THREE BUSY STORES 228, 230, 232 DUNDAS STREET.

A Hobeful View

He (despondently)—"Our marriage will have to be postponed—I have lost my situation and have no income at all."

She (hopefully)—"That doesn't matter now, my dear, I've learned how to trim my own hats"—and buying the EATHERS AND TRIMMINGS at the "THREE BUSY STORES," put a more hopeful view on the situation. The wedding will soon take place.

"IT'S AN ILL WIND that blows nobody good," is an old saying and the triteness of it is clearly evidenced again in our purchase of

Six Hundred Yards of Japanese Corded Wash Summer Silks.

in beautiful colored stripes, new goods: cheap at 50c, our price 25c and 29c yard.

The Comfort is in the Goods. The Economy is in the Prices.

big purchase of FINE GINGHAMS, in stripes and , open work; regular price 15c, our price, now, 121c. tripe, pink stripe, pink check, blue check.

KW LINE OF NEW YORK DIMITIES for Ladies'

use Waists, in blue and white stripe, black and white ripe, spot and fancy; these are cheap at 20c, we are lling them for 15c yard.

Remarkable Offering of Ladies' Whitewear

LADIES' WHITE NIGHT GOWNS, tucked and lace, 50c each; frilled and tucked, 75c each. LADIES' TRILLED NIGHT GOWNS, tucks, insertion and embroidery, 1.20, \$1.47, \$1.79, \$1.97 each.

LADIES' WHITE SKIRTS, with hem and tucks, 25c LADIES' WHITE SKIKTS, tucks and embroidery,

LADIES' WHITE SKIRTS, insertion and embroidery, trimmed, \$1.00, \$1.29, \$1.50, \$1.69 each.

LADIES' WHITE SKIRTS, deep flounces, trimmed with insertion, piping cord and embroidery, \$2.47 each. LADIES WHITE DRAWERS, lace trimmed, 20c pair. Ladies' White Drawers, embroidery trimmed, 25c pair. Ladies' White Drawers, tucked and embroidery, 35c,

LADIES' SUMMER CHEST DISTENDERS, all sizes; regular 50c, for 25c each.

LADIES SUMMER CORSETS, SPECIAL LINE, 25c

A lot of Men's Sample Hose, at about half-price-fine goods, from 12½c up.

CKED TO DEATH

of a Hull Electric Lineman.

June 30.-Burning and ming, the body of Edward Tembon a telegraph pole on Main et in Hull yesterday, with strong ents of electricity passing through The Hull fire brigade was called and with a rope and pulley the t. Tembley was employed by the e Bell Telephone Co. When deowned by the Hull Elec-

he was shocked to death a spike. issued from out half an hour appened. He was ded no inquest was neceslineman was 35 years ne youngest not yet a week

CHAMBERS OF COMMERCE

Atlantic Service Resolution rawn-Little Interest Shown Pacific Cable Project.

une 30 .- All the life seemof the Chambers of Comterday's sitting. The fast vice was just broached, olution was immediately and nobody seemed much The Pacific cable project i upon the resolutions of Board of Trade, and Sir ssed annoyance at the nt by the congress of the which had excited such pas-

terests in Canada. In a ins favoring State cables ritish and Canadian ports, tes, and favoring the abolistair and discriminatory mance rates between British an ports. It was also de-



cided to appoint a colonial deputation to visit Mr. Chamberlain and urge the abolition of British light dues on shipping. A delegation was appointed to urge upon the executive council the necessity of making arrangements for the colonies regarding the defences.

TRUE AND HONEST DISPENSING

True and honest dispensing is an absolute necessity when medicines are was taken down and removed to prescribed by the physician. Our disunfortunate man's home on Iva pensing department is conducted on such perfected plans that errors are partment, and at the time of impossible. Strict attention to busiident he was on a pole owned ness, pure drugs and low prices have won for us a large measure of public confidence.

THE KIND THAT CURES. If you are suffering from headache, indigestion, heart trouble, liver complaint, kidney disease or ills resulting from impure blood, we strongly advise you to use Paine's Celery Compound. It is the great banisher of disa careful worker. The ease, the only medicine that can truly bring you health and strength. Try a bottle of Paine's Celery Compound if aves a widow and seven you feel weak and run-down; it is a marvellous strengthener.

C. McCALLUM, DRUGGIST, London, Ont.

THE SUGAR BOUNTIES.

A Movement Looking to Their Aboli-

tion.

London, June 28 .-- The Association of Chambers of Commerce of the United Kingdom adopted a resolution at to-day's session, urging the Government to promptly conclude a convention with Germany, Austria and other powers willing to abolish sugar bounties, the convention to include a penal clause, prohibiting the entry of bounty-fed sugar into territories of the contracting powers.

UNDESIRABLE IMMIGRANTS DE-

PORTED. Quebec, June 30.-Among a large hetween Canada and the who arrived on Sunday last at Quebec, almost all bound for the United States, were a number who were suffering from fevers or scalp diseases, which appear to be contagious, but not of the crews of these vessels is said quarantinable. These were refused to reach one hundred. their passports and were kept here. As were refused for the time being they were not considered desirable immigrants for this country, and yesterdar afternoon thirteen of them were sent down to Grosse Isle on board the quarantine boat Challenger, and they will be deported this evening on board

THE REMAINS IDENTIFIED. Buffalo, June 30 .- A dead body found floating in Niagara River yesterday out into midstream with safety, al making every effort to save the men, has been identified as that of Arthur Lockwood, whose strange disappearance some time ago had baffled the police of the entire country. The body is badly decomposed, and it is impossible to tell at the present time by a superficial examination whether his death was due to accident, suicide or foul play. The coroner is investigat-The body has been positively identified, and the coroner has telenorth of pier No. 1 was the dock of ship. The great hawsers in the congraphed the news of Lockwood's death the Hamburg-American Line, at fusion could not be handled well, and away, and an extension, which had Toronto, instructing the chief constable to look up a brother of Lock- twin screw passenger steamer of 6, them, releasing the vessel. She was can Line's expanse of piers, was od's living there.

Vhiskapd's FIRE'S HAV

Hundreds of People Perish and Three Ocean Liners

BURNED TO WATER'S EDGE.

Conflagration Which Swept Miles of Piers at Hoboken, N. J.

LOSS ESTIMATED AT \$10,000,000.

A Conservative Estimate Places the Number of Lives Lost at 200-The Steamships Bremen, Saale and Main Destroyed, and the Kaiser Wilhelm der Grosse has a Narrow Escape-Hundreds of People Caught in the Blazing Ships Perish-Frantic Men Seen at Port Holes Vainly Beckoning Toward Tugs and Lift Their Hands in Entreaties for Help-Many Who Fled from Flames Found Death in the River-Shipping on Both Sides of the North River Endangered-Huge Warehouses Levelled to the Ground -From 300 to 400 People Suffering from Injuries.

in Hoboken, were totally destroyed by passenger steamship Main, and the great freight and passenger steamship were burned to the water's edge. The Phoenicia, a passenger steamship, was also burned to the water's edge. Campbell's storage warehouses, on the opposite side of the street, five big buildings in all, and each five stories mated at \$10,000,000. One of the Camp-\$1,500,000. The Kaiser Wilhelm der Grosse, which just came in to-day, was were towed down to the Jersey flats, blazing furiously and they were left to their destruction.

started a score or more of men were picked up in the river badly burned. When the Bremen, Phoenicia and that they perished in the flames. seen at the port holes, waving their could be rendered them as the heat from the burning ships was so great that no vessel could approach anywhere near them. When the fire had picked up. Many were drowned. gotten under such great headway that it was seen the Hamburg-American Line pier had to go, it was blown up with dynamite. From what can be learned to-night

the flames started among a large pile of cotton bales on pier two of the North German Lloyd Steamship Co., and spread with such remarkable property of the company, taking in over a third of a mile of water front, and consisting of three great piers was completely enveloped in a huge blaze that sent great clouds of smoke high up into the air. The flames started so suddenly and gained such piers, and these, together with a number of people who were at the docks on business and visiting the ships, overboard, and it is believed a great number of people were drowned. At the docks of the North German Lloyd were the Saale, a single screw passenger steamship of 4,965 gross tons, the Bremen, a twin screw passenger and freight, and the Main, a twin screw freight and passenger ground. steamship of 10,200 gross tons. They number of Russian Jewish immigrants all caught fire and burned to the water's edge. der Grosse, which had just come in, was the only one of the four vessels The fire was first discovered by the shoot from a ball of cotton on pier No. 2, at which was docked the

Steamer Saale. He immediately sent in an alarm. In a few minutes the were towed, ablaze, down the flames had extended to the steamhlp, ly made fast to the big Kaiser Wil- ance. The Steamship Main, however, was kept them away.

New York, June 30.—The four great | flames got a good hold on the piers of the North German Lloyd Line, Phoenicia, and she was towed out into midstream ablaze.

The fire had by this time become fire this evening. The large passenger so fierce that the officials of the Hamsteamship Saale, the large freight and burg-American Line decided that the only way to prevent a total destruction of their great pier was to blow up the side of the dock at which the Bremen, of the North German Line, Phoenicia lay, and this was done. A number of barges docked at the pier also took fire, but in the effort to save the other property, no attention was paid to them, and they were allowed to burn. In less than a half hour after the fire was discovered the river was dotted with burning craft and presented a grand spectacle. It is feared that the loss of life in

high, are now blazing with intense the hold of these vessels was frightfury, and they are doomed. The logs ful, as it is said that many of the were imprisoned there. The worst tale will come from the

bell warehouses alone was valued at steamship Main, which was unable to be towed from the pier. This vessel had only arrived in the morning, and some of the passengers were still on saved, though badly scorched at the board, and when the cry of fire was bows. The Saale and the Phoenicia raised a number of them were seen to run to the burning decks. of them jumped overboard, and save for the few who were picked up by the tugs, not one has been heard An estimate of the loss of life can- from, although every hotel and hosnot be given. Shortly after the fire pital in the city of Hoboken is crowded with injured. Some of the passengers of the Main tried to escape to the pier, and it was almost certain

There was a general panic on each of the ships. Many persons jumped overboard, and the water for some handkerchiefs for assistance, but none distance along the docks was lined with people. They were clinging to the piers and even to the rudders of the burning vessels. Some were

Peter Quinn, a justice of the peace in Hoboken, tells a story of having seen at least thirty people perish. He said:-"I was standing on the end of one of the Hamburg-American Line piers and saw about thirty people crowded under pier No. 1 of the North LATER DEVELOPMENTS. German Lloyd. They were calling to some of the passing tugboats, but rapidity that in 15 minutes the entire their appeals were in vain and, when the flames got near them, they dived into the water. There was no assistance near them at the time, and I believe everyone was either drowned

or perished in the flames." About 200 people were rescued at the Hamburg-American Line pier. headway that the people on the piers They were much overcome from exand on the numerous vessels docked haustion, but were soon revived with were unable to reach the street. There stimulants. When the fire broke out, were great gangs of workmen on the such headway was gained by the time the Hoboken fire department arrived docks in shipping interests, are of the that they were utterly helpless to cope with the flames. They were scattered in all directions. As all further handicapped by having sevmeans of exit were cut off by the eral hundred feet of hose burned. flames, they were forced to jump Calls were made to the New York fire department for assistance, and the majority of them being women fire tugs were sent over. These, how- A boat was lowered from the Bremen ever, had but little effect on the shortly after the alarm had been given great mountain of flame and smoke. but the craft capsized as it touchethe North German Lloyd Steamship into the water, and none of then Company had been burned to the were saved by those remaining on the ground. The southern end of the vessel. This itself would indicate Campbell Storage Company building, that the list of dead may be larger consisting of five five-story struc-The Kaiser Wilhelm tures, caught fire and flames shot The North German Lloyd Steamship from every window from two floors Company estimates the loss of life a in a few minutes. at the dock that escaped. The loss being filled mainly with jute and whiskey, made good food for the fire. The fire was so hot that the firemen were unable to go within fighting disadmittance into the United States, He saw a small streak of flames its own way there. In these buildwatchman on the pier at four o'clock. tance, and the flames had pretty much number of Christian Endeavorers ings great loss will be sustained. The steamship Saale and Bremen, after being pulled free from the docks.

and beached off Liberty Island. On the steamer Lusitiana as she casses and were communicated to the ad- the Bremen, as she blazed out in midjoining pier on the north. Here were stream, six men could be seen with and the Main. Tugs were immediate- handkerchiefs as signals for assist-Tugboats and small boats helm der Grosse, and she was gotten darted around the big steamships, though badly scorched at the bow. but the terrible heat from the flames

when an officer on board the ship, who still stood by the doomed vessel saw her and realized what would be her fate, he plunged down after her. The loss on the steamship properties hoping to drag her out of the burn- and to other companies is estimated ing lighter into the water. He found her within a couple of seconds, and both went down into the flames in the lighter and perished. The latter outside of the cargo, fitting and spread of the flames is accounted for by the shifting of the wind

Five minutes after the fire broke

lightly burned.

When the fire first broke out the wind was blowing strongly from the south. This drove the flames across to the pier above the one on which it Line, cost \$1,150,000, and her fittings started. Within a few moments the and cargo were valued at \$300,000. The wind shifted almost directly to the opposite point.

Under the great pavilion on the land end the flames were soon in absolute She is beached off Weehawken tocontrol. Had not recourse to dynamite been taken to destroy the Hamburg Line pier, the flames might The Saale, the steamship which will have gone on. All the fire boats and tugs in the harbor would not have to unfold when the divers go down in stopped them. The flames in the cotton kept the fire at an intense heat and the firemen suffered greatly Again and again it seemed as if they must abandon the fight.

Some of the firemen of hook and ladder truck two, of Jersey City, had a narrow escape. They had gotten out as far as they could on the pier to the south of the blazing docks, and were endeavoring to recover bodies of persons who might have gotten under it. There was a burst from abroad, and valued at \$350,000. of flame from the pier adjoining. which for a time threatened to cut off the men and set fire to the pier. The men dropped into the water and clung to the spiles for a few moments, and then a shift of the wind drove the flames back and they were able

Of individual acts of heroism there those who did the deeds.

rescued by the slightly injured say coming they went insane.

well as heroism. Men clung to others piers of the North German Lloyds and refused to let go, even though the act meant death to both. The loss of their hose crippled the being \$37,000. Eight barges and eleven Hoboken firemen. When they reached canal boats were either burned or the fire they set out to confine it to sunk with their cargoes. the pier on which it started. When ation, \$125,000. The Hoboken Shore the flames spread the hose on the Railroad had piers was lost. Some of the apparatus narrowly escaped being consumed, and as it was one hose cart and its horse was burned. Later Jersey City stripped itself of all the hose possible and sent it to the Hoboken firemen for use. With this streams were later gotten on the fire, but it was then under control, having burned itself out.

ry, and they are doomed. The logs ful, as it is said that many of the after they started in the cotton in 5,000 tons of cargo in her hold. Of the present time is roughly estimated in the cotton in largely ascribed to the dust with those there were 2,000 tons of grain, which the pier sheds and rotunda was covered. It is said to burn almost as rapidly as tinder, and it is believed it was this which caused that first awful rush of fire which gulfed the whole land-end of the dock property.

The destruction of the docks will be a heavy loss to the steamship company, as it has only just finished repairing, enlarging and improving its terminal facilities.

All of the hospitals in Hoboken and this city are crowded with the vic tims of the fire. There are scores of men burned so badly that but little hope is entertained for their recovery Hudson street hospital has every patient that it can possibly take carof, as has also Bellevue hospital, St Vincent's hospital and many of the hospitals further up town. were over 200 taken to the hospitals up to 10 o'clock to-night, and the were still coming in by the scores All kinds of vehicles were brough into requisition as ambulances Saloons, stores and many other build ings along the river front were turned into hospitals temporarily.

TWO HUNDRED LIVES LOST. New York, July 1.-The fearful havoc to life and property caused by the conflagration which broke out at the docks of the North German Lloyd Company in Hoboken last evening cannot be approximated with any degree of certainty. On all sides re ports are current that dozens of persons have perished by fire or water but the more conservative people. who have had experience along the opinion that not over 200 lives wer lost. One of the officers of the steamship Bremen said to-day that there were fully 200 visitors on board tha vessel when the fire touched there By seven o'clock the three piers of the water, and all hands were thrown than it was at first thought to be The buildings 200. The company took the crew lists. checked off those members who ar in hospitals or reported safe, and be lieves the others to be lost. Amon: the dead are a number of officers. A were visiting the Saale, drawn by the interest taken in the boat because of her charter by the Christian Endeav orers. Some of these visitors are reported lost. The German consul-gen eral to-day cabled to Berlin, placing the death list at 200. The property loss can simply be no

docked the Kaiser Wilhelm der Grosse their heads out of port holes, waving approximated at this time. None of the officials around the dooks could give anything like a precise estimate of their losses, and no one was pre pared to make a statement on this point. A conservative estimate, made by a prominent fire underwriter doomed, as the flames had already The saving of the great Kaiser places the entire damage at below become so fierce on the north side of | Wilhelm der Grosse was attended \$10,000,000. The three docks of the the pier that no tug could approach with exciting incidents. It seemed as North German Lloyd Line are total the vessel. Then, by a shift in the if it would never be able to get her losses, with all their contents, and wind, the flames were sent in the clear, and the fire was spreading so they are still smouldering, with many direction of pier No. 1, which was to rapidly that it threatened at almost streams from fire hose playing con the south end of pier No. 2. To the any moment to break out on the big tinually on the debris. The pier of which the Steamship Phoenicia, a axes were brought into use to chop just been built on the Hamburg-Ameri-671 gross tons, was docked. The towed out into midstream and then burned down to the spile tops. The seriously hurt and

ss the street from the North Germ a Lloyd Line docks, suf- not recover. out a woman jumped from one of the fered greatly and a number of houses ships in a vain effort to reach the along the street were scorched badly. formation in regard to relatives. water. The flames drove her from the The number of smaller buildings along There were about 70 missing reported and she plunged heedlessly in the water front, directly under the at the north German Lloyd direction in which it seemed that control of the steamship companies, alone. Fully 80 per cent. of the sailsafety lay. She leaped into a burn- cannot be learned to-night, but it is ors are Germans who have no home ing lighter alongside the ship, and said that there were a number of ex- and no relatives in this country, changes for smaller companies. One Most of them live in Germany, and it of these is said to have lost over will not be until Germany can be \$10,000 worth of horses and wagons. heard from that a list of missing can to-night approximately as follows: - At nine o'clock this morning, several The steamship Main, of the North German Lloyd Line, cost \$1,500,000, the steamship Bremen. stores. The loss is placed at \$1,200,000 for the vessel and about \$400,000 for the fittings and stores and cargo that were aboard of her. The steamship Bremen, of the North German Lloyd cargo and stores were entirely consumed, and the loss to the vessel property will amount to at least \$700,000. night and still smouldering, apparently destroyed, save her machinery. have the most horrible story of death

her, cost the North German Lloyd Company \$1,250,000, and the fittings and cargo were valued at \$300,000. The damage to the vessel proper is placed at about \$800,000. The damage done the Kaiser Wilhelm der Grosse is estimated at \$25,000. The three docks of the North German Lloyd Line, which were burned to the water's edge, are estimated to have cost \$300,000. The docks were well filled with merchandise, just received The Thingvalla pier, which was entirely consumed, was valued at \$50,000. counting the stores which were on it. The Hamburg-American Line dock, which had just been completed as an extension to their great pier, and which was destroyed in order to prevent the spread of the flames, was damaged to the extent of \$15,000. This were legion, but in the rush and ex- was the only loss they sustained, as citement there could be no record of the Phoenicia, contrary to reports, was not even scorched. The warehouses An idea of the intensity of the heat of Palmer Campbell, warehouses E., was given by the fact that the steam- F., G. and H., were burned. Mr. ship's firemen, men who are used to Campbell said to-night that he could supposed to be the hottest place losses, but the damage to buildings where any human being works, fell alone would amount to at least \$50,000 back from fighting the flames, over- and the contents \$1,250,000. Had the come by the heat. Some of those fire occurred at any other time of the who went into the water and were year, he said, the loss would have been much greater, as just at the between the fire and water saw death and the houses were not well filled. This statement accounts for the com-There were acts of cowardice as paratively small loss on the three

Total loss, \$7,000. floating property, burned at the fire proper or set on fire by burning drift wood, will amount to about \$20,000. The personal losses sustained those aboard the steamships car simply be surmised, as there is no way of ascertaining this at the present time. Freight Manager Bonner said The rapid spread of the flames to-night that the Main had about 1,000 tons of slag, about 3,000 bales of cotton and considerable general mer. chandise. The Saale had a full cargo, including copper and general mer chandise, but the Bremen had hardly

> any cargo aboard of her. "I believe," said Mr. Bonner, "that the loss on the cargo of the three ships will exceed \$1,000,000. As to the loss of cargo on the piers, it is diffi cult to estimate, for there was both inward and outward bound cargo there. The greatest damage to th cargo of the Saale will be that done by the water. I believe that the hull of the Saale below the water line is all right and also her engines. visit to the Bremen I found that while the hull is in good shape, apparently the cargo is lost. The Bremen has now a list to port, and there is some danger that she may break if she lists further. The Main, like the Bremen, was still burning when I was there with Mr. Schwab. Mr. Gustave Schwab, president

the North German Lloyd Steamship Line, when seen to-night about the losses to his company, said:-Things are in a very unsettled condition as vet, and I have been hard at work to-day gathering up the ends. I have een on a tour of inspection this norning, and in a tug visited all morning, and in a tug visited all three of the wrecked vessels, as well as the Kaiser Wilhelm der Grosse, which was docked at pier 52, North River. The arrangements for her sailing are the same as was announced sailing are the same as was announced this morning. The Saale was the first vessel we visited. From there went to the Bremen and Main. Both are still burning. I should not say that any of the vessels will be a total loss. They look worse from the outside than they really are. After they are pumped out we can tell better what the loss will be. Both the Bremen and the Saale are, however, pretty badly damaged. Wrecking companies are also working on the Saale, and she will be pumped out as figures, nor can I estimate what the amount will be. The loss on the ships will be estimated by the home office. The piers in Hoboken are all insured that I can give the names of the in local companies, but I do not feel companies. There was on the pier a quantity of cargo, which, of course, was destroyed. We are not responsible for the cargo either on the ships or on the piers.

The cargo on the piers comprised machinery, measurement tobacco, cement and general merchandise. While the fire was still burning the work of relief was begun. Men came to the office of the North Germ'an Lloyd Line almost maked, and with their clothing ruined by the salt water. Men who had been burned and treated by doctors, but who were not sufficiently injured as to be taken to hospitals, also gathered at the office. Every man was given money and clothing and taken to temporary odging houses by agents of the company. The flames from the ships destroyed absolutely everything they posesssed, having had no time to save anything but their lives. Mr .Schwab stated that there were

no passengers on board the steamship Saale, and that if any bodies were found other than those of the crew, they were the remains of visitors, for Saturday was visiting day with the were a number on board at the time of the fire.

It is estimated that from three to four hundred persons were injured and taken to the different hospitals in this city, Jersey City and Hoboken. Many of them were found to be not ere discharged

day. Many others are believed to so seriously injured that they can-

Women besieged the offices for inbe obtained. The list of crews of the ships was not kept in this country, machinists and sailors were taken off held very close bound with death staring them for nearly 12 hours. They were brought ashore on tugs and taken care of in hotels near to the company's charred property.

No loss of life was reported from the Bremen, with the exception or the probability of deaths occurring from the capsizing of the boat. As 74 persons were rescued from the river by six boats' crews from the steamer Phoenicia, of the Hamburg-American line, it is just possible that there was not a soul lost from the Bremen

There were three dead bodies picked up to-day near the Hamburg-American Line dock in Hoboken. One of them was identified as that of Lena S. Corbdts, a stewardess of the steamer Saale. The other two were bodies of males, one of whom was identified through a rent receipt found in his oocket as Henry Kordell, of 407 Bloomfield street, Hoboken. The other body lies as yet unidentified at Hoffman's morgue, but from the appearance of the clothing it is presumed that the dead man was an oiler or coal passer on some of the ships. From a very reliable source it was learned to-night that the officers of the steamer Sadle had accounted for 111 persons out of a total of 252 who were on board at he outbreak of the fire.

There was a continuous stream of callers at police headquarters in Hoboken all day seeking information about missing friends and relatives.

Gustave Schwab, of the North German-Lloyd Company, accompanied by Dock Supt. Muller and Freight Manager Bonner, arrived at the office of the North German Lloyd Steamship Co. at about 1 p. m. The office of the line was not open to the public, working in the fire room of a vessel not give a definite estimate of his Mr. Schwab and his assistants re tired to his private office where they conferred almost all the afternoon About 4.30 p. m., Mr. Schwab came out of his office and said:-"On the deck of the Saale a body was found to-day which is probably that of Capt. that when others who were caught present time the imports are very light Mirow. It was burned beyond recognition, but Mr. Bonner identified knife which was found on the body as one belonging to the captain. Our work is now trying to get accurate Line. One lighter, containing 5,000 lists of the dead and wounded. Many bags of sugar, was destroyed, the loss are missing." The fire began in some cotton on one of the piers and spread with amazing rapidity. Capt. Moeiler Total valuwas on the platform of pier 2 when the fire started. I wish to say that a number of cars the fire fighting apparatus on the burned and other property damaged. piers was entirely adequate for or-dinary demands and there is no cause Continued on Seventh Page.

Children suffer from hives as a result of derangement of the digestive system and impure blood. Mothers know that there is nothing better than Burdock Blood Bitters to correct stomach

disorders, to purify the blood and cure all rashes and eruptions. Mrs. J. Hannon, Badjeros, Grey Co., Ont., writes: "My little boy was troubled with impure blood and hives came out on him. After using doctors' medicine and not getting any relief I de-cided to buy Burdock Blood Bitters, and after using one bottle the little fellow was completely cured of the hives and his health greatly improved,"

Just Arrived.

dozen Black Lawn Blouses, trimmed in white, new back, all sizes,

Only \$1.00 Each.

5 dozen Colored Blouses. insertion trimmed, new

Only \$1.00 Each.

5 dozen Fine Zephyr Blouses, in stripes and checks, all sizes, from 32 to 40,

Only 75c Each.

For a Natty Waist

Tray &

150 Dundas Street