

HAPPENINGS IN NEW YORK.

To Honor the Memory of Heroic Father Kessler.

A New Church for the Parish of St. Matthew. The Brooklyn Bridge Soar -- Interesting Statistics -- Large Bequests to the Church -- A Big Strike Threatened -- Other News.

NEW YORK, Aug. 10.

There is a movement being organized to pay a just tribute to the memory of the heroic priest, Rev. Father Kessler, who perished in the terrible disaster which befel the French transatlantic steamer Bourgogne, about a month ago. It is proposed to erect two marble statues of the brave priest, one to be placed in St. Joseph's Church, at One Hundred and Twenty-fifth street and Columbus avenue, where he labored so faithfully for more than thirty years, and the other in the adjoining school house. The project is apparently the simultaneous thought of many of his parishioners as well as of those who had only known him by reputation as a most devoted priest. A number of prominent citizens of Harlem, including Magistrate Bramm Eugene Sweeney, M. A. Lickler, Hugh McCormick, D. G. Martin and Charles Luce, organized an informal committee, and subscription books were distributed throughout the upper part of the city. The result, it is said, was surprising. Nearly \$500 was collected within a few hours and from all parts of the parish came requests for subscription lists.

One of the priests at the parish house said yesterday to a representative of a local journal: -- "St. Joseph's is not a wealthy parish, but every one, rich and poor old and young, is sending in his mite." The deed of heroism for which Father Kessler is to be honored is fresh in the minds of all New Yorkers. Early on the morning of July 4 when the Bourgogne was sinking off Cape Sable, there was a scene of the wildest confusion on the big steamer. In all the bitter struggle for life Father Kessler, who was seeking a little rest after thirty years of continuous labor, made no effort to save himself, but remained on deck till the vessel sank, calmly giving absolution to those around him.

Father Kessler, who was born sixty years ago in one of the Rhine provinces, was the son of an officer who served in the army of Napoleon. A magnificent new Catholic Church is to be erected for the parish of St. Matthew, on the corner of Utica avenue and Douglas street at a cost of nearly a quarter of a million of dollars. It is expected that this sacred edifice will surpass all other churches in this city in its wealth of architectural beauty. It is to be built of Indiana limestone, French Renaissance in style, and is to have a seating capacity of twelve hundred. The feature of the interior is to be an immense barrel vault that springs from wall to wall, making a span of seventy feet. The tower, which is 125 feet high, is situated in the centre of the Douglas street facade, and is especially in keeping with the style of the church. The new St. Matthew's has a frontage of 75 feet on Utica avenue, and runs 160 feet deep in Douglas street.

The Herald by its reference to the recent accident to the Brooklyn Bridge has created no little feeling of anxiety in the minds of the thousands who are obliged to make use of it daily. The article is as follows: -- The public has received a severe shock through a loss of confidence in the stability of the Brooklyn Bridge. There is no other similar structure in the world that sustains so heavy a traffic and upon which so many people depend for the performance of daily duties and the enjoyment of daily pleasures. If any serious flaw is discovered in this structure it will reduce the importance of Brooklyn to New York and vice versa by at least one-half, to say nothing of a possible disaster that would appall the world. The Herald is not inclined to believe that any serious damage has been yet sustained, but there is always a last straw that breaks the strongest back. The Bridge has been shuddered up to the danger point. The rules and regulations established by skilled engineers have been deliberately violated by greedy corporations, until on Friday night, while a long line of trolley cars was stalled, there was a "a sound like a shot, and the structure vibrated and groaned in a way that was terrifying to all persons." The Bridge authorities declare that the structure is as safe as the street, and that the only reason for the snapping of an immaterial "bottom chord" was the accumulated weight of the stalled trolley cars.

The public is not in harmony with bottom chords. It knows nothing about them. When important bits of mechanism snap and the whole Bridge sags perceptibly the people demand a rigid investigation and will not be satisfied until a competent board of engineers reports that the Bridge has not yet reached the last straw condition. Even if strong enough, the Brooklyn Bridge is no longer big enough to accommodate the traffic thrust upon it. What has become of those plans for the East River bridge which we heard so much about? Now is the time to rush them to completion.

According to the report of City Superintendent Maxw-ll of the public schools, for the year ending July 31, 1898, the estimated number of children in Greater New York between the ages of 5 and 18 years was 702,162, distributed as follows: Manhattan and the Bronx, 382,000; Brooklyn, 276,892; Queens, 80,000; Richmond, 13,500. The total enrollment of pupils in the schools was 462,329, divided as follows: Manhattan and the Bronx, 270,507; Brooklyn, 163,636; Queens, 21,047; Richmond, 10,145. The average daily attendance was as follows: Manhattan and the Bronx, 187,833; Brooklyn, 120,654; Queens, 18,621; Richmond, 6,026; a total of 334,184. The expenditures for all school purposes for the year ending June 30, 1898, were \$10,576,770 80, of which Manhattan and the Bronx had \$5,926,544 03; Brooklyn, \$2,694,615; Queens, \$600,000, and Richmond, \$355,611.67. The per capita cost for the whole city was \$22.48. The total number of teachers and principals employed was 9,452, of whom 722 were men. To house all the children, 405 schoolhouses were provided, with a total seating capacity of 384,091. The value of these schoolhouses is put at \$29,235,299.28, and the school sites at \$12,055,544.40. The value of all other school property is put down at \$1,807,710. The number of new schools erected during the year was thirty-two, and fifteen additions, of which Manhattan and the Bronx had seven schools and ten additions; Brooklyn, two schools and one addition; Queens, twenty-one schools and four additions, and Richmond, two schools.

A pitiable case was brought to the attention of police officials last week when an old miser was conducted to the Oak street station. He had been taken sick at Roosevelt and Front streets. He said he was Edward Ryan 78 years old, and that he lived at the Glenmore House, 3 Chatham square. His vest was closed over a soiled shirt by a single button fastened by a piece of coarse wrapping twine. In the inside vest pocket, wrapped in a dirty and torn newspaper, were nine bank books, showing deposits for more than \$5,000. The old man cried when the books were taken from him. They were returned to him, and he kissed them, patted them and rubbed his cheeks against them. He thanked the police in a broken voice for returning them. He was then taken to Bellevue Hospital, and died there yesterday of old age and lack of proper nourishment. Ryan was well known by sight to frequenters of the Bowery. He lived apart from them. Of his past nothing is known by the police. He never had been arrested for vagrancy or for begging. His money is held for his relatives by the Public Administrator.

At intervals some of our wealthy Catholic men and women realize the necessity of assisting the cause of religion and education. A notable instance of this character was made public on Tuesday last, when the last will of Julia D. De Forest, widow of Frederick L. De Forest, who was known for his benevolence, was filed for probate. The generosity she evinced in her bequests may be inferred from the following particulars: -- To the Rev. Father Van Hamme, curé of Notre Dame de la Chapelle, Paris, she gives \$1,000 towards the erection of an altar to Notre Dame de la Misericorde in that church; to the rector of St. Marguerite's Church of Paris, M. Paradis, \$20,000, to be employed by him for the benefit of Christian schools for boys lately erected in his parish; \$5,000 to a Catholic orphanage in Turin, Italy, and \$1,000 to Father Etienne, of Brussels, to say masses for the repose of her soul and that of her husband. The rest of her estate is left to Archbishop Corrigan, to be employed by him for the benefit of the Catholic Seminary and the Roman Catholic Christian schools of the city of New York. Many large sums are also given to relations. The will was executed on Nov. 19, 1892, while Mrs. De Forest was on a visit to Brussels, before the United States Consul, George W. Roosevelt.

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The clothing industry, which is surrounded with the very worst features of the sweating system, is threatened with a general strike. The preliminary step was taken two days ago when six thousand men and women went on strike. Of the strikers 2,500 are children's jacket makers, 2,000 knee breeches makers and 1,500 cloakmakers. Four thousand trousers makers also held a meeting and their leaders announced they will join their companions. The demands of the strikers are for higher wages and the abolition of sweating conditions. From 4 to 7 cents is paid for making a child's jacket. Expert workmen get sixty jackets to make in four days, but they say they cannot finish that amount in less than seven days, even when they work fourteen hours a day.

A dispatch from London, Eng., announces that Lord Mayor Davies and daughter are coming to this country during the month. He is a retired business man and very rich. The salary of the Lord Mayor of London it is said is \$50,000 per annum, but it is generally supposed that it costs not less \$100,000 to maintain the dignity of the office.

After coughs and colds the germs of consumption often gain a foothold. Scott's Emulsion of Cod-liver Oil with Hypophosphites will not cure every case; but, if taken in time, it will cure many. Even when the disease is farther advanced, some remarkable cures are effected. In the most advanced stages it prolongs life, and makes the days far more comfortable. Everyone suffering from consumption needs this food tonic.

SCOTT & BOWNE, Chemists, Toronto.

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HOSTILITIES ARE AT AN END. Admiral Cervera Blames Captain-General Blanco for Disaster to His Fleet.

Some of the Lessons of the War -- The Part the Navy Played in the Struggle. The Boston Herald, in summing up the results of the war with Spain, attributes the speedy and successful termination of hostilities to the manner in which the navy swept the Spanish fleet out of existence. It says: --

The end of the war with Spain is virtually reached. Spain's acceptance formally of our terms of peace is expected. In fact, very much attending this war has come in the nature of a surprise. We raised between 200,000 and 300,000 soldiers, and had contemplated raising even more, but the most of our land forces had little to do in ending the war. It was not practicable for us to increase our navy to any considerable extent in its more formidable features, and on the eve of operations one of our best ships was destroyed, while another was many thousand miles away from the theatre of war. Yet an intelligent survey of what has been done leaves no doubt that we owe to the navy the disablement of Spain, which made her further resistance futile. The raising of the army has not been without its use and its lesson. It made plain the resources of the country in the way of soldiers should occasion call for them. It showed Spain the power with which she would have to contend, and it was a splendid exhibition to the people of our country of the military spirit that could be invoked here; but in actual employment the exploits of our navy left little call for it.

The navy of the United States swept the navy of Spain from the seas. Wherever it met her ships it exterminated them. There were hardly the conditions of an encounter. The contest was more in the nature of a pursuit, except at Manila, and there not a man in our ships was killed. Our superiority in mechanism and in aim did the work. It brought Spain to submission, and conquered in the war before our army, except in the single instance of Santiago, got into employment, and even then the navy brought the Spanish garrison to an apparently premature surrender. Spain was bereft of her ships, and without them she recognized her helplessness. With these destroyed, Cuba was an isolated land. She had formidable fortifications, and she had a large garrison there. What was seen at Santiago showed the practicality of prolonging her resistance at Havana, if Havana could be supplied with the means of holding out at her hands. But her navy was gone, and she could not reach it. It must be starved out from the impossibility of conveying provisions there in any event. There was nothing left her in which to transport men or ammunition. Had Cuba not been isolated from Spain, the war might have extended over a year, and perhaps more, instead of a quarter of that time. No one has ever doubted that our nation would have conquered in the end. There was the certainty in it of a mathematical proposition, and Spain herself could not have been so blind as to fail to see it. The most she hoped to do was to make the problem a difficult one in our hands, or at least to place obstacles in the way of its early solution, thus rendering us tired of the war, and ready to concede terms of peace that would be less onerous.

We did not reach a stage in the war in which such a situation of affairs began to be in sight. The disappointment to our soldiers is that there has not been more fighting, and that they have not had a more active hand in bringing victory to the nation. But we are inclined to think that they will agree with the sensible portion of the people that this was fortunate. If the contest in Cuba had been prolonged, it would have been largely a contest against climate. Men were ready to encounter this in their country's service, but it was something to be avoided if possible. Nobody wanted fighting itself for the sake of fighting. Our soldiers did not enlist in the war in the spirit of gladiators. They volunteered because they thought they were needed to serve their country. If all that was to be achieved in their country's interest could be attained without them,

A TAN SHOE SALE.

Tan Shoes are not desirable goods to carry from one season to another. It never pays. We have made up our mind not to carry ours. We have made the price so low that they must go. LADIES' TAN SHOES, worth \$2.00 and \$1.75, \$1.50. Others with Silk Tops, worth \$3.00, for \$2.25. MEN'S CHOCOLATE COLOR, Serge Tops, Kid, Dress Boots, worth \$2.00, for \$2.50. E. MANSFIELD, The Shoecost, 124 St. Lawrence Street.

they were saved from sacrifice. Especially was it fortunate that they had escaped from that insidious foe, disease.

We have just had an example of what war in Cuba might have been in its effects upon our own ranks. When there are several times decimated by over there is cause for thankfulness that our men can be with safety removed from its atmosphere, and that other men are not to be called to encounter it. This must have been a cruel war in its continuance in another aspect, also. Assured starvation had, perhaps, more than anything else to do with bringing it on. That starvation, in the nature of affairs since its commencement, have been aggravated. It was not Spaniards who were its worst victims, either; they were innocent non-combatants to a great extent. The tales of their suffering long ago invoked horror. Unless we have been misled with regard to it, it is worst of all now and every day of the prolongation of the war added to its misery. On every account, we should all of us rejoice in its ending.

The nation has gained everything it sought in war in the terms of peace now assented to by Spain. In accomplishing this it has achieved a splendid reputation for its navy, has proved the universally patriotic sentiment of its citizens, and has fought gallantly to signalize their valor in a contest at arms. Nothing is left for it to ask further, and it is to be congratulated on the attainment of peace without added sacrifice.

A despatch from Washington states that Captain General Blanco is held responsible by Admiral Cervera for the destruction of the Spanish fleet. In his official report to Madrid which has been transmitted to Spain through the French Ambassador Admiral Cervera calls attention to the orders issued by Captain General Blanco for his entrance into the harbor of Santiago de Cuba, and for his departure therefrom.

Admiral Cervera stated upon his arrival at Curacao he received instructions to proceed to Santiago de Cuba. Against his judgment he carried out his instructions, well knowing in advance that his fleet would certainly be blockaded. He received orders on July 1 to leave the harbor, and notwithstanding his telegram to Captain General Blanco showing the result of a sortie of the kind, he was ordered to obey instructions. The Navy Department declines to make the report public on the ground that it is a confidential document, and it is similarly regarded at the French Embassy. Admiral Cervera feels that his report, having been addressed to the Madrid government, properly belongs to it, and should be suppressed or made public as it sees fit. It is a lengthy document, covering some sixty pages, and is a journal of the movements of the fleet from the time it left the Cape Verde islands until its destruction.

Accompanying the Admiral's report are the report of the commanding officers of all of the vessels of his fleet, with the exception of one ship, the report of which is made by the second in command, her commanding officer having been killed. The report of the commanding officer of the Colon, I am told, shows that he really surrendered to the battle ship Oregon. Had it not been for the bursting of a steam pipe, which caused the revolutions of the Colon's engines to drop from eighty six to fifty-four per minute, the Colon would never have been caught so easily.

The St. Louis Republic, looking forward to the question of the government of the territory by recent conquest, assumes a most peculiarly confident tone. It says: --

The American nation is going to annex what it wants to annex and to govern where it pleases to govern as long and as rigorously as seems best to its own good judgment. Just now the man of sense would like to know about these Cubans and Porto Ricans, these Garcias and Aguilardos, before he vociferates a final opinion. For a great party to annex itself to a programme of dealing with these various untrained natives of Spanish dependencies, when neither party has been able to bring order out of chaos in the five tribes of the Indian Territory, though both have worked at it every year since before the war, is taking some chances of an early tumble.

The same consequential style that pervades the views of the article of the St. Louis Republic is imitated by the Philadelphia Inquirer. It says: --

Peace is assured. Those who believe that the United States should not retire from an inch of captured territory need not be at all frightened because a commission of American citizens is to be appointed to meet a Spanish commission and discuss the disposition of the Philippines. It may be taken for granted, whatever is done will be done for our own best interests. The wishes and desires of Spain need not be consulted. The commission of necessity can only be a board constituted with powers to take testimony, to consider and to report. It cannot act finally. Its report must be reviewed by the President, and in the end must be subject to the vote of the Senate of the United States. We believe that it will be found that the only practical way out of the Philippine question is for the United States to take full possession. Meanwhile, we will occupy Manila and Porto Rico and Cuba, and consider what is to be done with the islands of the Pacific at our leisure.

No Chance to Get Old. -- Mrs. Winks: "Why is old china so valuable?" Mrs. Ricks: "O' account of its rarity." Mrs. Winks: "But I don't see why it should be so very rare." Mrs. Ricks: "Well, with my experience of servants, I must confess that a piece of china that lasts a month is a wonder to me."

IN ATHLETIC CIRCLES.

Secretary James E. Sullivan, of the Amateur Athletic Union, New York, has returned from a short vacation spent at the Catholic Summer School, Plattsburg, N. Y. While there he had several interviews with the Rev. M. J. Lavelle, president of the school, upon the subject of athletics and physical education, with a view of establishing such a course at the school. It will be conducted on the same lines as the other studies, and diplomas will be granted for proficiency. Father Lavelle realizes the importance of physical training as an aid to mental work, and has already formed bicycle, swimming and walking clubs, laid out lawn tennis courts, and a golf course will shortly be added. The necessity of a gymnasium is recognized, but owing to the fact that the school will close in the latter part of August, it is too late to start now. It is very likely, however, that one will be erected and supplied with a full corps of instructors in time for the season of 1899.

Those who take an interest in yacht racing, and Irishmen especially, says the Quebec Daily Telegraph, will be pleased to hear that one of the greatest races ever yet run is being arranged for next year for the American Cup between the Royal Ulster Yacht Club of Ireland and the New York Yacht Club. The man really at the bottom of the challenge is Sir Thomas Lipton, the enormously wealthy Irish merchant of London, and the boat with which he intends to try to carry off the prize from the Americans will be a large cutter about the size of the Valkyrie III, and will be built at Belfast, no expense being spared upon it. Its name will probably be the Emerald or the Shamrock. In fact the present challenge is a distinctly Irish one. While Lord Dunraven is Irish, his boats were built on the Clyde, and everything about them was decidedly Scotch, with a slight English flavor. He challenged in the name of the Royal Yacht Squadron, essentially an English club. Ireland played no part in the effort of trying to win the famous cup. But Sir Thomas Lipton is intensely patriotic in his native Irish. He belongs to no yacht club, though he could have joined any he chose. He selected the Royal Ulster because it is nearest to his birthplace, and that organization is little known in America, will leave the honor of sending forth what probably will be the most dangerous rival the American yachtsmen have met. They are no fair weather sailors, these members of the Ulster Club. Their yachts, big and small, thrash out in every coast of Ireland in all sorts of weather. The Marquis of Dufferin, once Governor-General of Canada, now commonly called England's greatest diplomat, is Commodore, and many noted Irishmen are members.

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Misses' Lace and Embroidery Collarettes. A Large Variety to choose from. Worth 50c to \$1.00 each. Your choice 25c each. Ladies' Pattern Veils. In Black, White and Colours. Only 25c each. Ladies' Genuine Linen Bicycle Gloves. With kid perforated palms; 3 buttons; \$1.70 a pair. A new Glove and only a limited number in stock. Blouses. Don't forget to buy your Summer Blouse at our 25c per cent. Reduction Sale. All Blouses. Mail Orders Carefully Filled.

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Your impression in the morning. Teeth in the afternoon. Elegant full gum sets. Rose Pearl (teeth colored). Weighted lower sets for shallow jaws. Upper sets for wasted faces. Gold crown plate and bridge work, painted as usual, without charge. Teeth inserted, teeth fixed; teeth repaired in 50 minutes; sets in 1 hour; repairs required.

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20 P.C. OFF. Fancy Vests, Dressing Gowns, Bath Robes, etc. Pyjamas, Bicycle suits, Silk Shirts. BIG TIE VALUES. Men's Four-in-hand Washing Ties, 25c for 20c. Men's Silk Four-in-hand Ties, 25c for 20c. Men's Fine Silk Four-in-hand Ties, 50c for 40c.

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BRODIE & HARVIE'S PANCAKE FLOUR. For PANCAKES, MUFFINS, Etc. Ask your Grocer for it. 3lb and 6lb packages. GOOD CROPS IN UNITED STATES. Reports from all Quarters Considered Satisfactory.

The report comes from Chicago, Ill., that the railway companies and business men expect the largest wheat crop in the history of the United States will be harvested within a fortnight. The winter wheat yield, which aggregates between 380,000,000 and 400,000,000 bushels, will be increased to the extent of 350,000,000 bushels from the spring wheat region. The bumper crop of 1891 will be exceeded this year by 100,000,000 bushels, from present indications. Reports received from members of the National Association of Merchants afford positive proof, it is declared, that a new era of prosperity is at hand throughout the Great West.

Railroad officials who have just come in from extended trips through the spring wheat and corn growing States make equally optimistic reports. State crop reports received to day from Kansas and Michigan say: -- "A bumper crop is here." And the Pearson-Land Credit Company, which holds \$9,000,000 worth of farm mortgages in the West, has but \$17,000 worth of property under foreclosure. The corn crop is slightly below the average because of the wet June and dry July weather in the corn region. But the great bulk of wheat which this country will have for home consumption and export is regarded as more than sufficient to make up for the corn shortage. Furthermore, the large stock of corn on hand is thought to be more than enough to make up for the lack of production. The other night, while it was pitch dark, a ship called the Ino entered the Tyne from Hamburg, and, as usual, the Custom House launch ran alongside. "Hoy," shouted the officer, "what ship is that?" "Ino" came the reply. "I know jolly well you know," retorted the officer; "but I want to know."