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VOL. II.---WHOLE NO. 385. ST. JOHN, N. B., MONDAY, AUGUST 19, 1889. PRICE TWO CENTS

AMUSEMENTS.

MECHANICS' INSTITUTE.
MONDAY EVENING, August 19.

BEST Theatrical Representations in Scenes, Costumes and Impersonations. The Great Actors.
EDWIN BOOTH,
HENRY IRVING,
and THOS JEFFERSON,
DeWITT TALMAGE,
DANIEL O'CONNELL,
the Greatest Orator Ireland ever produced; an U. S. Congressman; and Humorous and Dramatic Personations.
"More interesting then the best theatrical performance."—N. Y. Papers. Tickets 25, 35, 50c. at A. C. Smith & Co's.

EXCURSION.

CHEAP EXCURSION
—TO—
MONTREAL
—VIA THE—
"SHORT LINE."

THE NEW BRUNSWICK RAILWAY will sell Excursion Tickets, good to MONTREAL and on trains of AUGUST 22nd, 24th and 26th and good to return until Sept 9th, at
$10.00 EACH.
Train leaves Union Passenger Station at 3 p. m. standard time. Returning, leaves Montreal 8.30 p. m. daily except Saturday.
F. W. CRAM, General Manager. A. J. HEATH, Gen Pass Agent.

G. R. PUGSLEY, LL. B.
Barrister, Attorney-at-Law, &c.
OFFICES—Corner Prince William and Church streets, St. John, N. B.

PIANOS MENDELSSOHN —AND— EVANS PIANOS, —IN— Mahogany, Walnut, Rosewood and Ebonized Cases. ORGANS
A. T. BUSTIN,
38 Dock Street.

NEW DRY GOODS STORE,
East End City.
Waterloo, near Union St.
Until further notice, all summer goods positively at half price. Consisting
—OF—
Dress Materials, Prints, Curtain Muslins, Nets, Sun Shades, Handkerchiefs, Hosiery, Gloves, &c., &c.
T. PATTON & CO.

Sticky Fly Paper,
Wilson's Pads and Paper,
Pure Dalmation Insect Powder,
Powdered Hellebore,
Sponges, Sponges.
Prices low.
WILLIAM B. McVEY
CHEMIST,
185 Union St., St. John N. B.
Cool Soda Water with Pure Fruit Syrup and Milk Shake.

11 Cases of New Tweeds will be made to measure, from $8.00 to $12.00 a suit.
150 Custom made suits with a full stock of Furnishing Goods will all be sold retail at less than the regular wholesale prices.
NOVA SCOTIA HOUSE,
HUGH NEALIS,
73 Dock st.

MONEY TO LOAN.

MONEY TO LOAN on free hold security, E. T. C. KNOWLES, 107 Prince Wm. St.

BOARDING.

Advertisements under this head inserted for 10 cents each time, or fifty cents a week. Payable in advance.

BOARDING—A few single gentlemen can be accommodated with board at 49 Mecklenburg street, pleasant rooms, nice location. Apply on the premises.

WANTED.

Advertisements under this head inserted for 10 cents each time or fifty cents a week. Payable in advance.

MACHINERY MOULDERS wanted for Ontario. Steady work. Apply 62 Water street city.

WANTED—Ten General House Girls for small families—two sisters or friends in one house—wages $3 and $12 monthly; excellent chances for good girls. Call early and bring reference to LADIES' PARLORS, 134 Prince Wm. street. P S—Also, 4 General House Girls to go to Portland, Me.; wages $4 weekly.

WANTED "to-day" Book-keeper, $7; stenographer $8 to $10; copyists a 4 lady office manager, $5. A great many exceptionally good openings in and out of the city for educated and reference ladies. Call and investigate our system, at LADIES' PARLORS, 134 Prince William st. Open evenings.

TO LET.

Advertisements under this head inserted for 10 cents each time or fifty cents a week. Payable in advance.

TO LET—Two Houses, on King St. East, Nos. 219 and 221; containing all modern improvements. Will be let at a moderate rent for the present year. Apply to CHAS. PATTON, corner of Princess and Pitt street.

TO LET—The residence of the late Mrs. Robert Jardine, on the Marsh Road, one mile from the city, known as Woodside, with Stable, Horse garden and 23 acres land. Apply to JOHN BOYD, Market Square.

TO LET—In the Domville Building, large and small ROOMS, centrally located remember, pleasant and comfortable small families can be accommodated. Enquire of A L SPENCER, on the premises.

TO LET—Brick Store, Corner Portland and High sts., Portland. A good stand for grocery store, provisions and country produce. John Connolley, Corner Portland and High sts.

JUST OPENING,
A fine assortment of
CHILDREN'S CARRIAGES
Styles, Quality and Prices warranted to suit. Give us a call before purchasing.
HUTCHINGS & Co.
Mattress and Bedding Warerooms,
101 to 107 Germain Street.
Agents for the Celebrated Ideal Washer.

WEATHER INDICATIONS—Fair.

If you're wanting anything in our way the chances are, such, can be bought from us cheaper than elsewhere at this season. What you are looking for may not be amongst the Half Price Goods, in that case the price would not be "lower than the lowest"---and yet there is a likelihood that what you want is in the lots. Just what these are we perfer to keep you in the dark with this only as an index---think of Seasonable Goods that will be unseasonable in October, and you have an idea of what is now Half Price.

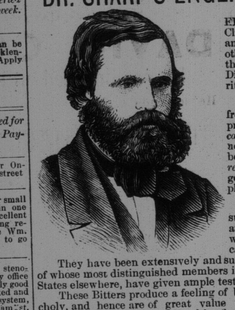
HUNTER, HAMILTON, & McKAY,
97 King street.

—THE—
CANOPY HAMMOCK.
A new and useful Lawn Adornment. Easily set up and portable. Call and see it.
F. E. HOLMAN.

TUESDAY, August 6.
UNDRESSED KID GLOVES,
FALL SHADES OF PLUSHES, AND RIBBONS,
WATERED SILKS,
FANCY PONGEE SILKS,
NEW SHADES OF FELTS,
GOLD AND SILVER BRAID,
GOSSAMERS.
DANIEL & ROBERTSON,
London House Retail, Cor. Charlotte and Union Streets.

A GREAT BARGAIN.
Ladies Four Button First Quality Josephine Kid Gloves only 75 cents.
Remember these are genuine first quality Josephine Kid Gloves and the price 75 cents.
KEDEY & CO.,
213 UNION STREET,

DR. SHARP'S ENGLISH TONIC BITTERS.



These well known and unrivalled BITTERS, prepared by a peculiar and elaborate Chemical process, from rare plants and herbs, and entirely free from all mineral, acid, and other noxious ingredients, have been found the most useful in Dyspepsia or Indigestion, Diseases of the Liver and Kidneys, and Irritability of the Bowels.

In all cases of Debility; whether arising from illness, fatigue, or other causes, they prove eminently serviceable and afford *incalculable benefit*; and, being devoid of all spirituous and other injurious stimulants, may be given with happiest effects to *young children*, correcting in them the tendency to the generation of worms, and other Bowel complaints.

FOR FEMALES these Bitters are peculiarly suitable, giving tone and vigor to the system, and imparting new strength to the frame, which *protracted nursing* or other exhausting causes may have impaired.

They have been extensively and successfully used by the Medical Faculty, many of whose most distinguished members in New Brunswick, Nova Scotia, the United States elsewhere, have given ample testimony in their favor.

These Bitters produce a feeling of buoyancy, removing depression or melancholy, and hence are of great value in the treatment of Mental and Nervous affection. They produce a healthy flow of the secretions, and should be used by all who suffer from

DEPRESSION OF SPIRITS, NERVOUSNESS, SLEEPLESSNESS. LOSS OF APPETITE,
And all kindred complaints.

Everybody knows that Sharp's Balsam of Horehound and Anisseed is the best cough medicine ever offered to the public.

Everybody ought to know that Sharp's English Tonic Bitters cannot be too highly commended for the diseases they are recommended to cure.

The sick should not delay a moment in procuring and using these bitters. Sold wholesale by T. B. Barker & Sons, St. John, and at retail by all druggists. The price is reduced, so as to come within the means of all, to 75 cents per bottle. PREPARED BY
Sharp's Balsam Manufacturing Company, St. John, N. B., to whom orders may be addressed.

F. W. WISDOM,
Mill, Steamboat and Railroad Supplies, 41 Dock Street, St. John, N. B.
IMPORTER AND DEALER IN
Rubber and Leather Belting, Rubber and Linen Hose, Lace Leather and Cut Lacing, Cotton Waste and Steam Packing, Lubricating Oils, Mill Files Emery Wheels, Emery Cloth and Emery, Wrought Iron Pipe, Cast Iron Water Pipe; Steam, Gas and Water Fittings, Steam Pumps, Steam Gauges, Injectors, Bolts, Nuts and Washers, Babbit Metal and Antimony, Steam and Hot Water Heating supplies.
Lowest Quotations Given on Special Supplies

SECOND EDITION.

PETER BROPHY'S DEATH.

AN INCIDENT THAT REQUIRES EXPLANATION.

Who Were the Mysterious Midnight Visitors to the Lansdowne? The Inquest Adjourned.

Saturday night a sailor named Peter Brophy, fell over the gangway of the steamer Lansdowne lying at Government pier and striking the rail dropped into the water. The night watchman of the steamer, William Ward, states that the persons who were assisting Brophy ran away when the accident occurred. Brophy sank and never rose again. This morning the body was recovered by Chas McCarthy and Edward Doherty and taken to the dead house. Across the forehead is a terrible gash, probably got from contact with the rail. Otherwise no injuries are apparent. This morning Coroner Berryman held an inquest in order that a thorough investigation of Brophy's death might be had, and further that the mysterious and cowardly conduct of his companions might be explainnd. But while doubtless the real cause of Brophy's death has been arrived at the jury felt that it would be better to postpone a verdict until these men (who have not as yet been arrested) might be able to testify. Adjournment was made until Friday evening next at 8 o'clock. Six witnesses were examined. Mary Milier, sworn, said: I reside with my father James Miller, who keeps a boarding house on Germain street. Brophy boarded there while ashore. On Saturday night about 11 o'clock I saw deceased who asked me for 5 cents. He had been drinking but he was not drunk. He had the use of his limbs, and knew what he was saying. He was a quiet man, but drank at times.

Joseph Quinn deposed as follows:—I am a barber, keeping on the corner of Germain and Brittain streets. On Saturday night referred to the deceased came into my shop between 11 and 12 o'clock. He looked as though he had been drinking, but was sobering up. He was alone. It was about 11.45 when Brophy left my shop. I never saw him afterwards.

William Ward, night watchman of Steamer Lansdowne being sworn, made the following statement: I have been employed on the Lansdowne since December last. On the Saturday night referred to I went on duty at 6 p. m. About 12.30 a. m. Sunday, I saw two men coming down the Government pier, with a man between them. They were supporting him. I think he was unable to get along without their assistance. I did not know who the man was at that time. They brought him to the forward gangway. It was too dark for me to recognize them, but I saw that the man they had between them couldn't help himself. I called to them to wait until I got him. He said to them "I'm all right." They let go, and in stepping down the ladder he lost his balance and fell over on to the main rail.

From that he dropped to the fender, and thence into the water. He said nothing but "Oh" when he fell. One of the fireman, Patrick Cotter, was on deck when this happened. Of the men one was taller than the other. I could not say how he was dressed but had a hard hat on. The moment the accident occurred they ran away, towards the gates. I called Cotter who jumped down on the fender, but could find no trace of the missing man

I then went aft and called the Captain who ordered up the boatswain and men. But the search proved fruitless. I saw where he struck but there was no blood on the rail, nor did I see any blood on the wharf. I thidk a man could get as drunk as Brophy appeared to be inside of half an hour. I was sober myself. Cotter had been drinking but was able to carry out my directions. About half an hour later Edward Doherty, watchman of the barque Alumbagh came over. He did not know of the accident but I told him. There might have been a cut on Brophy's forehead before he fell. could not discern. I did not perceive the men with Brophy remove anything from his head. Had the man assisted him I believe things would have gone on all right.

To the foreman—It was about 10 feet from the gangway to the rail where deceased struck.

To Juror Powers—Had there been a row in the vicinity I should have heard it.

To the foreman—He struck the rail on his head. I believe the force sufficient to cause the injuries he sustained. The rail is cased with iron. Brophy was alive when he was brought down. I could swear to his voice.

Patrick Cotter, fireman of the steamer Lansdowne, corroborated the statements of Ward as far as he knew them. He had seen deceased Saturday night about hour. Deceased had been drinking. He again saw deceased at tea hour, but never afterwards alive. He had been in town during the evening, but returned to his vessel about eleven o'clock. While below he heard Ward talking loud and went on deck. Just as he got there he heard Ward say "My God the man is overboard." He did not see deceased fall but heard the splash. Did not see the men run away, but heard Ward calling loudly after somebody. James E. Morris, chief engineer of the Lansdowne, explained that the ladder was not the proper means for the men to get aboard. A gangway three feet wide with life lines was attached, and the ladder was only a convenience for the men while working during the day. It should have been removed, but a removal could only have been made by an order from one of the officers. He believed the man lost his life by attempting to board the vessel by means of the ladder.

Edward Doherty deposed to the statements made by Ward concerning him and swore that during the evening a party of young men were on the wharf among whom were Edward Connally, J. McAnulty Wm. Driscoll and Charles Bridges. Edward Starr, deposed to having seen deceased as late as 11.15 on the Saturday night referred to. He was then leaving Quinn's barber shop. Witness saw a tall slim man wearing a hard hat at the corner.

After a discussion the jury adjourned without rendering a verdict to meet Friday at 8 p. m. In the meantime efforts will be made to find Brophy's companions of Saturday night.

JACKSON'S RUGGED NATURE.

His Battle for Life and Patient Suffering Till the Last.

Andrew Jackson was blessed with a rugged constitution, or he must have succumbed many years before to disease that preyed on him for thirty-one years. He suffered from a wound received in 1806, which often produced hemorrhages and chronic diarrhea. The medical treatment in vogue by the best physicians of the time prescribed bleeding for the hemorrhage and calomel for impaired digestion—a course that is now looked on as homicidal. Yet he stood the ravages of disease, the loss of blood, and corrosions of poison for a third of a century.

During the last two years of his life dropsical symptoms developed, one lung was gone, and the other diseased. He chewed tobacco incessantly, though it aggravated indigestion and gave him the most agonizing pain in the head. He sat motionless and silent for long days, absorbed in stoical endurance of pain, and no suffering ever drew a groan from his lips. Many children of the family connection played about the Hermitage and he would not have their noisy sport stopped. Once a little nephew ran against him in his play. The sick man fell back, white as death, breathless with agony. When he could speak he drew the boy to him and said, with pitying tenderness:

"Oh, my dear boy, you don't know how much pain you have given your uncle."

He was anxious about what posterity would think of him, and his own doctor told him he would be condemned for proscribing people for their opinions. He answered with his old time energy:

"Calhoun and the Nullifiers should not have been proscribed; I would have had them hung, sir, as high as Haman, and posterity would have pronounced it the best act of my life."

He was pestered by office seekers and hero worshipers to the day of his death. June 8, 1845, he called his family about him and said good-by to each one. "My dear children," he said, "do not grieve for me. I have suffered much bodily pain, but my sufferings are as nothing to the blessed Saviour's." He spoke clearly for fully half an hour, and concluded with: "My dear children and friends and servants, I hope and trust to meet you all in heaven, both black and white." The last phrase he repeated with tenderest solicitude—"both black and white."

At half past 5 his son took his hand and whispered in his ear: "Father, how do you feel? Do you know me?"

"Yes, I know you. I would know you all if I could see. Bring my spectacles." When they were put on: "Where is my daughter and Marian? God will take care of you for me. I am my God's. I belong to him. I go but a short time before you, and I want to meet you all, white and black, in heaven."

Every one about the bed and the black servants on the piazza burst into tears and sobbed. He half raised himself and spoke again:

"What is the matter with my dear children? Oh, do not cry. Be good children, and we will all meet in heaven."

These were his last words. A half hour later he breathed his last in the arms of Maj. Lewis, who laid the body down and closed the eyes. The expression of pain fell like a mask from the serene face, and the natural look of the old warrior returned in death.—Chicago Tribune.

Double Locomotives.

The Railroad Gazette calls attention to a double locomotive for the Indian state railways which is a novel departure from the common practice. The design is really a permanent double header; that is, it is intended for use when the conditions are such as to require the use of two locomotives of the ordinary type, continually in tandem. This arrangement removes the necessity for two tenders, and renders easier the transmission of signals from one cab to another. There is nothing in this arrangement to criticise; it is really almost the only plan upon which locomotives of great capacity can be constructed with any approach to a minimum of weight per running foot of track. This general plan is not new in America, however. The well known William Mason, of the Mason locomotive works, of Taunton, Mass., constructed locomotives on this general plan many years since; and recently the South Side Rapid Transit company, of Chicago, while investigating the possibilities of extending the usefulness of the proposed structure in years to come, decided that the adoption of a locomotive of a design similar to the one described above would enable them to haul nearly double the number of cars around the sharpest curves without increasing the load per running foot of the structure.—Science.

The Renaissance of the Fan.

After a long interval, a long period of neglect, the year 1829 saw a revival in the taste for fans. It chanced that a grand ball was preparing at the Tuileries, at which several "costume quadrilles" were to be danced. Mme. la Duchesse de Berri had undertaken to get up a Louis XV quadrille, and was seeking everywhere—but sought everywhere in vain—for fans of that period. Suddenly some one remembered having seen some old fans in the shop window of a perfumer named Vanier, who lived in the Rue Caumartin. Vanier had collected old fans for some time as an amateur. His fans were taken to the palace; in the quadrille they created a furor and were all purchased. The Duchesse de Berri's ball began the renaissance of the fan.—Louisa Parr in Harper's Magazine.

Benefit from the Flood.

Occasionally there is some benefit derived from a flood. A small creek at Blossburg ripped up the mountain side during the flood rampage and revealed a good vein of coal and two of iron ore—one being over four feet thick—a splendid bed of fire clay, and a valuable bank of building and molding sand.—Philadelphia Record.

The Circuit Court.

Owing to the continued indisposition of His Honor Mr. Justice Wetmore, His Honor Judge Tuck opened the Court this morning, and again adjourned it until 2 o'clock.

GREAT OCEAN RACE.

THE GIANT SHIPS ONLY SEVENTEEN MINUTES APART.

Leaving Queenstown Together and Running Side by Side for Many Miles.

NEW YORK Aug 17.—The great race is over. The City of New York and the Teutonic, ocean giants belonging to rival lines, after a prolonged struggle are at their piers. The City of New York won. Never in the history of the merchant marine was such a race as this known. It was a race 3,000 miles long between marvelous specimens of the shipbuilder's art, during which, for many hours at a stretch and on different days, the ships were in sight of each other, with their decks thronged with passengers half wild with excitement, while each ship was driven to her utmost capacity, and no one could tell whether this or that would take the lead.

It was a bright morning a little over a week ago, when three great ships came to anchor in the harbor of Queenstown. One was the Teutonic of the White Star line, fresh from the grand naval review, and now for the first time to try her speed with every fire alight and everything adjusted for a great passage. The next was the Inman line racer, the City of New York. She, too, was out for what was almost a maiden voyage, for she had been a month in the builder's hands for such an overhauling and altering as ships rarely get in so short a time. Last of all was the comparatively venerable City of Rome, not at all in the swim with the modern giants, but a mighty fine large ship for all that.

At 10 o'clock on Thursday morning of last week the City of Rome got her anchor, and steamed away, leaving the racers behind. For three hours and a half longer the other two ships lay at anchor. The City of New York was waiting for passengers, the Teutonic for belated mails. Then on the City of New York the rattle of the steam capstan told all hands that she was getting her anchor. She swung around to her course and very slowly steamed away for Roche's Point. She was bound for New York but she wasn't in any hurry just then. What was the use in rushing off when there was another ship going the same way that just as likely as not would like to have company? Why not wait for her and be sociable?

But they didn't have to wait very long. The other fellow was going that way sure enough, and somehow she seemed to be in a hurry. There was a huge roll of smoke and an air of energy about her movements that was disquieting to the people on the City of New York. It began to look as if she hadn't cared a cent whether the City of New York waited for her or not. On she came with a rush that brought her up abeam to starboard, and the next minute, with her tiller to starboard, she not only ploughed past the waiting City of New York, but actually crossed her bows under the very beautiful Grecian nose on the round but lovely female that there represents the American metropolis.

A spectator might have seen, too, that the City of New York had no yards crossed—she was in fighting trim aloft, so to speak. From the moment that the big Teutonic was seen to be under way the throttle valve had been gradually opened, so that while the Teutonic went past at a rate that thrilled her own passengers, and sent the hearts of the Inman folks down like a chunk of lead, the big City of New York was awakening up and preparing to make things hum.

As the Teutonic steamed away everybody crowded forward on the City of New York.

A little later the crowd began to say that she wasn't leaving her at all, and then a mighty whoop went up, for it became apparent to all that they were overhauling the Teutonic. There was a roll of smoke and an air of energy about the City of New York now, and it meant business. With every dip of the bow the City of New York was gaining, until at last, when Fastnet light loomed to starboard, the Teutonic was dropping astern on the port beam, and everybody went down to dinner and called for another bottle, just to drink to the health of Capt. Francis Land, who had promised to fix 'em if folks would give him a little more time.

Thereafter the betting in the smoke room settled down to the making of pools on the time of the passage and the number of hours by which the City of New York would beat the Teutonic, with now and then a wager made at long odds by some venturesome soul that the Teutonic would actually beat the City of New York. It held thus until the next day, which was Friday. On that day the strong westerly breeze had developed into a strong westerly gale. There was a huge sea a-rolling and clouds driving overhead, and rain a-pouring down, and keeping every one save the hardiest of the passengers in the comfortable cabins.

Thus passed Friday and Saturday. Sunday also passed, though somewhat differently, and at last, after the ship had safely crossed the region of icebergs, Monday night arrived and with it a disaster. That is, it seemed to the sporting men to be a disaster. The ship had slowed down in the fog and mist as all ships must, but now she must slow down because of heated journals. One engine was stopped altogether, and the other turned over so slowly that the big ship made little more than half her full speed. Still, not every one knew this, for it happened at night. But on Tuesday morning she was still loafing along, and every one came on deck to find out about it. Some of them saw the officers up on the bridge looking away astern with considerable interest and so the passengers began to look aft, too. There, coming out of the mists of the morning, was a great steamship with only three slender masts aloft and no yards crossed. There was no mistaking her. She was the Teutonic, and she was coming smoking, too. The huge black stem was turning great waves on each bow, and there was a host of excited passengers gathered forward to look at the partly disabled Inman liner.

Word that the flying rival was in sight brought the passengers on deck in a hurry; and aft they crowded to stare in dismay. Out came the notebooks, and hither and yon ran the many men of some sporting blood but weak knees. They must hedge, or "bust." They were going to get beaten now, sure, they thought, and what fools they were to back an old tub against a new flyer. But the old sports from way back got acquainted with the fact that the machinery was cooled off down below, and that when the the other boat got near enough to make her people feel bad, she was going to be left. So they took in all the bets they could get, and according to one sporting man about $5000 was put up then and there.

On came the Teutonic, running close aboard her rival so that her passengers could shake handkerchiefs and other things to make the people on the City of New York feel bad. Before breakfast she had overlapped the quarter, and then Capt. Land thought it was time to relieve the suspense of his own weak-kneed people and take the everlasting conceit out of those who thought their new ship was considerable in a race with a flyer. The coal was spread thin on the grate bars, the indicators in the steam registers began to climb, the wheel that had been idle was set a-whirling, and the foaming wake lengthened away further and further with every minute. From ten knots her speed rose to twelve to fifteen, to seventeen, and then to nineteen, and there it held while the slender spars of the Royal Mail dwindled and faded away in the mist of the morning from which they had so recently been evolved.

At 11 o'clock and 58 minutes on Tuesday night last the red lamps on the Sandy Hook Lightship were abeam, and the race was done. The City of New York had made port and the rival ship was nowhere in sight. With slow speed the victor steamed in through the main ship channel and rounded the Southwest Spit. Still the Teutonic was not to be seen, and when the anchorage was reached the boatswain set the anchor watch and piped down, and everybody took a nightcap and turned in at peace with all the world.

Immediately after the City of New York had rounded the Southwest Spit the Teutonic found herself abreast the Sand Hook Lightship, and twenty minutes later she dropped her anchor for the first time on Sandy Hook bar. She had made a grand passage, but the edge of the comfort of it was wholly destroyed. She had been beaten out of sight in her maiden voyage.

And yet when one considers the distances covered and the adverse circumstances, the race was remarkably close. By the official statements of the agents of the two lines the time of the City of New York was 6 days, 14 hours and 20 minutes. That of the Teutonic was 6 days, 14 hours and 45 minutes.

Telegraphic Flashes.

Forty thousand persons visited the shrine of Knock, Ireland, last Monday.

Hon. Montague W. Tyrwhitt Drake, Q. C., of Victoria has been appointed judge of the supreme court of British Columbia vice Hon John H. Gray, deceased.

Five hundred French residents of London visited Boulanger on Saturday and presented him with an address of sympathy and confidence.

The Minister of Customs at Ottawa on Saturday received papers from Columbia relating to the Behring Sea outrage. The affidavits show the outrage was committed 35 miles from land.

The recent cold weather has a serious effect on many seashore resorts. It was so cold in the highest places near New York and on the ridge at Ridgefield, Ct., that fires had to be kindled on Saturday.

August Westerman, at Dyersville, Iowa, a few days ago was visited by a mob, stripped and covered with turpentine and a coat of green paint, set off with red stripes. He was told to "git" and he got. He had offended the citizens.

The Dominion Rifle Association has decided to allow at the coming matches the use of rifles having a width of opening in the back sight not exceeding 26-100ths of an inch and cut down to permit the use of the bar at 400 yards.

The subsidiray High Court of the ancient Order of Foresters at Minneapolis will sever all connection with the High Court of England. The cause is that the English High Court insists on the admission of Colomen near to the order. The Americans object.

Police Court.

Fred Patton, Edward Hennessy and A. Westerland, drunk on Prince Wm. street, and John Gorman, John Ward and Wm. Patrick, City Road drunks, were each fined $4 or 10 days.

Richard Brown drunk and disorderly on Portland street was fined $8 or 30 days.

John McAnulty was fined $20 for being drunk and fighting on Portland street.

John McClafferty drunk on Westmorland road and H Pratt drunk on Main street were fines each $4 or 10 days.

Robert Smith was fined $2 for an assault on Charles T. Saunders.

Bernard Quinn a deserter from the ship Great Victoria was taken back to the vessel.

Daniel Speight was fined $20 or 2 months jail for fighting on St. John street.

David Campbell and William Howard the same, and in addition Howard was fined $10 or one month in jail, for fighting on Mill street and $24 or 3 months jail for resisting the police and $8 or 1 month jail for drunkenness. An aggregate of $62 or the alternative 7 months imprisonment.

Daniel Burke was fined $16 or two months jail for inciting resistance to the police.

The Weather.

WASHINGTON, Aug. 19.—Indications, fair, stationary temperature, except warmer in Massachusetts, south westerly winds.

London Markets.

LONDON, Aug 19

Consols 98 1-16 for money and 98 3-16 for account.

United States Fours,	109
Do, do, Fours and a half	32½
Atlantic and Great Western firsts	
Do. do do seconds	62½
Canada Pacific	62½
Erie	106½
Do. Seconds	
Illinois Central	57½
Mexican ordinary	20½
St Paul Common	73½
New York Central	109½
Pennsylvania	5
Reading	2½
Mexican Central firsts	69½
Bar Silver	
Spanish Fours	

Money 1½ @ 2 per cent.
Rate of discount in open market for short bills is 2½ per cent.

Liverpool Markets.

LIVERPOOL, Aug 17.—Cotton steady with fair demand middlings 6½; sales 6000 bales: Speculation and export 1000 bales. Receipts 1000; bales. Amer 900. Futures steady.

Shiloh's Cough and Consumption Cure is sold by us on a guarantee. It cures Consumption.

WM. S. KIMBALL'S, High Grade Cigarette wholesale and retail at Whitebone & Co's, City Market building, Charlotte street.

SECOND EDITION.

FIRE AND LOSS OF LIFE.

FIRE BREAKS OUT IN A NEW YORK RESTAURANT THIS MORNING.

Nine Lives Lost. Origin of the Fire Unknown.—Policemen Warn the Sleeping Occupants of the Building.

BY TELEGRAPH TO THE GAZETTE.

NEW YORK, Aug. 19—Early this morning a fire broke out in the kitchen of a restaraunt on the ground floor of a five story tenement at 307 Seventh Avenue.

Nine of the 60 odd occupants of the house were burned to death, and it is a great wonder that many more did not lose their lives.

The dead are, William Glennon 60 years burned to death, Nellie McGeoghan 20 years, smothered, Mary Wells aged 31 smothered, Jane Wells aged 4 smothered, Thomas A. Wells aged 2 smothered Bertha Lustig aged 40 burned to death, William Mckee aged 47 burned to death, Jane Jeffrey, 65 smothered. An unknown woman 45 years old was smothered. Two men were badly injured. Thirteen families occupied the building.

The fire originated in the rear of John Snyder's restaurant when all the people in the house were sleeping soundly. Just how it started is as yet a mystery but as the cook is missing it is presumed an accident occurred while he was making the fire in the big range.

The awful speed with which the flames swept up through the building suggest use of kerosene by the cook. The door leading from the kitchen to the hallway was found open and through it a great volume of fire rolled out into the passage way and swept up the stairways.

The fire was discovered by two policemen who forced an entrance into the building, whose inmates were sleeping and unaware of their danger. The officers rushed through the building and with their clubs rapped at all the doors, rousing the inmates.

The fire escapes leading from the burning building to the tenant next door were soon filled up with half naked people forced out of their rooms by the heat and flames and hardly realizing in their stupifiaction what had happened. Not one of those who were saved escaped by the stairway, while the names of the few who tried it are found in the list of the dead.

The flames were extinguished easily enough by the firemen but not before the work of death had been completed.

The first body found was that of old Wm. Glennon. His remains were discovered by the bedside in his room on the second floor. He had risen to fly with his sons, but his limbs were not nimble enough and he perished. His boys were taken to the hospital. They were badly burned on the feet caused by walking on the hot iron bars of the fire escape.

In the room of the Wells family in the middle of the floor knelt the mother Mary Wells and in her embrace were her children Jane and Thomas, and there was not a burn or blister to deface their countenances. The dead bodies were loaded in ambulances and taken to the station.

The pecuniary loss is less than $20,000.

FOREST FIRES IN MONTANA.

Reach Alarming Proportions—Thousands of cattle are burning on the Ranges.

BY TELEGRAPH TO THE GAZETTE.

HELENA, Mont. August 19.—Forest fires which have been raging all over Montana for three weeks and destroyed hundreds of thousands of dollars worth of lumber have reached the most alarming proportions.

On the ranges in Chonteau county which heretofore have escaped and on which the cattle men were depending to keep their stock this winter, thousands of head of cattle are burning.

In the Yellowstone country the fire covers an area of 8 miles and is spreading rapidly. The ranges in that section also have been almost entirely destroyed. The entire territory is covered with dense clouds of smoke which the sun cannot penetrate.

Unless heavy rain comes there is no hope that fires will be arrested until they have burned themselves out.

Couriers report the utmost consternation prevailed at Georgetown and that a large force of men is organized to go to the rescue.

MRS. MAYBRICK'S CASE.

Unless Some Adverse Phase of the Case Should Occur Mrs. Maybrick's Life Will be Spared.

BY TELEGRAPH TO THE GAZETTE.

NEW YORK, August 19.—A special from London to the Herald signed by "a member of Parliament" says no decision has yet been arrived at by the Home Secretary in regard to the sentence passed on Mrs. Maybrick.

That the duty of deciding so dreadful a question should fall upon the same secretary, is one of the greatest drawbacks of the office, which is seldom a bed of roses. The abuse which has been heaped upon him is wholly undeserved, for he has given the most conscientious consideration to all the facts of the case with the sole desire of seeing that justice is done

Unless some new phase of the case should occur, adverse to Mrs Maybrick, which is scarcely probable her life is nearly certain to be spared.

Italy Honors Edison.

BY TELEGRAPH TO THE GAZETTE.

PARIS, August 19.—A special envoy of King Humbert of Italy, to-day presented Thomas A. Edison, the famous American electrican, with the Insignia of a Grand Officer of the Crown of Italy. Edison thus becomes a Count and his wife a Countess.