

PROBABILITIES FOR TO-DAY.
Fair to-day, not much change in temperature.

PRICE ONE CENT.

TO-DAY'S TIDES.
High Water—5.53 a.m. 9.16 p.m.
Low Water—3.43 a.m. 1.09 p.m.
TO-MORROW'S TIDES.
High Water—9.30 a.m. 9.51 p.m.
Low Water—4.31 a.m. 4.45 p.m.

VOL. LIII. NO. 19,376.

PROROGATION FIXED FOR TO-DAY

The Supplementary Estimates All Passed.

A FISH AND A FISH OIL CASE.

CAUSED A CONSIDERABLE DISCUSSION—\$15,000 COLLECTED AS DUTY BY THE AMERICAN GOVERNMENT RECOUPED TO AN AMERICAN FISH FIRM IN PRINCE EDWARD ISLAND—THE QUEBEC HARBOR BILL PASSES THE SENATE.

Special to the Chronicle.

Ottawa, August 10. — In the House to-day, the remainder of the supplementary estimates were passed. The only item which caused much discussion was one for \$15,000 to pay Messrs. Hall and Myrick the amount paid by them to the United States Government as duty on fish oil bought in this country. This is one of several similar claims raked up since 1896 and paid by the present Government. It is a Prince Edward Island case. In 1871, a year before Prince Edward Island entered Confederation, a number of merchants there trading with the New England States purchased quantities of fish and fish oil in the island and shipped them to the United States for the strength of an understanding of the American Government would admit such products into the United States free of duty. Duty was collected, however, and all the firms being British subjects were subsequently re-compensated by the Dominion. One of that of Hall & Myrick, were and are American citizens, doing business in Prince Edward Island and the present Government decided to recognize them. In the Senate bill respecting the Quebec Harbor Commission, taken up by Sir Mackenzie Bowell objected to the bill on the ground that there was an elevator at the port of Quebec already. The Harbor Commissioners of Quebec, he said, had not asked for their indebtedness to the Government. The proposition now was to make the interest on these bonds a prior claim to that of the Government for interest on \$2,000,000 owed by the Harbor Commissioners and it ought not to be done.

Hon. David Mills said that under the bill the Government was only liable for interest on these bonds if the Great Northern Company did not pay it. He reviewed the history of the deepening of the St. Lawrence and the justified expense the Government had gone to in that regard, by stating that if Canada did not secure an outlet for the traffic of the west, it would go to the seaboard by American channels. Montreal could not for years to come provide accommodation for all the business that would go to the west coast of the continent, and the Canada Atlantic and Great Northern Company's to make a through line for western traffic from Parry Sound to Quebec, for which this elevator was required, would relieve the port of Montreal.

Prorogation has been fixed for tomorrow afternoon.

DESTRUCTIVE FIRE.

Inwood, Ont., Suffers a Considerable Amount of Loss.

Inwood, Ont., August 10. — A most disastrous fire occurred in this village yesterday afternoon which in the space of a few hours wiped out the greater part of the place. The fire started in the old stables and fanned by a south-east wind spread with great rapidity, burning thirty buildings. Total loss about \$25,000, insurance, less that amount. Most of the insurance was held by the Waterloo Mutual.

HYMENIAL.

Pretty Wedding at Christ Church, New Liverpool, Yesterday Morning.

A very pretty wedding took place yesterday morning at 10 o'clock in Christ Church, New Liverpool, the contracting parties being Miss Mary Rebecca Brown, youngest daughter of the late Mr. Samuel Brown, and Mr. Joseph Todd Nicholson, of Minneapolis. The bride who wore a very pretty grey travelling dress looked very handsome and was given away by her brother, Mr. W. H. Brown, and the bride's maid, Miss Lily Brown, acted as bridesmaid while the groom was attended by Mr. W. J. Banks. A large number of residents of the place were present in the church which looked very pretty and was decorated with flowers by a number of the bride's friends. During the ceremony, which was performed by Rev. I. Thompson, some very appropriate music was rendered by the choir. After the wedding ceremony, Mr. and Mrs. Nicholson and the guests retired to the residence of Mrs. Nicholson's mother, where breakfast was partaken of, the happy couple subsequently leaving for Minneapolis for their future residence in Minneapolis.

LABOR TROUBLES.

The Lasters Coming to an Arrangement—The Fur Cutters Settling.

The danger of a strike among the lasters in the various shoe factories of the city is now happily averted, they having come to an understanding with the manufacturers. The arrangement is that provided the lasters would set aside the scale drawn up by them the employers would grant them an increase in wages. The Chronicle of yesterday was in error in stating that the strike had begun in the Dominion Shoe Company. It was at Mr. Frederic Lachance's factory that the men were dissatisfied. No trouble was experienced at all in the Dominion Shoe Company. Yesterday morning all the lasters returned to work and everything is running smoothly.

The striking fur cutters had an interview yesterday morning with Mr. Paquet and were clothed with him until noon. They met again in the afternoon at 4 o'clock and it is stated that the difficulty is in a fair way of settlement and that the strike will be over very shortly.

Do not forget our grand sale of the month of July. We pay the carriage for you.

FAGUY, LEPIVAY & FRERE.

A UITLEANDER IN TORONTO.

HIS IDEA OF THE GAME PRESIDENT-KRUGER IS TRYING TO PLAY—WAITING FOR AN ENGLISH ELECTION.

Toronto, August 10. — J. Davies Allan, the Uitleander representative from South Africa, arrived here today.

In an interview he said that President Kruger did not realize that the British Empire was united in regard to the necessity for adequate reforms. The Boer president is relying on an approaching English election, and the hope that the Liberals in the electoral campaign will take the side of the Boers. He is waiting for the Liberals to win, Kruger would regard himself as safe from further pressure.

"I had an interview on one occasion with the President," said Mr. Allan, "and he told me that his policy was always to play to the Opposition. He is doing this case but before long he will find out his mistake. Both parties are agreed, and Mr. Kruger will soon learn that he is playing a losing game."

J. Davies Allan stated to-night that he had received a private cablegram from London, Eng., stating that war with the Boer Republic was almost inevitable. If war took place, Mr. Allan said, there could only be one result. The Boers would be crushed, but only after a severe struggle. Kruger would not risk war unless he had assurances of support from the Orange Free State. This more than doubled the strength of his strategic position, besides adding to the number of troops to the number of troops at his disposal.

THE POPE'S HEALTH.

His Physician Declares that it is Excellent.

Rome, August 10. — Dr. Papponi, the Pope's physician, who returned to the Pontiff in good health, declares the Pontiff is in good health.

AMERICAN VICTORY.

The Filipinos Driven Before General MacArthur.

Washington, D.C., August 10. — A cablegram received at the War Office from Gen. Otis P. Manila says: MacArthur's movements yesterday very successful; served to clear country rear and left right of the insurgents, six miles from San Fernando, where he killed 200 wounded. They were rapidly driven northward and last evening apparently abandoned Porac line where they blew up power works.

PACIFIC CABLE.

Assembly of Victoria to-day adopted a resolution pledging the colony to join the Pacific cable scheme.

CROPS IN UNITED STATES.

Their Condition on 1st August.

Washington, D.C., August 10. — The following averages of conditions August report of the Statistician of August 1st:

Corn	83.9
Spring Wheat	89.6
Oats	90.8
Spring Rye	80.0
Buckwheat	93.2
Potatoes	93.0
Timothy Hay	86.7

The average condition of corn improved 3.4 points during July and on August 1st it was 2.9 points higher than at the corresponding date last year and 5.7 points higher than on August 1, 1897. The average condition of spring wheat declined 5.1 points during July and on August 1st it was 12.9 points lower than at the corresponding date last year and 3.1 points lower than on August 1, 1897. The average condition of oats improved 8 points during July and on August 1st it was 15 points higher than at the corresponding date last year and 4.8 points higher than on August 1, 1897. The average condition of barley improved 1.6 points during July and on August 1st it was 4.7 points higher than at the corresponding date last year. The average condition of spring rye declined 7 points during July and on August 1st it was 15 points lower than at the corresponding date last year. Preliminary returns indicate an increase of one per cent. in the acreage in buckwheat as compared with last year.

BURNED TO DEATH.

Causes, Ont., August 10. — Russell Watters, the 14-year-old son of Wm. Watters, living about two miles from here, tried to light the kitchen fire with coal oil this morning when the oil can exploded setting his clothing in a blaze. The boy was frightfully burned and died this afternoon.

PROTECTING THE PRESS.

A Reporter Holds a Copyright on His Report.

London, August 10. — The Hon Sir Ford Worth, judge of the Chancery division of the High Court of Justice, rendered judgment to-day granting the London Times an injunction restraining a publisher named Lane from reprinting the speech of Lord Rosebery taken from the Times. The judge held that the reporter had a copyright in his report and this copyright had been acquired by the Times.

LET ALL THE WORLD.

Go to Faguy, Lepinay & Frere to see their great bargains.

THE ACCIDENT AT ST. POLYCARPE.

Eight of the Victims are Now Dead.

TWO MORE ARE SINKING, AND ARE EXPECTED TO PASS AWAY AT ANY MOMENT—TWO OF THE VICTIMS WERE RETURNING FROM STE. ANNE DE BEAUPRE—A WHOLE FAMILY KILLED.

Ottawa, August 10. — The death list from the St. Polycarpe railway accident is now eight. The two patients at the Water Street Hospital are Miss McDougall and Miss Ryan. They are still alive, but their recovery is said to be improbable. Two-thirds of Miss Ryan's body is scalded and she has had a fighting chance.

Miss McDougall is not so badly burned, but is suffering from shock. Her nervous system has completely collapsed, and it will be very surprising if she survives. The doctors hold out slim hopes for both patients, while the nurses expected death at any moment.

Wm. McQuestion, the brakeman, at St. Luke's Hospital, is suffering from an injured hand and a scalded head. His injuries are not serious. The other three who were killed, were one of three sisters. In company with her sister Ellen she had gone on the pilgrimage to St. Anne de Beaupre. Ellen, her sister, was badly injured in the wreck. The third sister, Miss Kate Ryan, is housekeeper at Maniwaki for Rev. Father Pion, the parish priest. The third sister did not go on the pilgrimage.

Mr. and Mrs. Joseph Rochelleau, of Champlain street, Montreal, and their daughter and son were on their way to Ottawa to visit a relative, Mr. Harry St. Jean, butcher, of Fifth street, Ottawa East. They intended remaining here a short while. Mr. Edward Starrs, one of the victims of the run-off on the C.A.R. yesterday at St. Polycarpe, was 27 years old. He was a son of the late Michael Starrs, and resided with his mother at 258 Bay street. He was a native of Ohio but lived in Ottawa since he was three years old. He was employed by the city as teamster; being the owner of horses. The late Mr. Starrs was a young man of quiet disposition. He was a member of Patrick's Church. On Monday he left on the pilgrimage to St. Anne de Beaupre in company with Denis O'Connor, of Janville, who was also killed. He was expected home last night. He seems to leave a mother and two brothers.

Denis O'Connor another of yesterday's victims, was about 22 years of age and a resident of Janville. He lived with his parents near the Ottawa road, close to the New York and Ottawa Railway track.

George McCuag, the dead fireman lived with his parents, Mr. and Mrs. Duncan McCuag, 97 Canal road, Ottawa East. He was 24 years of age. He had been more than five years in the employ of the Canada Atlantic Railway, and was a trusted employee. He had recently passed examination for locomotive engineer.

Mr. Chamberlain, general manager of the Company, was seen to-day Mr. Chamberlain said that the Company had nothing new to impart and was as much in the dark as ever as regards the cause of the accident. Mr. Chamberlain received the following telegram from Superintendent Donaldson from the scene of the wreck: "After careful investigation of the engine truck and cars, I can find no explanation for the accident. Whether some part of the engine failed, or an obstruction got placed in the frog track is not ascertained; as the track is straight and level and in perfect order, and was thoroughly inspected by the inspector before the express passed the point where the accident occurred. The engineer felt a heavy jolt and the engine at once left the track."

Mr. Chamberlain said that all the evidence goes to discredit the assertion that the rails spread. The track was level and in perfect shape. The ties were nearly all new and the bed was well ballasted. The rails, 72 pounds, and solid steel, were only down four years, and the fact that the whole train left the exception of the sleepers cleared the switch goes to further discredit the rail spreading theory. The general manager says that the impression that the train was travelling too fast was no doubt owing to its being a limited express train and only stopping at a few stations. Other passenger trains travel as fast, only they stop at every station and thus create a contrary opinion. He has no doubt that some such ideas as that which are being advanced are the only conclusions. How the accident occurred will probably remain a mystery. A slight obstruction of the frog, at the switch would cause it, but whether that existed can not be ascertained.

Mr. Donaldson, mechanical engineer, said: "There is not a man who with my present knowledge of the wreck, I can hold the least responsible. If there was one spot on the road above all others we could feel reasonably sure of never having an accident, it ought to have been there."

OPENING POSTPONED.

The line of the electric cars to the St. Charles Cemetery is complete and in running order as far as the toll-gate, but will not be operated until the opening of the road for the delay necessary to obtain the consent of the Railroad Committee of the Privy Council to the crossing of the track of the C.P.R., which will postpone the opening of the road for three or four weeks.

ANOTHER CUT IN PRICES.

We are still cutting down prices until the 15th of August. It is useless to tell you that it is to your interest to go to the Brothers' school building in St. John street, at FAGUY, LEPIVAY & FRERE.

"CHIC" PHOTOS—10 for 10 Cents.

Do not forget that we have removed to the Brothers' School, Faguy, Lepinay & Frere.

LET ALL THE WORLD.

It makes a big difference whether a man loses his balance in a bank or on a wheel.

THE HURRICANE'S DESTROYING WORK

Death and Devastation Scattered Throughout the Peaceful Homes of the West India Islands—Much Property Completely Destroyed.

THE LOSS OF LIFE WILL BE HEAVY.

St. Thomas, D.W.I., August 10. — The Island of Montserrat (British West Indies) was completely devastated by a hurricane Monday. Churches, estates and villages were destroyed, and nearly a hundred persons were killed. In addition many were injured and hundreds homeless, and terrible distress exists among the sufferers.

London, August 10. — The Governor of the Leeward Islands, Sir Francis Fleming, confirms the despatch of St. Thomas to the Associated Press announcing the devastation caused by the hurricane at the island of Montserrat, says 74 deaths are already known. He adds that twenty-one persons were killed at the Island of Nevis.

The hurricane was not so severe at Antigua. One death is reported there, but many persons have been rendered homeless.

Washington, August 10. — The Secretary of War to-day received the following report from Gen. Davis, commanding in Porto Rico, on the cyclone of last Tuesday. A hurricane of extreme violence passing over Porto Rico yesterday destroyed much property and life in San Juan. One temporary company barracks wholly destroyed; some personal injuries are yet reported, but all were down to injury to slipping here. Cable reports from Ponce say that all shipping is ashore. The Custom House was badly damaged and goods stored therein. Messengers from two interior points tell of barracks unroofed and persons and public property damaged. The losses by the inhabitants is very great and extreme suffering is reported. There are many thousands of families who are entirely homeless, and very great distress must follow.

Fort De France, Island of Martinique, August 10. — The authorities of the Island of Guadeloupe are still without news from the interior, owing to the interruption of telegraphic communication, as a result of the recent hurricane. But other advices which have reached Point-a-Pitre, say the coffee and cocoa crops have been nearly totally destroyed. At La Pointe-a-Pitre seven persons were injured and at Moutet the damage done was considerable and several persons were killed and wounded. At Petit Canal and Port Louis several persons were killed and a number were injured. The villages of Grippon and Lamartin have been entirely destroyed and the light-houses of Monroux and Fosilloz have been overturned. The town of St. Louis de Marac Galante has suffered considerably.

Governor Monachim arrived at La Pointe-a-Pitre this morning on the French cruiser Cecille and left soon afterwards for Saintes.

News which has reached the Associated Press correspondent here from the British Antilles says the island of Dominica has been much ravaged by the hurricane; that St. Thomas and St. Croix suffered lightly, that Antigua was seriously hit and that at St. Kitts 200 houses were destroyed.

The hurricane passed over Porto Plata and appeared to have ravaged the north of the Dominican republic. All communication between Porto Plata and the interior, not including San Domingo, is interrupted and it is impossible to obtain a correct account of damage done, although it is thought to be important. The railroad from Porto Plata to San Domingo is no longer working.

Eventually the hurricane swept over Cape Haytien with less violence.

THE CELEBRATED INTERVIEW DENIED

Mr Fitzpatrick Evidently an Economist of the Truth.

SIR WILFRID LAURIER'S LETTER

HE STATES THAT LIFE IS TOO SHORT TO BE CONTRADICTING EVERY STORY CIRCULATED ON HEARSAY EVIDENCE—IF HE RECEIVES AN INVITATION FROM CHICAGO IT WILL RECEIVE HIS CAREFUL CONSIDERATION.

Chicago, August 10. — In a personal letter to H. H. Kohlsaat, of the Chicago Times-Herald, Sir Wilfrid Laurier, the Canadian Premier, has denied the existence of an interview recently given by F. W. Fitzpatrick, of the Treasury Department, Washington, in which Mr. Fitzpatrick asserted that Premier Laurier had stated to him that he would not accept an invitation to stand by the side of the Lord as the head of the State. Mr. Laurier, believing that the somewhat strained relations between the two countries might result in some unpleasant incident during his visit. In his letter Premier Laurier says: "You are at liberty to say that I have paid no attention to an interview published recently in a Washington paper, in which the reporter purported to give to the public words which were not spoken to him by me but which were spoken to him by some other person. I am too short for a busy man to take notice of this kind of or any kind of hearsay evidence. If I had any communication to make to the public I would prefer to make it directly and in my own words."

London, August 11. — The Pretoria correspondent of the Times says: "In order to avoid interference with the Transvaal's internal affairs, which is the strongest objection to the proposed conference on the franchise bill, the adoption of a five years residence limit is probable."

TROUBLE IN THE TRANSVAAL

A Five Year Resident Limit is Probable.

PRESIDENT KRUGER PLEADED

BECAUSE ALL THE MEMBERS OF THE VOLKSRAAD HAD AGREED TO STAND BY THE LORD AS THE HEAD OF THE STATE—THE RAAD WAS AFRAID TO GO OFF THE RIGHT PATH AND AWAY FROM THE LORD.

London, August 11. — The Pretoria correspondent of the Times says: "In order to avoid interference with the Transvaal's internal affairs, which is the strongest objection to the proposed conference on the franchise bill, the adoption of a five years residence limit is probable."

London, August 11. — The Johannesburg correspondent of the Daily Telegraph says: "In the Volksraad to-day (Thursday) Mr. Kruger declared that he was glad that they had all agreed to stand by the Lord as the head of the State. The Raad, he continued, was afraid to go off the right path, and away from the Lord."

SEEKING A HOME.

A Deputation of Pines Arrived at St. John's, Nfld.

St. John's, Nfld., August 10. — A deputation of Pines is here inspecting the country with a view to arranging for the immigration of thousands of Islanders who are emigrating because of their persecution by the Russian Government. Mr. Chamberlain, British Secretary of State for the Colonies, sent with them a special request to the Governor of Newfoundland, Sir Hugh McCallum, to give assistance practicable be rendered them.

SIGNAL SERVICE.

River Du Loup—Clear, west wind. Inward 7 a.m., City of London.

Metis—Clear, west wind. Inward 6 a.m., Lord Stanley towing Merrimac and schooner G. T. D. 8 a.m., Britannic.

Factor Point—Clear, west wind. Inward 2.30 p.m., oak bark.

Metis—Clear, west wind. Outward, 6.30 a.m., Lake Ontario.

St. Paul's Island—Cloudy, strong west wind. Inward yesterday, bark G. S. Penny, reports all well.

Metis—Clear, west wind. Inward noon, Bellona.

Martin River—Clear, west wind. Inward noon, Cape Breton; outward, 6.30 a.m., Turret Age.

Cape Magdalen—Clear, north-west wind. Inward 11.30 a.m., Tibet.

Fame Point—Clear, north-west wind. Inward 1 p.m., Turret Bell.

Anticosti—Clear, north wind. Health Point—Inward noon, Callifon.

CANADA CAN'T BE BEATEN.

BRITISH AND AMERICAN TOURISTS ATTEMPTED TO REACH THE TOP OF HER HIGHEST PEAK, BUT FAILED.

Banff, August 10. — Mr. Henry G. Bryant, of Philadelphia, Louis J. Steele, of London, and Walter D. Wicks, of Washington, left Banff Springs a week ago with an outfit of ten horses and two men to reach the base of Mount Assiniboine for the purpose of making an ascent of the peak of that mountain. Encountering a snow fall at an altitude of the Continental water shed, these courageous young men pushed on and on the third day reached the Simpson river, which rises at the base of the great giant of the Rockies. On the fourth day after a very hard scramble through the pathless forests, they made camp within two miles of Mount Assiniboine's frowning cliffs. From the upper part of the snow they were continually falling night and day. Mount Assiniboine bears a striking resemblance to the Matterhorn, and many Alpine climbers claim that it is the most inaccessible mountain that has ever been seen. The climber has ever attempted to scale this terrible mountain, two of the party armed with ice axes and the Alpine ropes made an attempt to explore the glaciers and cliffs of this dangerous peak.

After a steep ascent up ice slopes under a dangerous rock fall, they traversed the glaciers surrounding the great rock pyramid of the summit, reaching an altitude of 10,000 feet. The descent the leader, Mr. Bryant, slipped and fell, drawing his companions with him, but by skilful manoeuvres they managed to reach a rock projecting through the ice and by this saved themselves from a terrible and a fatal fall. Mount Assiniboine can never be ascended, and the glory of the Canadian Matterhorn is secure for the time being.

TRIAL OF CAPTAIN DREYFUS

His Counsel Satisfied With Result So Far.

Rennes, August 10. — Maitre Demange, the principal counsel of Capt. Dreyfus, in an interview with a representative of the Associated Press after today's session, expressed himself as very well contented with the way in which matters are proceeding, and judging from his manner one may say that the defenders of the accused prisoner have not yet met anything very surprising or alarming for him in the secret dossier.

Naturally Maitre Demange declined to give any particulars respecting the contents of the dossier, but he declared that he and his colleague, Maitre Laborie, were satisfied of the conscientious desire of the members of the court to thrash the whole matter out and to have full light thrown upon the accusation against their client. This will take some time and the end of the month will be reached before judgment can be given. Meanwhile the strain is telling on Dreyfus, who is showing evident physical distress.

CROPS IN PROVINCE OF ONTARIO

Summary of Their Condition on 1st August.

Toronto, August 10. — Following is the summary condition of crops of Ontario compiled from reports sent in to Ontario Bureau of Industries by correspondents under date of August 1st.

Fall wheat came through the winter in poor condition, much of it having been killed owing to lack of shelter and the formation of ice and a considerable acreage was plowed up. Yield a small one, the lowest for a number of years, even in the same localities and sometimes in the same fields.

Spring wheat crop, taken altogether, may be considered a good one, likely to go above the average and the quality of the grains are satisfactory.

Barley has been a fairly successful crop in the main and has been sown in excellent condition. In Lake Erie and Lake Ontario counties, while harvesting is progressing favorably in many parts but the reports are, as a rule, highly satisfactory. The crop bids fair to be a very large one with fine straw and where the drought has not interfered with the growth of a considerable percentage of rye crops was winter-killed, but the remainder had thriven and yielded well.

Reports as to condition of pea crop are somewhat variable, but as far as can be judged by present indications there will be an average yield.

The area devoted to beans has considerably diminished owing to low prices.

Hay and clover will be below the average owing to the heavy frosts of last winter, which, in the absence of snow, killed a great deal of the clover in every part of the province.

The cold and wet weather prevailing at the time corn should have been planted delayed that work considerably and the consequence is that the crop is hardly as far advanced as usual. The crop, however, is likely to be a fair one, should the lateness of the season not bring it into frosty weather.

There promises to be a goodly yield of potatoes, though in some quarters it is badly needed.

Root crops more especially in eastern and northern parts of the province suffered from too much moisture at seeding time and which caused severe loss at a later period. Want of rain was severely felt in many localities, which, if continued, may result in damaging light crops.

A woman who is weak, nervous and sleepless, and who has cold hands and feet, cannot feel and act like a well person. Care's Iron Pills equalize the circulation, remove nervousness, and give strength and rest.

Do something great, old chap, and you might have a street in Chicago named after you.

"Why not any named after me?"

"Do you want?"

"Because all the great men that have streets named after them in Chicago are dead."

FATAL COLLISION IN THE HARBOUR

Two Seaman Instantly Killed on Board Her Vessel.

A SHIP AT ANCHOR RUN INTO

THE SS PHILADELPHIAN WHILE ON HER WAY TO SEA, FROM MONTREAL, STRIKES THE SS ELLA SAYER, LYING AT ANCHOR IN THE STREAM—OTHER SHIPPING NEWS.

The new steampship Ella Sayer, from West Hartlepool, on her first voyage, arrived about nine o'clock last night and anchored in the stream, off Diamond Harbor. She was to begin loading this morning for H. R. Goodday & Co. About a quarter past eleven the Leyland SS Philadelphia, Capt. McCallum, on her way down from Montreal, crashed into the Ella Sayer on her port bow, near the stem, and staying in all the plates from the deck to the water line. The Leyland boat went into the Sayer for a distance of about eight feet, instantly killing two sailors, who lay asleep in the fore-cabin. The Ella Sayer was almost sent ashore by the force of the blow, and dragged her anchors some distance. On drawing away from the stricken ship the Philadelphia almost ran into the Allan wharf, so strong was the blow struck. Pilot Chandon was in charge of the Philadelphia at the time of the collision, and he declares that he saw no lights whatever on the steamer at anchor, and, in fact, saw the hull before he perceived any lights. The Captain of the Ella Sayer is accompanied by his three daughters, and the young ladies received a severe shock from the sad occurrence, the terrible death of the sailors especially producing a most depressing effect on them. One of the unfortunate men was Scotch while the other was a German. The boats were got ready to make for the shore, but it was found that the water was entering the fore compartment only. The Philadelphia had three davits smashed, but otherwise did not appear to have suffered any damage. The pilot brought her to anchor in the stream, where she still lies. The tug Victor went to the scene of the disaster and rendered assistance to the boats. The full extent of the damage will be ascertained to-day.

OCEAN ARRIVALS.

August 10.—

SS New York, at Southampton from New York.

SS Pennland, at Liverpool from Liverpool.

SS Germanic, at New York from Philadelphia.

SS Particia, at New York from Hamburg.

SS Philae, at Liverpool from Quebec.

SS Gallia, at Liverpool from Montreal.

SS Lord Claremont, at Cardiff from Montreal.

SS Lord Antrim, at Cardiff from Montreal.

SS Campagna arrived in port from the Maritime Provinces at 11.45 a.m. yesterday, discharged Quebec passengers and cargo and proceeded for Montreal at 4 p.m.

LOADED AT METIS.

For the first time in its history Metis witnessed the loading of steamships, Messrs. Joseph, Michael and Thomas Dignan and Thomas Mulcair returned yesterday from Metis where they have been loading two steamers for Price Bros. & Co., putting in, the owners say, more cargo than ever these steamers carried several times in Quebec. The work was done by farmers from around Metis, many of whom had never set foot on a steamer before, and had certainly never worked on board.

NOTES.

The Allan Line SS Californian passed Heath Point at 12.20 p.m. yesterday and is due in port at 8 p.m. to-day.

The Dominion Line SS Cambro

TOURISTS

Are Invited to Inspect Our Large and Well Assorted Stock of

REAL LACES

Real Honiton and Duchess Laces, Old English Thread and Applique Laces, Real Honiton Lace Handkerchiefs, Embroidered Handkerchiefs, Lace Scarfs.

French Kid Gloves.

"Dents" French Kid Gloves, in Tans, Self Grey, Grey Stitched White, Black Stitched White, White Stitched Black. 4 Button French Kid Gloves, only 95c.

Golf Capes in New Designs and Col'ors.

Shawls and Wraps.

New Fancy Wool Shawls, New Tartan Wool Shawls, Travelling Rugs, Camp Blankets.

Dress Making.

UNDER A FIRST-CLASS MODISTE

A Large Variety of Fancy Costumes, Costume Cloths, Corduroy, Venetians, etc.

TAILORING

New Suitings and Coatings, New Overcoatings, Tweeds, etc.

A FULL LINE OF GENTS' FURNISHINGS

GLOVER FRY & CO.

GO TO PHONE 893

J. COPEMAN

FOR HOUSE PAINTING.

J. COPEMAN

FOR SIGN PAINTING.

J. COPEMAN

For DECORATIVE PAINTING

J. COPEMAN

For the Neatest and Cheapest Stock of Wall Paper in this city to choose from.

Wall Paper at 2 1/2 Cents Per Roll to \$5.00.



LADIES:

Are most respectfully solicited to inspect the Latest Styles of Cloth for Ladies' Tailor Made Costumes, Cloaks, Capes, Jackets, etc., etc.

GENTS:

Are most respectfully solicited to inspect one of the Most Fashionable Stocks of Cloth for Suits, Ulsters, Capes, Overcoats, Trousers, Vesting, etc., in all the Novelties.

D. MORGAN, OPPOSITE Frontenac Hotel.

A. LEARMONTH & CO., ENGINEERS AND FOUNDERS.

Steam Engines, Steam Pumps and a Variety of Other Pumps, Propeller Engines for Yachts and Tow Boats.

Machinery for Mines, Saw and Flour Mills.

Repairs Done at Shortest Notice

Office and Works: 275 St Paul Street, Quebec, (Opposite Quebec & Lake St. John Railway Depot).

Cottage to Let.

No 13, COMPART 10 St. Jean, occupied by Mrs. Carrier. To be seen by appointment. Apply to DANIEL MCGIE

LOUIS N. LEMIEUX, D.D.S.

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The Quebec Chronicle

The Only Morning Paper in Quebec. ADVERTISEMENTS: Ten Cents per line first insertion, and Five Cents for each subsequent. Advertisements requiring alternate insertions, such as twice or three times per week, Eight Cents per line. Condensed advertisements Ten Cents for one insertion of twenty words. Special rates for contracts on application. SUBSCRIPTION: TABLE IN ADVANCE Daily \$3.00 per annum Weekly Edition \$1.00 per annum TELEPHONE NO. 45. QUEBEC, AUGUST 11, 1899.

WILL SALISBURY DISSOLVE?

It is rumored in Great Britain that Lord Salisbury will dissolve the Imperial Parliament in July next, and take the consensus of public opinion upon the policy of his Government. The Liberals of Great Britain, who within a few months were a crushed, dispirited and hopeless remnant of a party, are coming together, and making a more creditable showing as a political power. Whatever may be said of the leadership of Sir Henry Campbell-Bannerman, it must be conceded that he has checked the process of disintegration, which had made great advance when he took the party helm. If he is not strikingly brilliant as a leader, he is at all events a very good stop-gap, and may do a great deal towards holding the party together until the true leader makes his appearance. In the by-elections local questions have contributed to weaken the Government, and to give the Liberals some encouraging successes. But these are far from justifying any hope of party success in the immediate future. The foreign policy of the Salisbury Government has been justified at every step, and is now said to be the policy of the nation. The strong, calm and self-reliant attitude of Great Britain towards the whole world is just what will commend itself to the average Britisher and make him feel well disposed towards the Government. There is, therefore, scarcely a doubt that should the predicted dissolution be realized, the Salisbury Government will be returned to power with a majority, somewhat decreased, perhaps, but still ample to show that it has the confidence of the nation.

OUR FUTURE KING.

The attention of the British public has been directed to the Duke of York the Prince of Wales' son; by a circumstance which places him in a most favorable light before the country. This young man, who was born June 3, 1895, is now a captain in the royal navy. It was recently proposed to make him a Rear Admiral over the heads of a number of deserving Captains. He promptly vetoed the scheme saying, in substance, that his highest wish was to command a vessel in action; that he was too young and inexperienced for flag rank anyway, and that the opportune moment for his advancement would be when he had demonstrated his fitness for higher command. The Duke of York has always been well liked by the British people. He has taken up a distinguished and popular profession, and evidently means to stick to it. The officers who have had him in their commands are unanimous in saying that he is a man of unusual ability, who, without the tremendous advantages he possesses, would have made his mark in the naval service sooner or later. He has asked for the command of one of the ironclads of the channel fleet, or, failing that, a swift cruiser of the Mediterranean fleet. Of course, the Admiralty sees to it that Captain the Duke of York has a well qualified second in command, as executive officer. Under the etiquette and regulations of the English navy, the Duke's executive will be the most accomplished sailor with the rank of Commander in Her Majesty's fleet. The Duke might have had a shore command at the expiration of his visit to Devon, but as soon as assigned he will go to sea.

THE NEXT ACQUISITION.

The next development of the policy of American expansion threatens to be the absorption of San Domingo by the Republic. The domestic trouble, political unrest and revolution in the island affect American interests injuriously, and there is a considerable party that favors its annexation. Given these conditions, coupled with the thirst for new possessions that has lately developed, and it will not be long before the islands, which the United States rejected thirty years ago, will become a part of the new American empire. It was in a time of similar unrest that President Haerz made the formal offer in 1869 to annex San Domingo to the United States. President Grant, who was very favorably impressed with the proposition, lost no time in acting upon the proposal. A treaty was executed, the question was submitted to a popular vote, and carried. The deal required only the ratification of the American Congress but it failed because the two-thirds vote required in the Senate could not be obtained. The bill was rejected, and nothing came of the movement. At that time it was thought that San Domingo was not worth possessing, but since then these things have come to be looked at differently. The American Republic is fighting hard for the Philippines, which will not prove a valuable prize when won. The rich and fertile island of San Domingo which is now having, will, the moment the opportunity presents itself, be quietly incorporated into the Colonial empire of the United States.

A man's wife should always be the same, especially to her husband, but if she is new and nervous, and uses Carter's Iron Pills, she cannot help, for they make her "feel like a different person," so they all say, and

TRY THE LEADERS

- White Duck Pants, - - - - \$1.50
Blue Blazers (White Silk Corded) - \$3.00
D. B. Blue Serge Coats, No Lining, \$4.50
Outing Shirts, from 50c. to - - \$5.00
Cotton and Silk Bath Suits, 25c. to \$5.50

LAFRANCE & MULLIN, Tailors and Haberdashers, - - 48 Fabrique Street.

Mainly About Persons.

Rev. Messrs. Michaud and Chamberland are preparing a dramatic entertainment at Beauport, the proceeds to be devoted to the Beauport Church. The pupils of the Seminary and of St. Anne's College, who are spending their vacation in the village, will take part in the play.

Hon. Judge Langelier has gone to Montreal. Judge "Bill" Hall, Chicago, correspondent of the New York Dramatic Mirror, and one of the best informed authorities on the history of the drama in America, is in Montreal at the World's Meeting, and will visit Quebec next week. He is one of Chicago's best known Police Court Judges.

Mr. and Mrs. F. Auteux, of St. Hyacinthe, are the guests of Mr. and Mrs. Paul de Cazes, at St. Laurent, Island of Orleans.

Senator Don J. Manuel Balmaceda, Secretary of the Chilean Legation, Washington, D.C., is at the Frontenac. He is the nephew of the celebrated ex-President Balmaceda of Chile.

Capt. A. T. Ogilvie, "A" Battery, Kingston, is in town. Miss N. Walsh and Miss K. McClory, of Ottawa, are spending two weeks in Quebec.

Mr. J. J. Taylor, a native of the Arc-en-Ciel, and chess editor of the Montreal Witness, is spending his vacation in town.

Hon. Messrs. Marchand and Parent have accepted an invitation to be present at the benediction of a new bell for the Church of Notre-Dame, of Ottawa, which will officiate at the ceremony.

Mrs. A. Laugham Macbain, of Ottawa and Miss Brodie, of Edinburgh, Scotland, are the guests of Mrs. W. Morton Massey, 298 Grande Allee.

Chevalier Don Jose de Navarro, formerly of this city, arrived at Vancouver from Hong Kong yesterday and is expected here on Sunday next.

Among the arrivals at the Clarendon yesterday were James Lyster, manager of the Great West Assurance Co., Montreal; P. de Grouchy, manager of the Home Life Association, Toronto, with Mrs. de Grouchy; F. C. Crean, G. F. Crean, and A. S. Trotter, Montreal; C. P. Dorn, D.D.S., Chicago, and J. E. Giroud, Arthabaska.

Mr. and Mrs. Ernest Stewart, of Montreal, are spending a few days in town. They are the guests of Mrs. Wm. M. Macpherson, 73 St. Ursule street.

Mr. P. E. Lane, of the local post office staff, returned yesterday from a three weeks' vacation at Beauport. While there Mr. Lane devoted some time to hunting, and shot one of the largest bears ever killed in the vicinity.

Mr. Herman Ridder, manager of the New York Staats Zeitung, and one of the directors of the Canadian Composing Company, accompanied by Mrs. Ridder and family, were guests at the Chateaux yesterday.

Messrs. Wilfrid and Herbert Cummings, of Sunderland, Eng., passengers on the steamer Simonside, are spending a couple of weeks in the city. Mr. Wilfrid Cummings is one of the most prominent golf players of the Wearside Golf Club, of Sunderland, and both are sons of C. L. Cummings, Esq., manager of the Simonside S.S. Company.

Capt. Arch. Fages, of the R. C. A., Kingston, arrived in the city yesterday.

Capt. J. J. Barry, of the 85th Battalion, and one of the most popular officers of the Montreal district, passed through this city yesterday en route to Kamouraska, where his annual visit is always looked forward to. The gallant captain looks as bright and cheerful as ever.

Mrs. W. H. Graves, governess, and two children, of Boston, R. C. Findlay, of Cleveland, and James J. Mooney, M.D., of Buffalo, are guests at the Victoria.

Mr. J. P. Jones, of Boston, is registered at the Frontenac.

Cabin passengers per SS Campana, from Pictou, N. S.: Mr. and Mrs. S. A. Lee, Mr. A. S. Self, Miss Julia Adams, Mr. S. Brayton, Mr. Breen, Mr. R. E. Cummings, Mr. and Mrs. F. H. Daniels, Mr. R. N. Durrie, Mr. and Mrs. Delmege, Mr. Eckstein, Mrs. J. B. Forbes, Mr. and Mrs. E. Guilbault, Mr. C. D. Harper, Mr. J. O. Hockaday, Mr. and Mrs. J. A. Hall, Miss Hall, Mr. and Mrs. Hight, Mr. Hardisty, Dr. Otis Johnston, Mr. and Mrs. A. G. Kolman, Mr. Kolman, Mr. Koppelman, Mr. Jas. V. Lott, Mr. G. E. Littell, Mr. and Mrs. J. M. Lavoie, Mr. A. Leclair, Mr. M. Lapointe, Mr. McLeod, Mr. and Mrs. C. A. Maxon, Miss Martin, Miss Maggie Maloney, Mrs. Neville, Mr. and Mrs. Alex. Robertson, Mr. R. H. Smith, Mr. C. S. Smith, Mr. F. A. Self, Mr. and Mrs. Geo. Seaman, Mr. and Mrs. F. W. Sneed, Mrs. Sparrow and maid, Dr. and Mrs. Shingleton, Mr. H. F. Tuzzo, Mr. Thran, Mr. and Mrs. Tracy, Mrs. Tracy, Mr. J. D. A. Tripp, Mr. and Mrs. F. E. Wara, Mrs. Whipple, Mr. and Mrs. Wyman, Mrs. E. P. Williams, Mr. Wren, Mrs. S. C. Wood, Miss Wood.

NEW ARRIVALS.

Two kind of camp folding chairs, just the thing for people spending the summer in the country. Every department hardware store, Dumas' (Department Hardware Store, opposite C. P. R. station).

LONDON STOCK MARKET.

New York, August 10. - The Commercial Advertiser says: The London markets were generally stagnant today though the political and monetary positions are considered better. Americans opened higher, London buying on the market, and nervous, and the market was unheated. New York followed suit and the close was at the best moderate gains being general.

HANDSOME YACHT.

Among the latest arrivals is the steam yacht "Thetis" of Rochester, N. Y. This magnificent yacht is owned by Mr. Sibley, a prominent banker of Rochester, who, with his family and some guests, is enjoying a trip down the St. Lawrence. The "Thetis" which was built at Buffalo some seven years ago, was formerly in the passenger trade between Buffalo and Port Colborne. She was acquired by her present owner, who changed her name and converted her into one of the finest yachts ever seen in this port. The "Thetis" is 140 feet long, thirty feet beam, and draws nine feet of water. She is built entirely of wood, the hull being of oak, while all the fittings are of polished mahogany. The interior is fitted up in princely style and everything that can add to the comfort or convenience of the owner and his guests has been provided. The "Thetis" is lighted throughout by electricity, and is provided with 600 h. p. engines which give her a speed of from 12 to 13 knots an hour. The party left Rochester on July 27th, calling at Oswego and other points on the way. They are spending a few days in the city and will probably leave for the Saginaw to-night or to-morrow. The yacht belongs to the New York Yacht Club, the Rochester Yacht Club and one or two other yachting associations in New York State. She is in command of Capt. James Eldridge, of Buffalo. The first officer, Mr. B. Anderson, is an old acquaintance in Quebec, having sailed for years with the late Capt. Pelletier, husband of Mrs. Pelletier. The "Thetis" left the Inner Basin last evening and is now lying in the stream.

CARS FREE.

We will pay car fare to all persons living at a distance from the Brothers' school, St. John street. Pay us a call.

FOR RENT LEASEHOLD TO GROW. Real fully cheap go to Fry & Co.

End of Season SALE

Every Article Reduced.

Denim Skirts Half Price.

Seguin Hats Half Price.

Straw Hats, Parasols, Flowers, Sun Hats & Bonnets Half Price.

All Sales STRICTLY CASH!

Denim Skirts - Suitable for Bicycle. All at half price, \$2.95 now \$1.33; \$2.98 now \$1.49.

Seguin Hats - All new this summer. Reduced to half price, \$2.75 now \$1.37; \$2.95 now \$1.48; \$3.58 now \$1.79; \$4.58 now \$2.29; \$5.58 now \$2.79; \$6.58 now \$3.29; \$7.58 now \$3.79; \$8.58 now \$4.29; \$9.58 now \$4.79; \$10.58 now \$5.29; \$11.58 now \$5.79; \$12.58 now \$6.29; \$13.58 now \$6.79; \$14.58 now \$7.29; \$15.58 now \$7.79; \$16.58 now \$8.29; \$17.58 now \$8.79; \$18.58 now \$9.29; \$19.58 now \$9.79; \$20.58 now \$10.29; \$21.58 now \$10.79; \$22.58 now \$11.29; \$23.58 now \$11.79; \$24.58 now \$12.29; \$25.58 now \$12.79; \$26.58 now \$13.29; \$27.58 now \$13.79; \$28.58 now \$14.29; \$29.58 now \$14.79; \$30.58 now \$15.29; \$31.58 now \$15.79; \$32.58 now \$16.29; \$33.58 now \$16.79; \$34.58 now \$17.29; \$35.58 now \$17.79; \$36.58 now \$18.29; \$37.58 now \$18.79; \$38.58 now \$19.29; \$39.58 now \$19.79; \$40.58 now \$20.29; \$41.58 now \$20.79; \$42.58 now \$21.29; \$43.58 now \$21.79; \$44.58 now \$22.29; \$45.58 now \$22.79; \$46.58 now \$23.29; \$47.58 now \$23.79; \$48.58 now \$24.29; 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