

There was once a little very curious mind; The how and why of ev always wished to kn He was always asking wherever he might And all the folks that called him "Little know."

He'd want to know "H from here up to the And "What made Georg sure he couldn't tell What made the noise drum, and why a cow And "How much woul million million dolla

And also, if you please, know about these th "When will to-morrow c "Are the stars all strings?"

"How big'll I be whe and "Ain't it tea-ti And "Why it's cold in v "What makes the w

And "Do all naughty drowned?" and "Do ones die?"

And "Do you think do better'n berry pie?" And "Where does n from?" and "When by?"

And when his questions he'd simply say, "W

BAD BOY BOB.—Bob dered to be a bad boy everyone.

He was an inmate phans' Home, and nearl he was punished for co duct. The Sisters all d his future, and some of he would die on the sc lived long enough to g

Bob had but two fr thought—in the world, ther Tom Burke and th Rex, a fine Newfoundland belonged to the asylum.

Father Tom never sco what he did, he just to way it was harmful ar should not do it, and h asked Bob not to do so

The Sister Superior never breaks his word Tom Burke, and I belie some good in the boy."

The other friend that never forsook him, an to defend Bob several t was being whipped. No dare to strike Bob whe around, even were it in

The last thing for wh punished was for climb elding down the water ran from the roof gutt the ground.

Father Tom, after B ished, made him promi it any more.

Everything went on the asylum, and Bob w ped for three entire d the Sisters were thinkd could no longer be call

Bob," when an event o most startling nature.

It was about eleven night, and everybody bed but Bob and Rex, a out in the moonlight pl the other children i

smoked into a woodshet everybody was asleep and Rex came out a the moonlight.

Bob was only eight y of course, did not have as an older boy might played when he should He and Rex were p

ay" around the wood Rex suddenly ran off an ing vigorously at one o ment doors. Bob follo and saw smoke coming door-way, and he becam frightened. He tried to

found it open, and he into the house and beg thehousehold. Bob kn at all of the doors, and Sisters to hurry and barked loudly in th scratched frantically a in his effort to arouse From room to room th

soon everybody seemd The children were cr Sisters were doing all preserve order.

There were two stair asylum and one of the cut off with fire, which fast.

Bob and Rex ran do Bob was really afraid

## THE DESOLATION OF ST. PIERRE.

The royal mail steamer Kennett, which left Trinidad at a few hours' notice on the evening of May 8, laden with provisions and necessities generously contributed by the French community at Port of Spain toward the relief of the sufferers by the catastrophe in Martinique, put in at St. Lucia for coal about 7.30 p.m. on the evening of May 10. The writer was fortunate enough to secure a passage by the vessel to Fort de France.

Provisions were hurriedly packed, as rumor stated that the population was starving at that port; consular papers were secured, and by daylight on May 11 the Kennett was off the bay, awaiting the customary visit from the health officers of the port.

Excitement on board ran high as to the exact condition of affairs ashore, only vague rumors of a more or less grave nature having reached the neighboring islands, on account of the break in the cables.

About an hour's delay occurred before the health officers appeared, and then some difficulty was experienced in obtaining permission to go ashore.

Expressions of astonishment were freely indulged in by the gentlemen on board, all of whom were subscribers to the fund for the purchase of the relief stores, and all of whom had left Trinidad at an hour's notice with the sole object of bringing succor to their distressed countrymen.

Upon going ashore everything seemed the same as usual, and no one acquainted with the situation would have thought that many of the persons met with in the streets had lost their families and their all at St. Pierre.

The government had laid an embargo on all the local steamers, and it was 4 p.m. before a tugboat could be obtained to go to St. Pierre, which lies north about fifteen miles from Fort de France.

At Fort de France I met a friend from Barbadoes, whose favorite daughter had been lost in the general catastrophe, and whose body it was determined to recover, if possible, for Christian burial.

As the steamer neared St. Pierre the track of the fiery storm was clearly visible. It appeared as if it had emerged from the side of the crater and travelled in a southerly direction. Not a tree or shrub was visible on the hillsides near the crater.

To the south of St. Pierre numbers of trees, some of immense size, had been uprooted and were all lying in one direction, clearly denoting the track of the storm. What stumps were left were blackened and bare.

The fury of the storm appeared to have left the land in the vicinity of Carbet and expended its final efforts at sea. Many of the buildings at Carbet were intact, except those close to the beach, but thence to St. Pierre not a house was seen in good order.

The part of the island from this point northward presented a weird and ghastly appearance.

Everything in the fire zone was covered with a layer of volcanic dust of a dull gray color, which, in the sun appears nearly white. The district is as if covered with a white sheet. This has been aptly named the Valley of Death.

From the entrance to the Bay of Anse la Touche the ruins of St. Pierre lay spread out in one long panorama, and in the background loomed Mount Pelee, still belching forth its columns of smoke, flame, lava, and ashes.

Every house was an absolute ruin, and as you approached the north end of the city in the direction of the crater all buildings had been literally swept off the face of the earth.

Every street was filled to the depth of several feet with the debris from the houses, underneath which and underneath the ruins themselves lay all that remained of the greater number of the residents of St. Pierre.

The once famous Place Bertin was impassable on account of the uprooted trees and the wreckage from the vessels lost in the bay. Of the solid stone signal tower, sixty feet in height, only about six feet of the base remained, together with a small portion of the circular iron staircase inside.

The streets at the south end of the town, where many distilleries were situated, were not so heaped with debris as those at the north end, but in some parts were impassable, by reason of large pools of molasses that had leaked from the storage tanks in the vicinity. Rum was to be found in many places, several

casks lying about in the streets unburned and untouched.

In the bay could be seen at anchor the hull of the steamer Roraima, belonging to the Quebec Steamship Company, a large vessel engaged in the regular trade between New York and the West Indies.

This vessel was burning furiously up to the night of May 15, when she sank in deep water at her anchorage.

As she was struck by the fiery storm her steel masts snapped off level with the deck, and her funnel went at the same moment.

A peculiar feature was that a deck chair was blown from the saloon deck in the storm, and lodged on the top of the flagstaff astern, and remained there up to the time the vessel disappeared.

The chief officer, Mr. Scott, and two laborers saved their lives by bolting into the steerage accommodation, and the assistant purser found safety in his cabin, the doors being closed in each case.

The carpenter ran for the forecastle and, jumping into his bunk, enveloped his head and the upper part of his body in the blankets and whatever clothing he could lay hold of.

This method was adopted by the assistant purser also, and prevented both men from inhaling the fiery atmosphere, which killed others who remained uncovered.

Captain Muggah was on the lower bridge at the time, and was so badly burned as for some time to the unrecognizable. Shortly afterward, while the injured were being attended to, he disappeared, having fallen or rolled overboard.

The second and fourth engineers ran into the engine-room of the vessel and closed the doors, but the fiery wave severed the ropes of the boats at the davits, and the remnants of these and other wreckage crashed down upon the engine-room, bursting in the skylights, and at once the engine room became full of flame.

Had the skylights held good the men believe they would have been safe. As it is, they are badly burned.

The hulls of some of the large sailing craft were visible in the bay, one awash, others bottom up, but in each case something was holding them steadily in one place.

One of these, an Italian vessel, the Theresa Lovico, three men were in the deck-house forward, and as the vessel was blown over this house broke away and rolled over and over in the surf, with the men inside.

When they scrambled out the storm had passed and they were unhurt. One other miraculous escape of a similar nature is recorded from another Italian vessel.

The road from St. Pierre to Anse la Touche, once a beautiful promenade, was a dreadful sight. It was covered with a layer of about twelve or eighteen inches of dust, like the surrounding country. Many persons must have been passing along at the time, as it was littered with bodies.

As you leave the town an enormous tree lies uprooted, and underneath the trunk were seven or eight bodies, crushed flat. It appears as if the party had seen the blast coming and endeavored to get behind the trunk for shelter.

From the dust in the road protruded arms and legs and whole bodies in every position.

In one instance a horse and rider were killed. The body of the man lay with the right leg under the animal and the left suspended in the air, just as the rider must have fallen from the saddle. Under this horse could be seen parts of another corpse besides that of the rider.

Farther on, at a small wayside shrine, was the body of a man on the steps, killed in the act of prayer.

On a second visit to this spot on May 15 many of these bodies had become dried up by the extreme heat, and the limbs when struck with a stick sounded quite hard, like wood.

In and about Anse la Touche the bodies lay thick on the ground. The ashes here were about five inches thick, so all corpses were fully exposed.

Every one was blackened, and bore the appearance as if it had received a coating of tar. It was impossible to tell the negro from the white man. Sometimes shreds of hair or a piece of clothing were seen, but usually the bodies were quite naked.

Lying about among others were the bodies of several children, apparently stricken down while at play.

One man had cast himself face downward underneath a wagonette, the remains of which and a large buggy were standing near the residence. The bodies of the horses could be seen in the vicinity of the small stream which runs close by.

At another spot was a large heap of bodies, apparently those of servants or laborers.

On the hill on the opposite side of the stream were to be seen the bodies of several cows and a black, huddled-up heap, which on closed inspection, proved to be the corpse of a man doubled up.

In every ruined outhouse lay bodies of servants and laborers in all kinds of positions. In the remains of a dining-room, then a heap of smoldering ruins, lay two corpses, apparently women. One was fleshless, but supporting itself on its elbows, the skull gazing skyward; the other very much charred and still burning.

This poor being had fallen with the top of the head pressed against the wall of the room, and nearly all the long dark tresses of hair had remained intact. A small roll of bread and the remains of a table napkin in a silver napkin ring lay near by.

In another room of the servants' quarters was a fully dressed body of a woman lying face upward, a short clay pipe, half full of tobacco, in the mouth and a basin of food at the elbow. Three bodies of small children were lying on the floor, and another corpse near by.

Since May 13 the authorities had been burning the bodies in numbers. Laborers were employed, and all exposed bodies were saturated with kerosene and burnt.

Where the bodies were in the ruined houses the ruins were fired in like manner. These burning bodies on every hand formed a sickening sight, and the smell of roasting flesh became unbearable.

Monday, May 19, the writer paid his last visit to St. Pierre. Leaving Fort de France early, the tug was stopped off Carbet by a picket of gendarmes, the officer in charge of which warned us to proceed cautiously, as the crater had been in eruption all night.

We arranged on our return to convey to Fort de France two of the picket, who had got somewhat burned the night previously.

Disembarking at Anse la Touche we found several bodies still unburnt, having apparently been overlooked by the burning parties that had been engaged at that spot.

At this moment the Dredger steam ed across the bay, conveying a number of laborers for work upon the destruction of the bodies in the city.

These laborers landed, and about 8.30 a.m. Mount Pelee began to roar and vomit both mud and ashes in quantity, and we were for some time in a serious dilemma, our tug and only boat being about one and a half miles out at sea.

The Dredger whistled for her laborers, and immediately afterward hurried away for Fort de France, leaving behind in St. Pierre about fifty people who came crowding to the beach after her departure.

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Concert Every Wednesday Evening.

All Local Talent Invited; the finest in the City pay us a visit. MASS at 9.30 a.m. on Sunday. Sacred Concert on Sunday Evening.

Open week days from 9 a.m. to 10 p.m.  
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## GRAND TRUNK RAILWAY SYSTEM

CORONATION DAY, JUNE 26th, 1902.

DOMINION DAY, JULY 1st, 1902.

Return Tickets will be issued at First Class Single Fare between all Stations in Canada, also to Detroit and Port Huron, Mich., Niagara Falls and Massena Springs, N. Y.  
Tickets good going June 26, 26, Return limit June 27th, 1902.  
Tickets good going June 30 and July 1. Return limit July 2nd, 1902. Also at First-class Fare and One-third. Tickets good going June 24th to July 1, inc. Return limit July 3, 1902.

## Private Parties and Picnickers.

Excursion tickets are on sale to Otterburn park, Highgate Springs, Vt., and other pleasure resorts. Lachine and Ste. Anne's, up by rail and down by boat through the famous Lachine Rapids.

Ask agent for pamphlet giving full particulars as to fares, etc.

MONTREAL, PORTLAND and OLD ORCHARD.

Through Parlor and Sleeping Car Service.

UNTIL FURTHER NOTICE through Sleeping Cars for Portland and Old Orchard, Me., will leave here at 8.00 p.m., and commencing Monday, June 23rd, through Parlor Cars for same points will leave here at 8 a.m. and will run regularly thereafter until further notice.  
Montreal and Springfield, Mass., Parlor Car Service.

Until further notice a Parlor Car will be attached to day train between Montreal and Springfield, Mass., leaving Montreal at 9.01 a.m., and arriving in Springfield at 10.15 p.m.

The International Limited.  
Lv. Montreal daily at 9 a.m., ar. Toronto 4.40 p.m., Hamilton 5.30 p.m., London 7.40 p.m., Detroit 9.20 p.m., (Central Time), and Chicago at 7.20 a.m. A Cafe Parlor Car is attached to this train, serving meals a la carte and refreshments, at any hour during the day.

Changes in Time.  
Montreal and New York via D. & H.

For New York via D. & H. Co. Lv. Montreal at 7.20 a.m., 11.15 a.m., 4.30 p.m. and 9.10 p.m. For St. John and St. Albans at 6.5 p.m. For St. Lambert, leave 11.30 p.m. Returning, leave St. Lambert 11.30 p.m.  
Daily, except Sunday. (Friday only, daily).

## CITY TICKET OFFICES,

137 St. James Street. Telephone Main 460 & 461, and Bonaventure Station

## CANADIAN PACIFIC

FETES AT QUEBEC.

\$3.50—By all Trains and June 21st, 22nd & 23rd; returning until June 25th

QUEBEC TRAIN SERVICE.

(From Place Vigier)

10.30 a.m., 12.30 p.m., 3.30 p.m., 7.15 p.m., 8.30 p.m. Daily (Sundays) 11.00 a.m.

Coronation Day

June 26th, AND

Dominion Day

July 1st.

SINGLE FARE.

June 26th & 26th, good to return until June 27th, also June 28th and July 1st, good to return until July 1st.

CHEAPEST FARE AND ONE-THIRD

from June 24th to July 1st inclusive, good for return until July 3rd, 1902.

IMPROVED OTTAWA SERVICE.

From Windsor St. via Short Line.

Lv. Montreal, 8.45 a.m., 9.40 a.m., (a) 11.40 a.m., 1.40 p.m., 2.40 p.m., 4.40 p.m., 7.40 p.m.

Ar. Ottawa, 11.45 a.m., 12.40 p.m., (a) 2.40 p.m., 7 p.m.

From Place Vigier via North Shore

Lv. Montreal, 8.20 a.m., 9.45 p.m.

"Daily" (i) Saturdays only (i) Ex. Saturdays. (a) Except Saturdays and Sundays (a) Sun. Wed. and Fridays. Other trains week days only.

EMERGENCY LIMITED Service will be resumed between Montreal and Vancouver, commencing June 15th, running as an additional train, leaving Windsor St. Sundays, Wednesdays and Fridays at 11.40 a.m. Daily Trans-Continental train will leave at 9.40 a.m. instead of 9.30 a.m. as at present.

ST. ANDREWS BY THE SEA.

Commencing TUESDAY, JUNE 24th, and Tuesdays and Fridays thereafter until further notice, through sleeper will leave Montreal, Windsor St. Station, 7.40 p.m., for St. Andrews by the Sea. Returning will leave St. Andrews Wednesday, June 25th and Mondays and Wednesdays thereafter, arriving Montreal at 8.30 a.m. following morning.

PORTLAND and OLD ORCHARD.

Through Parlor and Sleeping Car Service will be resumed, commencing Monday, 16th June.

Trains Lv. Windsor St. 8 a.m., week days 8 p.m., daily.

Cafe Dining Cars on Day trains between Montreal and Toronto and Toronto and Detroit.

## SPRINGFIELD MASS.

Through Coach and Sleeping Car. From Windsor St. Station 7.45 p.m. daily, except Sunday, 8 p.m. after 14th June.

City Ticket and Telegraph Office, 129 ST. JAMES STREET, next Post Office

## SUPERIOR COURT.

PROVINCE OF QUEBEC, District of Montreal, Superior Court, No. 2610.—Dame Alexina Suite dit Vadeboncoeur, of the City and District of Montreal, has, this day, taken an action in separation as to property against her husband Hercule Arthur J. N. Charest, clerk, of the same place. Murphy, Lussier & Roy, Attorneys for Plaintiff. Montreal, 21st June, 1902.

## THE S. CARSLY CO. LIMITED.

Notre Dame Street. Montreal's Greatest Store. St. James Street

SATURDAY, JUNE 28, 1902.

## To Busy Business Men

Business to-day requires men of cool, patient and persevering disposition.

To ensure this in hot weather one must wear suitable attire. Nothing is such a luxury to the Business man, the Banker, the Stockbroker as a nice light black lustre coat and vest, we have them in all qualities and prices.

Men's Gray Office Coats, \$1.15.  
Men's Gray Lustre Office Coats, \$1.50.  
Men's Black Lustre Office Coats, \$1.70.  
Men's Black Serge Summer Coats, \$3.60.  
Men's Gray and Black Coat and Vest, \$2.95.  
Men's Fine Navy Serge Coat & Vest, \$3.70.  
Men's Gray and Black Striped Silk Coat and Vest, perfect fitting and extra well made. Special \$5.40.

Gentlemen will find these Coats and Vests made of splendid wearing material, besides being of the lightest and best grades.

## A Black Goods Event.

Styles may come and styles may go, Black Goods go on for ever. There's never a limitation to their usefulness, never a month nor a minute when fashion frowns upon them.

To-morrow the Company offers three special values in these goods.

Extra Fine Plain Black Grenadine, a beautiful light material for Ladies' Dresses, very pretty, can be used with colored underlining, 45 inches wide. Special 95c.

New Black Venetian Corkscrew Cord, beautiful silk finish, a light weight material 44 inches wide. Special 70c.

Fine Black Voile de Paris, very fashionable, light weight fabric for summer dresses, 47 inches wide. Special 60c.

## Summer Dress Goods.

There's a great deal more to be said about our great values in Dress Goods than it's possible to put in the space at disposal, the best way is to come and see them. Here's a few prices:—

All Wool Challies, fine quality, new and rich designs, fast colors, worth 33c. Special 28c.

Voile de Paris, fine all wool quality, rich self colorings in beige, gray, Nile, blue, gray and royal. Special 69c.

Rich and Wool Crepe, one of the latest texture of French Dress Fabrics, rich in style and coloring, comes in the new shades only, such as resida, silver, gray, cadet blue and new gray. Special 99c.

## Ladies' Outing Suits.

In style, beauty, variety and price these Outing Costumes are unequalled. They command attention by their stylishness. They are in fact the "Ne plus ultra" of daintiness for summer wear.

Ladies' Lyonnaise Outing Suits made to button in the back, trimmed with lace, narrow velvet ribbon and fine tucked yoke, skirt cut with circular flounce trimmed with insertion. Price \$4.50.

Ladies' Summer Outing Suit made of black and white organdy muslin, waist trimmed with tucked India mull yoke and fine embroidery, skirt made circular flounce and trimmed with frills, embroidery and narrow velvet ribbon. Price \$7.75.

## Shirt Waists

Ladies' White Lawn Shirt Waists,

neatly trimmed in front and back, sleeves and cuffs with fine embroidery insertion, buttoned front. Regular \$1.40. Special \$1.00.

Ladies' fine black muslin Shirt Waists, tucked and hemstitched front and back, buttoned front. Special \$1.45.

## Hosiery.

Ladies' drop stitch mercerised Hose, in black, equal to silk in appearance, will not crack. Special 36c.

Ladies' Black Spun Silk Hose, extra quality, full fashioned in different embroidered designs, fast black, \$1.25.

Children's and Misses' Black Cotton Ribbed Hose, very strong in wear, in the following sizes. Size 5 1/2, 6, 6 1/2, 7, 7 1/2, 8, 8 1/2. Price 14c, 15c, 16c, 17c, 19c, 20c, 21c.

Ladies' sizes 9, 9 1/2, 10 in. Price 22c.