

White Waistcoats to Order.

The "Clothier and Haberdasher" for June says: "There has been an unprecedented demand this season for light fancy waistcoats. So great, indeed, has been their popularity that those retailers who secured sufficient stocks may well consider themselves fortunate, for manufacturers have found it necessary to take the samples away from their travellers."

We have just opened the finest selection of white vestings we have ever purchased, the very nicest that are imported. This has been our banner season for white vests. These vestings are very superior quality, and all orders will be promptly executed. The styles most popular are no collar or double breasted.

A. GILMOUR, FINE TAILORING,
HIGH CLASS CLOTHING.
68 KING STREET

FAST FLYER BEGINS JOURNEY TO COAST.

Imperial Limited Tri-Weekly Service
Opened Under the Most Favorable Conditions.

The Canadian Pacific has given the sign that summer is here again.

The Imperial Limited, the company's transcontinental flyer, which crosses the continent from Montreal to the Pacific ocean in 97 hours, started yesterday and is today puffing in the long light with time along the rugged and precipitous shores of Lake Superior.

The Imperial Limited service was inaugurated a week earlier this year than usual. This will probably become the permanent date. Next year it is predicted there will be a more momentous change. The company expect to have two trains leaving Montreal daily, one of which will be the Imperial Limited, running its race in 97 hours. This year it will run three times a week, the days of departure from Montreal being Sunday, Wednesday and Friday, and from Vancouver, Tuesday, Thursday and Saturday.

Yesterday's train, radiant in fresh paint and varnished mahogany, rich red and warm from tender to baggage car, drew out of Windsor station punctually at 11:40 o'clock, taking with it a full complement of passengers and a party of Montreal newspaper representatives, who journeyed with it as far as Ottawa, the guests of the company.

There was a large gathering of people on the platform. They had come to see this graceful thing hurrying its swift of defiance, and as if conscious of the power that had bound it in fetters to obey the will of man and determined to flee from it.

MAKE UP OF THE FLYER.

The train was just as it began its work last year, consisting of two passenger sleepers of the most modern type, two tourist sleepers, one upholstered in leather and the other in corduroy; dining car and cars for the accommodation of the ordinary first class passengers—each car solidly built, with vestibule throughout and with exquisite finish both internal and external.

The journey to Ottawa gave the party ample opportunity to admire anew the sumptuous Louis Quinze sleeping cars, fresh from the hands of the decorator and spotless as when they first entered the service.

The company lays itself out to provide on this train for the tastes and pleasures of all classes of patrons. The wealthy may secure seclusion in state rooms of ivory and gold with the comforts of a drawing room with its velvet frappe upholstery. His less fortunate brother, whose taste and ambition has driven forth to carve a career in the great west where the possibilities are elemental and vast as nature herself, may find a comfortable lodging and cook his own food at a table where he is surrounded by his wife and family, for the small charge of a couple of dollars a day in addition to the ordinary railway fare while he is being whirled along to meet destiny at a speed of forty miles an hour.

The company gave its guests an opportunity of testing the quality of the cuisine on the dining car, and it was much to the advantage as well as pleasure of the guests that George McL. Brown, superintendent of dining, sleeping and parlor cars, accompanied them on the trip, for he was able to show how, by the scientific utilization of space, it is possible to do so much where there is little room to spare.

On this day the mysteries were all revealed, not even the kitchen, that shining, remote, miraculous place, where the chef waves the wand of the magician, being held sacred from the raids of the inquisitive.

Mr. Brown told how every summer sees some new improvement introduced in this mystic arena where mul-tum in parvo reigns supreme, and shows how, with burnished steel and tin and copper and dull lead, one can do wonders if they are put into the right shape.

Some of the stores taken on, say at Montreal, last the trip to the coast, but others, there is a fresh supply daily. In the run through the Rockies the dining cars are dispensed with, for beyond Lagan meals are provided at the charming hotel chalets at Field Glacier and North Bend.

The floral decorations on the tables are delightfully refreshing—the dining service could not be excelled in any hotel. Each guest finds a boutonniere by the side of his plate and a beautifully designed menu tells of the good things from which he may make his choice, and shows him pictures of the mountain scenery, with all the delicacy of shading that is known to the engraver's art.

The trip to the capital and back was made under the most pleasant conditions. Geo. H. Ham took the party under his special protection, and proved himself in a very real sense both philosopher and friend.

At the capital the party was met by

Mayor Cook, Senator Templeman, the principal resident correspondents, and several reporters, who conducted them to the parliamentary buildings, where there was informal exchange of greetings and revival of old friendships.

LABOR MATTERS.

Two New Unions Organized—Mass Meeting in York Theatre on Wednesday.

The bakers employed in the different bakeries throughout the city met in Berryman's Hall on Saturday evening and organized themselves into a union. They have sent to the International Union of Bakers and Confectioners for their charter, which will probably arrive next week.

The lime burners also met on Saturday for the purpose of completing organization. They received their charter and those present signed it. There are two divisions of this union, a night and a day shift. The latter half of the union installed Wm. Fudge as president, and J. Kelly, secretary treasurer. The night shift will meet shortly and elect officers.

The following communication has been received from C. H. Stevens, secretary of the Trades and Labor Council:

"A mass meeting of the Trades and Labor Union will be held in York Theatre on Wednesday evening, the 17th inst., for the purpose of protesting against the treatment by the city council of the request of the city laborers to have their wages raised from a starvation to a living wage. All citizens are welcome. The mayor and aldermen are requested to attend, and occupy seats on the platform."

(Signed) C. H. STEVENS,
Sec'y Trades and Labor Council.

OTTAWA.

OTTAWA, June 14.—The Chignecto Marine Transport Railway Company have been offered \$500,000 in settlement of their claim against the government. A. D. Provand will accept the amount tendered. The original claim was for \$400,000. The right of way which the company secured from Cumberland county will be handed over to the government to hold in trust.

DIED IN WASHINGTON.

Mrs. William M. Mackenzie received a telegram on Saturday conveying the sad news of the death of her eldest daughter, Julia Agnes, at Washington, D. C., on Friday, June 12. The deceased young lady had many friends in this city, who will learn the sad news with regret. Besides her mother, five sisters and three brothers reside in this city—Mrs. W. C. Flowers, Mrs. T. C. Teasdale, Misses Florence, Beatrice and Lily, Robert L. James D. and William G. Mackenzie.

Str. London City, from St. John via Port Medway for Manchester, passed Kinsale Saturday.

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NARROW ESCAPE.

Of Mr. and Mrs. Fred G. Spencer.

(St. John's, Mtd., Herald, 9th inst.)
From passengers on yesterday's ex-

press we learn that the accident to the sleeping car Bonaville, which occurred about 5 a. m. narrowly escaped being a disastrous affair. The car was the rear one of the train, which left Port-au-Basque at 1 p. m. Sunday. About 17 persons occupied the berth, several of whom were ladies, including the Clary Concert Co. All went well until the train ran through a cut at a point five miles west of Bonaville, when suddenly there was a heavy jolt and the car toppled over to the left side, falling against the wall of the cut with a crash. Several of the occupants, most of whom were asleep, received a rude shaking up, though none were hurt. There was a momentary panic and all jumped from the berths getting outside as quickly as possible dressed only in their sleeping garb, while it is said some

got out through windows.

dazed and confused on being so roughly

roused from their slumbers. The train

was brought to a stop and the car

which was badly battered on one

side, lay against the wall of the cut at a

considerable angle. A large jagged

piece of stone went crashing through the

side of the car into one of the

berths, but fortunately it was unoccu-

pied, for had it been tenanted the

sleeper would have never again opened

his eyes in this world. The trainmen

assisted the affrighted passengers in

the passenger coaches and soon the

fears that a catastrophe had occurred

were at an end. It was fortunate that

the accident happened after daylight

as had the lamps been lighting when

the car went over a conflagration, with

the possibility of death to

SOME OF THE PASSENGERS

might have followed. Or had it hap-

pened at a place where there was an

embankment which the car would have

certainly gone over and a horror in-

volving several deaths resulted. The

cause was the spreading of the rails

and the train was delayed one and a

half hours. Operator T. Hennessy cut

the wires after the accident, and the

headquarters and a car was despatched

from Whitehouse to get injured car

back to that place for repairs, which

WILL BE SERIOUS.

Mr. and Mrs. Spencer of the Clary

Co. narrowly escaped being burnt to

death in the derailling. They were oc-

cupying the drawing-room and were

asleep. Mrs. S. in the lower berth and

Mr. S. on the sofa. The car toppled over

and Mr. S. was thrown into the berth

with all the bedclothes, and his wife

being unable to get out. The lamp ex-

ploded, and the burning oil spread

over the coverlets and their own

clothing. When they got out of the

berth and tried to escape from the

room the door would not open, and

they had to turn to and fight the

flames, until help came. Conductor

White burst in the door and they

climbed out in the night-garb, half

suffocated from the smoke.

ST. JOHN SCHOONER ABANDONED.

BOSTON, June 14.—Steamer H. M.

Whitney, from New York this after-

noon, brought four shipwrecked sea-

men, Captain Charles Bryant, Pri-

mate J. H. Hay, Cook George McClus-

key and Seaman C. Sheridan of the

two-masted schooner Progress of St.

John, N. B., which was in collision with

the schooner on the night of June 13.

The schooner fouled the hawser and was

struck by the stern bar, carrying

away bowsprit and both fore and main-

mast. The crew abandoned the

schooner and were taken to the wharf

by Pollock Reef lights. Today they got

their effects from the vessel, then re-

turned to the lights, from which they

were taken to the Whitney. The

schooner was boarded by wreckers

from Monmouth who bought her as she

stood.

The fishing schooner Alice M. Guthrie

of Boston, Captain Guthrie, ar-

rived today with a large haul in her

trawl, and was taken to the wharf

by the tugboat rescue. The result

of a collision at 3:30 a. m. Friday

with the three-masted schooner Baker

Palmer 75 miles southeast of High-

LATE SHIP-NEWS.

Departed—Port.

HALIFAX, June 14.—Arr. str. Nova, from Philadelphia, str. Silvia, from St. John, N.P. Sailed, str. Harlow, Scott, for Cape Ray, N.Y.

HALIFAX, June 12.—Arr. str. Novada, from Antwerp, str. Prefecture, from Perth Amboy for Charlottetown (for a harbor). Sailed, str. Halifax, for Boston; St. John City, Dover, for London via Havre and Penzance; Loyallist, for St. John; Liberator, Out-rigger, for Philadelphia.

Cleared, bark Terebinth, for Swansea, British Ports.

KINGSALE, June 13.—Passed, str. London City, from St. John, N.B. via Port Medway, N.S. for Manchester.

SHARPSHOOT, June 11.—Sld, str. Maritime, for St. John, N.B.

SWANSEA, June 13.—Sld, str. Plata, for St. John, N.B.

LIVERPOOL, June 14.—Arr. str. London City, from St. John, N.B. via Port Medway, N.S.

DUBLIN, June 14.—Arr. str. Michigan, from Montreal and Quebec.

AVONMOUTH, June 13.—Arr. str. Manx-ma, from Montreal.

LONDON, June 14.—Arr. str. Mount Royal, from Montreal.

LIVERPOOL, June 13.—Arr. str. Georgian, from New York.

QUEBEC, June 14.—Arr. str. Cyprian, from New York, for do, and both proceeded.

QUEBEC, June 14.—Sld, str. Campa-nia, from Liverpool for New York.

Foreign Ports.

PROVIDENCE, R. I. June 14.—Arr. str. Lewis S. Andrews, from Apalachicola, Fla.; E. C. Gates, from Digby, N.S.

Sailed, str. Irene E. Meeser, for New York.

CITY ISLAND, June 14.—Bound south, str. Viola, from St. John, N.B. via Fall River; Alaska, from Advocate, N.S.; Decora, from Porterville, N.S. via New London.

Sailed, str. Elwood, from Hillsboro, N.B. James A. Gray, from New York.

Sailed, str. Marcus Edwards, from Hobe-nea for Newport.

VINEYARD HAVEN, Mass., June 14.—Arr. and sailed, str. Castus, from Ponca, P. R. for Boston.

Arrived, str. Eben H. King, from Port Reading for Eastport; P. R. and G. Given, from New Bedford for Windsor, N.S.

NEW YORK, June 14.—Arr. str. Cedric, from Liverpool and Queenstown.

BOSTON, June 14.—Arr. str. Winifredian, from Liverpool; Samartian, from Glasgow; Halifax, from Halifax, N.S.; Boston, from Yarmouth, N. S.; Ora, from Pictou, N.S.

Sailed, str. Oliveita, for Halifax, N.S.; Hawkeburg, CB, and Charlottetown, PEI; Prince George, for Yarmouth, N.S.

VINEYARD HAVEN, Mass., June 13.—Arr. and sailed, str. Lady Napier, from Savannah for St. John, N.B.; str. Rowa, from St. John, N.B. for New York.

Sailed, str. Progress, from Fall River for St. John, N.B.

BOSTON, June 13.—Arr. str. St. Croix, from St. John, N.B.; Prince George, from Yarmouth, N.S.

Sailed, str. Swallow, for St. John, N.B.; Lotus, for do; H. M. Stanley, for Point Wolfe, N.B.

PROVIDENCE, Mass., June 13.—Sld, bktn. Ich Dien, for Halifax, N.S.

Arrived and sailed, str. John J. Hanson, from Somers Sound for Philadelphia.

In port, str. J. R. Bodwell, from South Amboy for Rockland; Charles W. Church, from Philadelphia for Portland; M. E. Ham-bley, from Swan's Island for New York; Jordan L. Mott, from Rockland for Norfolk; E. C. Gates, from Digby for Pictou; Ma M. Barina, from Providence, N. B. for Perth Amboy; Progress, from Fall River for St. John, N.B.; E. M. Sawyer, from Vineyard Haven for New York.

At Nobiska, str. Annie P. Chase, from Perth Amboy for Hallowell.

Reports.

VINEYARD HAVEN, Mass., June 14.—Sailed, str. Burke, from Boston for New York via lumber, and Franklin, from New York for St. John, N.B. with coal, collided near Vineyard Sound lightship, entrance to Vineyard Sound, at 3 o'clock this morning. The Burke had fibrous end of bow broken. Several stanchions and rail on the port bow were broken and other slight damage sustained. The Franklin had her foretopmast unshipped, tore her rig and foremast, but sustained no material damage to her hull. Both vessels arrived here this afternoon.

Sch. Franconia, from Raritan River for Boston, with brick, arrived here this morning. She sustained no damage and will probably be floated at high water tomorrow.

CHATHAM, Mass., June 14.—The small schooner Progress, of Nova Scotia, from New York to Nova Scotia, light, was run down on the shoals by a large, taking of the former's bowsprit, both masts and jacking her clean. The wreckers from Monmouth port boarded her and bought her as she stood. The crew was taken off by a steamer after bound for Savannah or New York. The night being foggy, the name of the steamer could not be ascertained.

ONLY \$5,000,000.

TORONTO, June 14.—A. E. Ames & Co. issued a statement on Saturday showing liabilities of about five millions against \$18,140,000 on May 31 last. The liabilities to savings depositors are \$24,000. Another statement is promised in a few days.