selling liquor on Sunday, must pay $75 and costs. Bernard Law, Papineau square, must do the same and must pay $75 more for having no license.

Magistrate Lafontaine sentenced Joseph Labelle to six months for stealing a load of hay from the C.P.R. sheds.

Unusual Precautions.

London, July 6.—The Madrid correspondent of the Daily Chronicle reports that unusual precautions are being taken with a view to a possible rising in Spain.

WAR AFFECTS OUR RAILWAYS.

Shipments to Canada Fall Under the Tax Imposed by American Congress.

THE INSTRUCTIONS ISSUED

By the Canadian Pacific Freight Department Regarding the Use of Revenue Stamps

ON ALL SHIPPING DOCUMENTS.

It will be learned with surprise by many that Canadian railways operating partly in American territory and doing business in the United States are paying a full share of the war tax now being imposed in that country. The following circular, issued from the office of Mr. G. M. Bosworth, freight traffic manager of the Canadian Pacific Railway, shows what special requirements have to be fulfilled.

"The Act of Congress, known as the 'War Revenue Act of 1898,' will take effect July 1, 1898. It requires railway companies to issue to the shipper of all goods received for transportation, a bill of lading, or receipt, for each shipment. To each such bill of lading or shipping receipt, and to each duplicate thereof, an Internal Revenue Stamp of one cent must be affixed for goods shipped to points in the United States; and a similar stamp of ten cents for goods shipped to any foreign port or place (including Canada) on a through bill of lading at a through rate.

"All stamps must be cancelled by the person using the same writing or stamping thereon his initials and the date of attaching the stamp, or by such other method of cancellation as the Commissioner of Internal Revenue may prescribe.

"The provisions of this Act require stamps to be attached only to the bills of lading, or shipping receipts, which are retained by the agent for his record, or which are sent to the agent at destination or point to which billed, or copies sent to auditors, foreign freight agents, agents of connecting lines, or otherwise used in process of transporting the shipments, do not require stamps.

"The Act requires that a bill of lading, or shipping receipt, must be issued for each shipment. Whatever is shipped by one consignor to one consignee at one time, whether it be a single article, package, or carload, or whether it be several carloads, constitutes a shipment within the meaning of the law, and for such shipment one stamped bill of lading, or shipping receipt, must be given. This Act refers only to bills of lading, or shipping receipts issued to shippers upon acceptance of property for transportation, and does not refer to, or require stamps to be affixed to, receipted freight bills given upon payment of transportation charges.

"The Act also requires that cheques on banks or other depositories must bear a two cent stamp. Cheques received in payment of freight, or for other monies due the company, dated July 1st, or thereafter, must not be received unless bearing such stamp.

"Bonds of indemnity require a stamp of fifty cents, and such bonds must not be accepted unless such stamp is attached.

"Certificates or affidavits presented by any shipper or consignee in regard to damage to freight, overcharge in rate or weight, or for other purpose, require a ten cent stamp to be attached thereto, and such certificates must not be accepted by agents or representatives of this company without such stamp being attached thereto.

"The act requires that a stamp of 25 cents shall be attached to each power of attorney. Agents will not accept such power of attorney or accept or deliver freight thereunder, unless the same shall have a proper stamp affixed thereto.

"Warehouse receipts for any goods, merchandise, or property of any kind, held on storage in any public or private warehouse or yard, require a 25 cent stamp. Agents must not accept such warehouse receipts from shippers or consignors as an order upon which to obtain goods from any warehouse or storage place for transportation over this road, unless such warehouse receipt has affixed thereto the required stamp.

"Heavy penalties are provided for breaches of the provisions of the Act, and it is important that these requirements be strictly observed.

"Internal Revenue Stamps will be furnished on requisition through the Stationery Department."

A BASELESS RUMOR.

Mr. Shaughnessy Knows Nothing of an Alleged Statement by Mr. Blair Re the Fast Line.

Yesterday the London correspondent of a Canadian paper cabled the information that the Hon. Mr. Blair had stated that it was not improbable that the Canadian Pacific Railway Company would take up the fast Atlantic mail service contract, following the withdrawal of the Petersen Company on the matter.

When questioned on the subject this morning, Mr. T. G. Shaughnessy, vice-president of the C.P.R., said that such information was news to him, and that he was inclined to discredit the statement that the Minister of Railways had made any such assertion.

What is the Best Tonic for Blood and Nerves? Broma.

It invariably cures pains in the kidneys and sides. Take it also in all cases of nervous weakness and general debility.

Neuralgia and rheumatism are quickly cured by the use of this powerful tonic which will enrich your blood and quiet your nerves.

Sold everywhere.

Mr. Thomson's Acknowledgment.

The following letter explains itself:—Montreal, th July, 1898. J. Stanley Cook, Esq., Assistant Secretary, Montreal Board of Trade. Dear Sir:—I am in receipt of your letter of the 30th ult., conveying to me the thanks of the Executive Committee of the Board of Trade as regards my course of procedure as the representative of the Montreal Board of Trade on the Harbor Commission, and in thanking them through you for the same I have but to say that at all times I will do my best to encourage the harbor facilities of this port on an economical and progressive basis. Sincerely yours, D. J. Thomson.

Veteran Firemen.

The members of the Montreal Volunteer Firemen's Association, in full uniform, are requested to attend the funeral of their old comrade, William Rodden, to-morrow afternoon. The members will meet at No. 5 Fire Station, St. Catherine street, punctually at 1.30 p.m., and proceed to No. 356 Wood Avenue, Westmount.

The Weather.

Probabilities — Light to moderate winds, fine, a little higher temperature; fine and warmer on Thursday.

Maximum and minimum temperatures—Kamloops, 76-54; Calgary, 72-42; Qu'Appelle, 84-46; Winnipeg, 82-68; Port Arthur, 62-50; Parry Sound, 72-48; Toronto, 69-48; Ottawa, 72-44; Montreal, 66-50; Quebec, 72-46; Halifax, 74-50.

Temperatures observed to-day by Messrs. Hearn and Harrison, Opticians, 1640 and 1642 Notre Dame Street, Montreal: Standard thermometer—8 a.m., 60; 11 a.m., 70; maximum, 72; minimum, 56. Standard barometer—8 a.m., 30.29; 11 a.m., 30.25.

Le Canada Francais.—The prospects of success for prohibition are not brilliant in the Province of Quebec. The Herald, desiring to ascertain the direction of public sentiment on this question, has commenced an enquiry at St. Hyacinthe and Quebec, the results of which leave little to hope to Messrs. the Water Drinkers. The great majority of those of whom enquiries are made declare themselves opposed to this Draconian mode of imposing total abstinence upon those who want it not.

GOOD WILL SOAP

NONE BETTER—FEW AS GOOD—ALWAYS THE SAME QUALITY—

PERSONALS.

Mr. and Mrs. E. B. Greenshields returned on Tuesday from Cacouna.

Mrs. W. Boivin and child left for Cacouna on Friday for a month's visit.

Mr. F. M. Cole, formerly of Montreal, is in the city.

P. L. Palmer, Denver, Colo., is at the Balmoral.

Mr. G. Wilson and wife, of this city, are stopping at the Arlington, Toronto.

Mr. J. H. Martin and family, of Montreal, are stopping at the Queen's, Toronto.

James Roger and Misses Edith and Lillian Roger, of Montreal, are guests at the Russell, Ottawa.

Miss Sadie Connolly, of 409 Gloucester street, Ottawa, is spending her vacation with friends in Montreal.

J. B. Reid and wife, Ogdensburg, and W. A. Murray and wife, New York, are among the late arrivals at the Balmoral.

Norman McLaren Trenholme, M.A., has been appointed assistant in history at Harvard University for the coming year.

Miss Minnie Greenshields, who has been visiting friends in Kingston for the past three weeks, returned to town on Monday.

Mrs. John Thornton and Mrs. W. Came, of 53 Prince Arthur Street, are spending the month at the Sirois House, Cacouna.

Miss Oman, of this city, is enjoying a well-earned holiday in Ottawa. She is the guest of Mrs. James Dunnet, 191 Augusta street.

Vice-President Shaughnessy, of the Canadian Pacific Railway, returned to Montreal yesterday, after a brief business visit at Ottawa.

Archdeacon and Mrs. Jones, of Brockville, have arrived in town, on a visit to their daughter, Mrs. Ernest Howard, University street.

The Misses Cairns, of Montreal, are spending a portion of their summer vacation in Ottawa. They are visiting Mrs. Wm. Cairns, 471 Gilmour street.

Miss Crowley sailed on Saturday last by the Vancouver for three months on a visit to her relatives in Bournemouth, Eng., for the benefit of her health.

Louis Tache, of Montreal; G. H. Morris, of New York; E. R. Cameron, of London, Ont., and F. G. Roderick, of Montreal, are guests at the Russell, Ottawa.

Mr. Charles M. Hays, general manager of the Grand Trunk system, has returned to the city, after making a flying trip over the line of which he is manager.

Mr. R. Gruenwald, the musical director of the Academy of Music, is going to Halifax, where he will fill an engagement with the Jaxon Opera Company.

Lady Hickson, accompanied by the Misses Hickson, has returned to town from the Caledonia Springs, where she has spent two or three weeks at the Grand Hotel.

Simon Seward, Petersburg, Va., is on a trip to Montreal, accompanied by Misses Ross and Alice Seward and Miss B. A. Munt. The party are sojourning at the Balmoral while in the city.

The engagement of Mr. H. Joseph, of this city, to Miss Ethel Walkem, of Kingston, has been announced, and congratulations are being offered by all of their many friends.

Mr. S. Carmichael, the well-known young lawyer, has left the firm of Butler & Carmichael, and will practise his profession alone. He has taken offices in the City and District Savings' Bank chambers.

Dr. Duncan McEachran, dean of the faculty of comparative medicine of McGill, left for England on Friday by the California. Dr. McEachran's visit, which is on professional business, will only extend over a few weeks.

Professor Charles Labelle, leader of the choir of the church of St. Louis de France, will sail from New York on board the Touraine on Saturday for a three months' tour through France in the interests of his profession.

Miss May Williams, of Montreal, who has been stopping for a few days at the Russell, Ottawa, left for her home yesterday, where she will remain for a week, after which she will visit New York and other cities in the States.

Mr. A. Baumgarten left for New York to-day, en route for Germany, for whence he sails on Wednesday, July 6th, to join Mrs. Baumgarten, with whom he will enjoy a trip on the Continent before returning to Canada in the early autumn.

Mrs. and Miss Mairs will leave Toronto to-day for Montreal and Quebec and the Lower St. Lawrence. They will be joined by Mrs. J. W. Collins at this city, where she has been visitnig, and will go to Quebec, where they will be the guests of Captain Collins, of the Royal Artillery, who is stationed at the citadel there.

Mrs. Wheeler, accompanied by her eldest daughter, left last evening for Rocklands, Maine, where she will take up her residence at the Bay Point Hotel for July and August. Dr. Wheeler and Miss A. Wheeler will take their departure for Rocklands later in the week.

Miss Hosmer, daughter of Mr. and Mrs. C. R. Hosmer, has left for England to join some friends with whom she will enjoy an extensive tour on the continent during the summer holidays. Mr. Elwood Hosmer, who has concluded his university course at McGill, has received an appointment in the Merchants' Bank of Halifax.

Dr. Faeder, late house surgeon of the Royal Victoria Hospital, has taken his departure from Montreal to enter upon the practice of his profession in his native town, Iroquois, Ont. Dr. Faeder is accompanied by the good wishes of the many friends he has made during his residence in Montreal. During his career at McGill, Dr. Faeder carried off the highest honors, adding one more to the list of brilliant students who reflect credit on their Alma Mater.

Sohmer Park,

The French colony in Montreal will celebrate the anniversary of the fall of the Bastile by a grand fete at Sohmer Park on Thursday, Friday and Saturday of next week. Mr. Lajoie is now in New York, engaging some special attractions for the whole week, and making arrangements for this fete in particular. This week the Danman family, in their marvellous acrobatic feats, are renewing the success of last week.

Mr. J. W. Pender, of St. John, N.B., is in the city to-day, and registered at the Queen's.

Mr. F. W. Corvie, of Ottawa, arrived in Montreal this morning, and is stopping at the Hall.

A GREATER MENACE

To health does not exist than impure water. The drainage from the ships has polluted the water in the harbor, making it unfit even for bathing.

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LADIES.—Monday morning and Wednesday afternoon.

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Found Dead in Bed.

London, Ont., July 6.—(Special.)—Mr. W. Stark, of 489 Piccadilly, was found dead in bed yesterday. Deceased came here in September from Enniskillen township, and lived with his daughter, Mrs. Henry Harris. He arose about 4.30 a.m., went about the house and then returned to bed. He had been dead some time when discovered. He was a native of Devonshire, Eng., and leaves two sons and three daughters.

Transparent Fraud.

Colonel—"What makes you think this man is shamming?"

Captain—"He claims that his illness is due to the bad water."

Colonel—"Well, that has played havoc with a good many of the boys. Why may it not be responsible for his trouble?"

Captain—"You evidently don't understand. This man is from Kentucky."

British-American Trade.

(Buffalo Commercial.)

That reliable authority, the London Statist, prints an interesting article, proving by facts and figures that one great reason for the movement in favor of close relations between England and the United States against a possible foreign foe is the outcome of their identity of trade interests. It argues that if either were to receive a serious blow both countries would suffer. England needs the United States for furnishing a great part of her food supplies and raw material; also as one of the largest fields for the employment of her capital, and as an important customer for her products. In the same manner, England is essential to the United States as the greatest customer for her products, and as the source from which to obtain capital for the development of agriculture and industries. In the twelve months, ending April 30, 1898, according to the Statist, British purchases of produce from the United States reached the enormous sum of £118,000,000. This huge sum is nearly one-half the total value of American exports during the year named. Expressed in dollars, the exports from the United States during the twelve months amounted in value to $1,290,000,000. Of this amount Great Britain, with its population of less than 40,000,000, bought nearly $600,000,000, or as much as was purchased by the whole of the other nations of the world, with their combined population of 1,400,000,000. Moreover, other portions of the British Empire are important customers for American produce. The most recent statistics for the purchases of British Colonies and India from the United States are those for the twelve months to June 30, 1897. In that period their purchases comprised about 11 per cent. of the United States exports. Thus the United Kingdom and its colonies bought nearly 60 per cent. of the total exports of American produce. "Need anything further be said," asks the Statist, "as to the vital importance of British markets to the United States, nor as to the identity of interests of the two countries?" The question answers itself.

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BIRTHS, MARRIAGES AND DEATHS.

Announcements under this head 25c each insertion,

BIRTHS.

BURKE—At Windsor Mills, Que., June 20th, to Mr. and Mrs. W. J. Burke, a daughter.

COOKE—At Calumet, Que., on the 2nd inst., a daughter to Mr. and Mrs. Wm. Cooke, jr.

DONALDSON—On July 4th, the wife of J. F. Donaldson, of a daughter, 417 Drolet Street.

M'INTYRE—At 425 Upper St. Urbain Street, on July 2nd, the wife of D. A. McIntyre, of a daughter.

LODGE—On July 2nd, at 64 Beaver Hall Hill, the wife of H. Lodge, of a daughter.

TOMKINS—At Stanstead, Que., on June 30, the wife of Dr. J. E. C. Tomkins, of a son.

HOWES—At 51 St. Famille Street, on July 5th, to Mr. and Mrs. E. J. Howes, a daughter.

MARRIAGES

BENTLEY-McLAUGHLIN—At St. Patrick's Presbytery, on July 1st, by Rev. J. Quinlivan, P.P., Thomas J. Bentley to Margaret Mary McLaughlin.

ROWAN-NEVILLE—On June 28th, at St. Patrick's Church, by the Rev. Father Quinlivan, P.P., Edward D. Rowan, son of Mr. Thomas Rowan, to Mamie A., daughter of Mr. James O. Neville, of this city.

SPENCER-PATTINGALE—On June 29th, by the Rev. J. Lyall George, M.A., Henry R. Spencer to Clara V. Pattingale, both of this city.

DEATHS.

BEVAN—At Montreal, on July 2nd, "Charlie," eldest and beloved child of William Bevan, aged 11 years, 5 months and 13 days. Alexandria papers please copy.

COLE—On July 5th, Florence Amelia Cole, second daughter of J. W. Cole, aged 9 years and 7 months.

DIMOND—At 72 Inspector Street, on July 5th, George Henry Dimond, beloved child of John and Maggie Dimond, aged 1 year and 3 months. Funeral private.

KYLE—At 207 Chatham Street, on the 4th inst., Annie Dick, infant daughter of Mr. and Mrs. John Kyle, aged 2 months. Funeral private.

LABADIE—At Montreal, 207 Laval Avenue, on the 2nd July, 1898, Marie Eugene Cecile, aged 8 months and 3 days, daughter of J. A. O. LaBadie, N.P.

O'NEIL—On Sunday, July 3rd, at his residence, St. Cunegonde, Martin O'Neil, a native of the County Wexford, Ireland.

ROBERTSON—At Stanfold, on June 21, 1898, Jane Farley, aged 59 years, wife of the late Robert Robertson, of Montreal.

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