BY JOHN BOYLE O'REILLY. I hold myself as much a man as any in the land, I know I have a hears to feel, a brain to under-And so I ask you, gentlemen, as Irishmen of

note: What means the obrase the papers raise, what is the Irish vote?

The name implies some mass compact, by outer force controlled,
That can be shifted right and left, perhaps be bought and sold. Is that what free tom means to us—a lesson learned by rose?
learned by rose?
Our only thought, "so dearly bought,"
Is that the Irish vote?

very wise none can deceive our Or are wary wise none can deceive our aight?
Or all so very foolish grown we never vote aright? Are we but cargo stowed aboard some politi-

oian's boat.
To be conveyed, all charges paid?.
Is that the Irish vote?

Our grandsires in green Erin's isle were reckonso proper men,
And yet I've heard in ninety-eight they differed And yet I've heart in this yetgat they dealer now and then.

They called a man a slave who bowed 'neath any foot his throat.

What shall we say of him to day?

What call the Ivish vote?

When war clouds from the Southern sky came rolling far and wide, Were all the Irish exiles then massed on a single Some brave hearts beat beneath the blue, some

wore the South's gray coat.

Free heart! free hand! free speech! free land! 'Tis thus the Irish vote. When some great man his party leads to tri-

When some great man his party leads to triumph, who will dare
To say, "Mid Yankee, German, Gaul, there
were no Itish there;
The other side hat bought them in?" No! as the wise man wrote:

Each for himself and God for all.

So let the Irish vote.

COLLIDED IN A FOG.

OVER ONE HUNDRED LIVES LOST IN A MARINE DISASTER.

Two Steamers Collide at Early Dawn, and Thirty-five out of 154 Persons are Saved-Particulars of the Catastrophe as Given by Eye Witnesses.

NEW YORK, August 16 -The steamship Wieland, Cap. Albers, from Hamburg on August 5, via flavre the 7th, with merchandise and 113 cabin and 455 steerage passengers, reports that on August 14th, thirty miles south of Stole Island, at noon, she naw the Danish steader Things.ills, Copenhagen for New York, with signals of distress. The Thingsalls had collided on the 14 in at 4 a.m., off Cape Race, with the steamer Geiser, of the same line, from New York, August 11, for Copenhagen. The Gelser sank in about five minutes. Fourteen passengers und seventeen of the crew, and among them Capt. Moller, are saved Seventy-two pessengers and thirty-three of the crew were lost. The steamer Weland brought 455 passengers from the Thingvalla and those saved from the Geiser to New York. The Thingvalla will endesvor to reach Halifax. The Wisland is at Hotoken.

Tue Geiser left this port on August 11 bound for Steetin. I'me Thingvalla was on her way to this city and was advertised to leave here on August 25 A very heavy sea and a dense fog were experienced through the night and early morning of August 14. It is said an object could not be distinguished 50 feet away. The Thiogralla struck the Geiser on the starboard side amidships about four dangerously disabled, but owing to the heavy sea only thirty-one were saved. No other vessel was near at the time. The Weland on her way to this port was 100 miles away. At 11.30 o'clock on the morning of the 14th the Wieland was sighted. Signals of distress were made and a transfer of passengers began. The sea was heavy, but no mishap occurred in the transfer. The officers of the company were unable to-night to give a list of the los:

THE SURVIVORS RESCUED.

Capt. A. Albers, of the Wieland, tells the following story: At one o'clock on the morning of the 14 h we passed some wreckage floating in the sea and suspected that an accident had happened near us. A little later we sailed through a sea of oil and sighted a broken boat of the Geiser. About begged us to take off his passengers and those he had saved from the Geiser. He said his own vessel was so badly injured that he expected her to sink at any moment. Her for-ward compartment had been parried away from half way above the deck to below the water line. I sent the boats and the Thingvalla lowered two boats, and in five hours we had the saved passengers and crew of the Geiser on board. The new west very rough and the work of transferring the passengers was very difficult. The immense hole in the Thingvalla's bow was patched up as well as possible and she started for Halifax. The collision, so for as known, was caused by the fog. ANOTHER NARRATIVE.

The chief officer of each vessel was on deck at the time of the collision. Third Officer Peterson told much the same story of the occurrence. He said the fog was very dense. Through the night rain had fallen at intervals. The first we knew of the Geiser's approach was when she appeared on the starboard side right upon us. The Geiser was struck opposite the engine room amidship. The Geiser being heavily loaded was low in the water, so that the Thingvalla carried away her own compartments. The upper part of her bow ran over the decks of the Geiser. The Geiser's deck houses were carried away and the state rooms smashed in and the occupants killed. At first he heard a bell ring in the Geiser's cugins room, but could not tell what the order was. He was on deck at the time. He then heard the bell again, this time to back, and the steamer had commenced to reverse when the Thingvalla struck her. The Geiser's whistle was blowing at the time. One of the Geiser's passengers was plaked up with a broken leg. As soon as the picked up with a broken leg. As soon as the Wieland arrived in the lower bay Capt. Moller, of the Geiser, left the steamer on a

Wieland.

revenue cutter. He went to the office of the company, where he was closeted a few min-

utes with the agents. He only left word that

the accident was due to the weather and went

away without stating where he was going. The rescued crow of the Geiser were taken to the Hotel Denmark on the arrival of the

from the Geiser is as follows:—Lost: Parsengers, 80; crew, 33; officers, 6; total, 118. Saved: Passengers, 14; crew, 17; officers, 4; total, 35.

The Captain of the Thingvalla Relates His Side of the Bad Affair.

HALIFAX, N.S., Aug. 17—The Danish steamer Thingwalla, which was in the collision with her sister ship, The Geizer, off Sable Island Tuesday morning, arrived in port this morning. Capt. Lamb has given the following statement of the

disaster to the newspapers:—

Halifax, N.S., August 17.—It was just about four o'clock on the morning of Tuesday the 14th, a few minutes before the watch had been changed, and my second officer, who was on deck, came down and I asked him how the weather was? He said it was raining but not force. He retired and a few minutes later I weather was? He sad it was raining but not foggy. He retired, and a few minutes later I heard the telegraph aigual for the engines to be reversed. This was the first intimation I had of any trouble. Leaping from my berth I ran for the deck. As I was hurrying up, a collision occurred. It was a terrific shock, the steamers coming together with a frightful crash. Rushing forward I found the Thinghalla to be locked with another ateamer, which I did not then know. As I approached I saw a man, whom I afterwards found to be the Geizer's second officer, jump on to our deck. My steamer had cut right through his room, where he was sound a leep, and he leaped out of his bunk onto the Thingvalla's deck. It may have been two or it may

and he leaped out of his bunk onto the Thing-valle's deck. It may have been two or it may have been four minutes before the engines were reversed and we backed off. Without delaying a moment I went to quiet my excited passengers, who were crowded on the deck and shouting and crying with fear. At the same time I looked after the safety of my ship. Not having any idea as to what was the extent of our damare, the officers were already engaged in cutting away and launching our boats. One of the Thingvalle's boats had just been lowered when the other steamer went down stern first. The scene other steamer went down stern first. The scene other steamer went down stern tirst. The scene was a frightful one. I cannot attempt to describe it. Some of her passengers were rushing madly about her deck, while others were crowded in several boats on the water. I learned afterwards that three boat loads had put off just before the ship foundered. I believe a number of the passengers must have been killed in their bunks by the force of the collision and never knew what had hancollision and never knew what had hap-pened. As the steamer plunged beneath the water, carrying down those on board, she capsized the boats that had got away. The air was rent with agonizing shrieks and prayers. Most of the people probably that went down with the Geizer were followed soon after by the ill-fated souls in the boats who must have been sucked under as the ship sank. The cries of the dying still ring in my ears. Three of our boats were already launched and trying to save as many as they could from the doomed Geizer, but it was slow work, as comparatively few managed to keep afloat after the steamer's disponentance. Three hasts were all I could get

managed to keep anoat after the agranders departure appearance. Three boats were all I could get out in the time we had, and I did not know but what we might want to use the remaining ones for ourselves. The two vessels were not more than 100 or 150 feet apart when the Geizer went down. The screams of the drowning lasted perhaps for two minutes,—then, suddenly, all became quiet. Our three boats re-turned loaded with the saved who had been picked up in the water and from off the bottoms of their capsized boats. I sent them back to of their capsized boats. I seem such continue the search for survivors, but they returned with only the corpse of a woman. We provided the survivors with dry clothes, hot coffee and wine and made them as comfortable as possible while attending to the injury to ourselves. Day was just beginning to break when the collision occurred, and it was raining, as the second officer told me, just before; but it was not foggy. I heard men around me say it was 8 or 10 minutes between the collision and the sinking of the Geizer, but I could not pay any attention to the time. An assistant en-gineer, who was on a life raft with the first

gineer, who was on a life ratt with the first and second engineers, was saved with a broken arm, while his two companions were lost. Captain Moller told a most wonderful story of his escape. He was standing on the Geizer's bridge as the steamer settled down, and he jumped into the sea. He felt himself being sucked under by the ship, and while struggling to keep afloat got his legs entangled in a piece of wreckage. This turned him around in the water three or four times and for some moments he was helpless, but finally succeeded moments he was helpless, but finally succeeded o'elock in the morning. The ships then parted in disengaging himself and managed to reach and within five minutes the Geiser sank. the surface again, breathless and almost exhaust-The crew of the Toingvalla did all they could to save the Griser's crew and passengers whils still in doubt wnether the Thingvalla was not dangerously disabled, but owing to the heavy Thingvalls alloat. The crew and passengers worked side by side throwing overboard what was brought out of the hold. What was jettisomed consisted solely of wood pulp and provisions. There was not much wind, but a heavy swell. Between nine and ten c'clock we reached the forward bulkhead; then

we stopped throwing cargo over and got to work at shoring up the compartment. We were leaking badly in the forehold and kept the pumps going all the time, so that the water had not time to gain on us. At 11 o'clock the steamer Wieland, for New York, hove in sight and we transferred all the rescued people as well our own 450 passengers to her. The Wie-land proceeded about three o'clock in the afternoon, leaving us also steering for New York. We continued shoring up the compartment, angited a broken bost of the General Adout 130 we slighted a steamer to the northward about eight miles off, and seeing she had a the wind and sea increasing, we found flag of distress up. we ran down to her. It proved to be the Thingvalia Capt. Lamb, of that versel, came to us in a small boat and the control of the craw had refused to At this time it still looked very much as if we might sink and some of the crew had refused to might sink and some of the crew had refused to work, wantick to be transferred to the Wieland before she left us. We went as slow as two knots an hour and sometimes found that too much. We just had to crawl, that was all. On Wednesday afternoon a fishing vessel hove in sight and we bore down for her. She proved to be the schooner Capio of Lahaye, Capt. Cleversey, and engaged her to stand by and accompany the steamer to Halifax, so as to be able to pany the steamer to Halifax, so as to be able to help us in case we should go down. Last night the sea was so heavy I had to turn the steering by the schooner, which was connected by a hawser with the steamer's bow. We ran against the wind this way all night. Captain Moller was still in his underclothing when he was taken off the capsized boat, he was also in

> on deck without dressing himself. I did not have time to ask him for any particulars before the Wieland came along and took him off. We did not know on the Thing valla what steamer we struck till the second officer of the Geizer jumped on our deck. When I reached the deck immediately after the shock the lights on both steamers were burning all right. Of that I am certain. The Geizer had been seen by our first officer several minutes before the collision. Sne was nearly straight ahead of us, but a little bit on the port bow; she starboarded to get out of the way and we ported. shead of the second of the way and we ported. She should have ported likewise. Our whistle was not blowing at the time as there was no

his berth when the collision occurred, and ran on deck without dressing himself. I did not

need for it.

THE LIST OF THE MISSING. officer was on the bridge and the third officer was down on the deck taking soundings when the crash came." There is no excitement at the

office in this city, as most of the passengers were from the West.

The Thingvalla presents a strange spectacle, with nearly the whole of her bow torn away, With nearly she whole of the With nearly she whole of the leaving an immense hole exposed to view. A lost of Business and Scientific studies.

The saved and lost the sides of the ship over 15 feet. The projecting piece hangs over the water feet.



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I recommend it as superior to any prescription known to me." H. A. Arcker, M. D., 111 So. Oxford St., Brooklyn, N. Y.

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like an outstretched arm, and shows where the powerful iron plates were broken through and anapped off like the anapping of a pipe stem. Crowds flocked to the wharf to see the steamer, and the wonder is expressed that she ever reached port. No person is allowed on board, and the only statement to be obtained is that of the captain. The steamer will be ex-amined by the Port Warden and will probably be repaired here.

USEFUL DOMESTIC RECEIPTS.

PEACH MARMALADE -Take very ripe, soft peaches, peel and quarter them, put over the fire, with three quarters of a pound of sugar to each pound of fruit, and a dezen peach kernels blanched and pounded. Cook for three hours by stirring all the while; pour into small jara and cover with brandied paper.

VEAL TRIANGLES.—Boil two pounds of breast of veal one hour. When cold remove the bone and place a weight on the meat. Next morning cut it into triangles. Dip them in beaten egg, roll in bread crumbs, dip again in bread, better still, cracker crumbs, and fry in a liberal quantity of hot fat. Drain a moment, place in a hot dish, and pour a tomato sauce round in.

The sauce should be prepared first.

PEACH MANGOES.-Take large clear-stone peaches ripe but not soft, wipe with a coarse cloth, but do not peel. The out the said. Fill its place with a mixture of three parts grated horseradish and one part of pounded white mustard seed, tie the halves firmly together, stick three cloves in each peach, and cover with boiling vinegar, to each quart of which you have put one pound of best brown sugar.

NEWARK PUDDING.—One pint of milk, one cup of soft bread crumbs, three eggs, one cup of sugar. one tablespoonful of butter, one lemon. Boilthe milk, add the bread and butlemon. Boilthe milk, add the bread and butter. When cool add the yolks well-beaten with half the sugar and grated lemon rind. Turn into the dish for serving, and bake fifteen or twenty minutes. Cover with a meringue of the sugar and the lemon juice. Brown slightly and serve at once without sauce.

TOMATO SAUCE. -- Strain off the liquid from a two pound can of tomatoes. Put into a frying pan a teaspoonful of dripping, a clove of garlic or a small onion chopped fine, a spray of mace and a teaspoonful of fluur. When is begins to color add the tomato pulp. Simmer over a moderate fire to prevent burning, atir and cover twenty minutes, salt and popper to taste. Press the pulp through a fine sieve, and if too thick add a very little beef gravy or clear soup. Return to the range and keep hot until wanted.

VEAL PATTIES .- Mince a little cold veal and ham, allowing one-third ham to two-thirds veal; add a hard-boiled egg chopped, and a seasoning of pounded mace, salt, pepper, and lemon peel; moisten with a little gravy and cream. Make a good puff paste, roll rather thin, and cubit into round or square pieces; put the minor between two of them, pinch the edges to keep in the gravy and fry a light brown in beef drippings. They may also be baked in patty-pans; in that case they should be brushed over with beaten egg before they are put in the oven. Oysters may be substituted for the ham.

To Preserve Peaches.—Take ripe fruit, but firm and unbruised, and if possible of White Heath variety; peel and cut in halves, dropping the pieces as peeled into clear lime water. Let at an hour, then ripee in clear water and zer's deck and in the boars sunk with the steam ship. Everything that we could possibly do to save them was done. After the Geizer disappeared we began jettisoning cargo to keep the Thingvalla affort. The crew and passengers worked side by side throwing overboard what was brought out of the hold. What was brought out of the hold. What was jettisoned consisted solely of wood pulp and provisions. There was not much wind, but a heavy swell. Between nine and ten ming thoroughly, and cook gently till it is clear, then skim out and put into jars while hot; boil the syrup fifteen minutes longer, pour over the peaches, cover each jar with brandled paper, and if kept dark and cool they will be good for a century.

Quince Jelly and Marmalade. - Peel and core fair, ripe quinces, after washing them well. Keep in water till all are done to prevent dis-coloration. Boil cores and pealings in double enough water to cover them, and when tender strain out and put in the pared fruit. When it is thoroughly done pour all into a finnel bag and let the juics run through without pressure which will be in about six hours. Put the juice over the fire and boil hard for ten minutes, meantim i heating very hot a pound of sugar for each pint of it. After the sugar is in and dissolved boil one minute and pour inte glasses, unless you care to add the juice of fresh lemons, in which case you must boil a minute longer.

Use two lemons to the pound of sugar, and their grated rind can be put into the marmalade if grated rind can be put into the marmalade if you choose. To make it jelly, take the reminder pulp and of sugar three-quarters for such pound, stir thoroughly together and cook yer a slow fire till thick enough when cold to set like cheese. If lemon is not liked, flavor ith mace or nutmeg, but only a bare suspicion, and don't put it in till nearly done, as much cooking makes it stale. If a tart flavor is wanted lemon juice may be used and should be mixed with the sugar.

Why are women extravagant in clothes? Because when they buy a new dress they wear it out on the first day.

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and comfort of the students. and comfort of the students.

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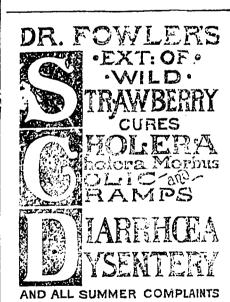
Costiveness, and all Complaints sing from a disordered state of the Liver, Stomach and Proved a such as

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In liquid form, Large bottler, 25 cents each.

EN Note. - This favorite medicine is put up in oval bottle's holding three ounces each, with the name blown in the glass, and the name of the inventor, S. R. Campbell, in red ink across the face of the label Beware of imitations, refuse all substitutes, and you will not be disappointed.





AND FLUXES OF THE BOWELS IT IS SAFE AND RELIABLE FOR CHILDREN OR ADULTS.

POVINCE OF QUEBEC, }
DISTRICT OF MONTREAL. } No. 2109 SUPERIOR COURT.

DAME GEORGINE GAUDETTE, of the town of St. Henry, said District, wife of Narcisse Dansereau, of the same place, grocer, has instituted an action en separation de biens against her said husband.

Montreal, 26th July, 1888. P. B. LAVIOLETTE, Attorney for Plaintiff.

PROVINCE OF QUEBEC,)
DISTRICT OF MONTREAL. SUPERIOR COURT.
NO. 1385.

Dame Maria Alida Duval, a wife common as to property of Emile J. Gauthler, a clerk, of Montreal, Dis trict of Montreal, Plaintiff in an action in separation as to property against the said Gauthier, Defendant, Montreal, 23rd July, 1888.

DAVID, DEMERS & GRRVAIS. 515

-IINPRECEDENTED ATTRACTION! OVER A MILLION DISTRIBUTEL

Louisiana State Lottery Company. Incorporated by the Legislature in 1868, for Educa-tional and Charitable purposes, and its franchise made a part of the present State Constitution, in 1879, by an

Its Grand Extraordinary Drawings take place Semi Annually (June and December), and its Grand Single Number Drawings take place on each of the other ten months in the year, and are all drawn in public, at the Academy of Music, New Orleans, La.

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CAPITAL PRIZE, \$300,000. 100,000 Tickets at Twenty Dollars each. Halves \$10: Quarters \$5; Tenths \$2; Twentieths \$1

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500 PRIZES OF 200 are	100,000
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Oures Sore Throat, Bronchitis, Coughs, Colds,
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The Stepmers of the Liverpool Mail Line, sailing from Livet ool on THURSDAYS, and from Montreal at daylight we WEDNESDAYS, and from Quebec at 9 a.m. on THURS AYS, calling at Lough Foyle to rotelve on board at 1 land Mails and Passengers to and from Iroland and Scotland, are intended to be despatched as

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Rates of passage by	steamers of	Liverpoo	l Mail	Line

The steamers of the Liverpool Extra Line sailing from Liverpool on Fridays, and from Montreal at daylight on Thursdays, and from Quebec at 9 a.m. on Fridays, calling at lough Foyle to receive passengers: from Ireland and Scotland on ontward voyage and proceeding to Liverpool direct on kneward voyage are intended to be despatched as under:

July Sept. 14 28 Oct. 19 Nov. 2

Glasgow and Boston Service .- From Boston on about Manitoban May Scandinavian May Scandinavian "Phonician June These steamers do not carry passengers on voysye Europe.

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be despatched as muser.

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Circassian. May 10
Polynesian. 31
Circassian. June 14
Polynesian. July 5
Circassian. 41
Polynesian. 42
Polynesian. 43
Polynesian. 43
Polynesian. 43

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