COTTOLENE

What is it

?

It is the new shortening taking the place of lard or cooking butter, or both. Costs less, goes farther, and is easily digested by anyone.

★

AT ALL GROCERS.

★

Made only by

H. K. FAIRBANK & CO.,

Wellington and Ann Sts., MONTREAL.

UNPRECEDENTED ATTRACTION!

OVER ONE-QUARTER OF A MILLION DISTRIBUTED.

L.S.L.

Louisiana State Lottery Company.

Incorporated by the Legislature for Educational and Charitable purposes, and its franchise made a part of the present State constitution, in 1879, by an overwhelming popular vote.

Its GRAND EXTRAORDINARY DRAWINGS take place Semi-Annually, (June and December,) and its GRAND SINGLE NUMBER DRAWINGS take place in each of the other ten months of the year, and are all drawn in public, at the St. Charles Theatre, New Orleans, La.

FAMED FOR MORE THAN TWENTY YEARS FOR INTEGRITY OF ITS DRAWINGS AND PROMPT PAYMENT OF PRIZES.

Attested as follows:

"We do hereby certify that we supervise the arrangements for all the Monthly and Semi-Annual Drawings of The Louisiana State Lottery Company, and in person manage and control the Drawings themselves, and that the same are conducted with honesty, fairness, and in good faith toward all parties, and we authorize the company to use this certificate, with fac-similes of our signatures attached, in its advertisements."

G. T. Beauregard
M. A. Labatt
J. H. Walmsley

Commissioners.

Col. C. J. Villere succeeds Gen. Beauregard as one of our Commissioners to supervise our Monthly and Semi-Annual Drawings. Gen. Beauregard always selected Mr. Villere to represent him at the Drawings whenever he was absent. Mr. Villere has already supervised nine of our Drawings.

We the undersigned Banks and Bankers will pay all Prizes drawn in The Louisiana State Lotteries which may be presented at our counters.

R. M. Walmsley, Pres. Louisiana Nat. Bk.
Jno. H. Connor, Pres. State Nat'l Bank.
A. Baldwin, Pres. New Orleans Nat'l Bk.
Carl Kohn, Pres. Union National Bank.

THE MONTHLY $5 DRAWING,

At the St. Charles Theatre, New Orleans, Tuesday, July 11th, 1893.

Capital Prize, $75,000.

100,000 Numbers in The Wheel.

LIST OF PRIZES

1 PRIZE OF	$75,000 is	$75,000
1 PRIZE OF	20,000 is	20,000
1 PRIZE OF	10,000 is	10,000
1 PRIZE OF	5,000 is	5,000
2 PRIZES OF	2,500 are	5,000
5 PRIZES OF	1,000 are	5,000
25 PRIZES OF	300 are	7,500
100 PRIZES OF	200 are	20,000
200 PRIZES OF	100 are	20,000
200 PRIZES OF	60 are	18,000
500 PRIZES OF	40 are	20,000
APPROXIMATION PRIZES.		
100 Prizes of	$100 are	$10,000
100 do	60 are	6,000
100 do	40 are	4,000
TERMINAL PRIZES.		
999 Prizes of $20 are		$19,980
999 Prizes of 20 are		19,980
3,434 Prizes	amounting to	$265,460

PRICE OF TICKETS.

Whole Tickets at $5; Two-Fifths $2; One-Fifth $1; One-Tenth 50c; One-Twentieth 25c.

Club Rates, 11 Whole Tickets or their equivalent in fractions for $50.

SPECIAL RATES TO AGENTS.

AGENTS WANTED EVERYWHERE

IMPORTANT.

SEND MONEY BY EXPRESS AT OUR EXPENSE IN SUMS NOT LESS THAN FIVE DOLLARS,

on which we will pay all charges, and we prepay Express Charges on Tickets and Lists of Prizes forwarded to correspondents.

Address PAUL CONRAD, New Orleans, La.,

Give full address and make signature plain.

Congress having lately passed laws prohibiting the use of the mails to ALL Lotteries, we use the Express Companies in answering correspondents and sending Lists of Prizes.

The official Lists of Prizes will be sent on application to all Local Agents, after every drawing, in any quantity, by Express, FREE OF COST

ATTENTION.—After January 1st, 1894, our drawings will take place in Puerto, Cortez, Honduras, Central America, under and by virtue of a contract for 25 years with that Government. These drawings will take place monthly as heretofore. There will be no change in the management and no interruption in the business. PAUL CONRAD, President.

In buying a Louisiana State Lottery Ticket, see that the ticket is dated at New Orleans; that the Prize drawn to its number is payable in New Orleans; that the Ticket is signed by PAUL CONRAD, President; that it is endorsed with the signatures of Generals G. T. BEAUREGARD, J. A. EARLY, and W. L. CABELL, having also the guarantee of four National Banks, through their Presidents, to pay any prize presented at their counters.

N. B.—The tickets for the July drawing, and all others thereafter, in addition to the usual endorsements of J. A. EARLY and W. L. CABELL, will bear that of the new commissioner, CH. J. VILLERE the successor of Gen'l G. T. BEAUREGARD, deceased.

There are so many inferior and dishonest schemes on the market for the sale of which vendors receive enormous commissions, that buyers must see to it, and protect themselves by insisting on having LOUISIANA STATE LOTTERY TICKETS and none others, if they want the advertised chance for a prize.

TO SALMON-NET OWNERS.

I hereby give warning that compliance with the law respecting salmon nets is to be enforced without further notice. All salmon nets are to be raised out of the water every Saturday afternoon from the time of low water nearest to six o'clock, and to remain out of the water until the time of low water nearest to six o'clock every Monday morning. Any infraction of this or any other regulation will be punished as the law directs

LEMUEL ABBOTT, Overseer.

Chatham, June 1st, 1893

M. S. N. CO'Y.

The M. S. N. Coy. will run excursions for points down river on Tuesdays, Thursdays and Saturdays during the months of June and July at 25c. per trip for each excursionist. Children, under ten years, accompanied by their parents or guardians will go free; over 10 and up to 15 years, 15c. each. Tickets good for one day only.

Excursionists will be landed at Bay du Vin or Negnac only. Fares on Mondays, Wednesdays and Fridays from Newcastle, 60c; Chatham, 50c.

DRS. G. J. & H. SPROUL

SURGEON DENTISTS.

Teeth extracted without pain by the use Nitrous Oxide Gas or other Anæsthetics.

Artificial Teeth set in Gold, Rubber & Celluloid Special attention given to the preservation and regulating of the natural teeth.

Also Crown and Bridge work. All work guaranteed in every respect.

Office in Chatham, BENSON BLOCK. Telephone No. 53.

In Newcastle, opposite Square, over J. G. KEVIHON' Barber shop. Telephone No. 6

Miramichi Advance.

CHATHAM, N. B., - - - JULY 6, 1893.

Absurdity in Tragedy.

It is interesting, and yet, it invites contempt for the methods sometimes resorted to by great newspapers to find that a correspondent of a leading London daily resorted to a bit of sensationalism that was very absurd in reporting upon the loss of the ill-fated British man-of-war, Victoria. He introduced into the sad and awful sinking scene an imaginative picture of the rapidly-revolving propellers of the Victoria forming a maelstrom, or vortex, into which large numbers of the doomed ship's company, who might otherwise have escaped, were drawn, only to be chopped in pieces by the whirling blades of the screws. Apart altogether from the reasonable conclusion that the in-rushing water had probably caused the stoppage of the engines before the vessel was submerged, as described, it is well-known to practical men that as the vessel was being driven ahead, the screws, even if working, would have given the water a repelling rather than a in-drawing motion. Still, many papers reproduced the maelstrom and chopping propeller-blades scene as if it were quite a natural one under the circumstances.

Why Conceal the Facts?

Those who favor, as well as those who are opposed to the Scott Act in Northumberland, have reason to be dissatisfied over the refusal of the Inspector for the County to make his usual report to the July session of the Municipal Council. Everybody will agree that there ought to be no necessity for concealment in the matter, however large the deficit may be with which the next Council will have to deal, for the taxpayers are entitled to know just how they stand in relation to this particular indebtedness, which has been so recklessly and needlessly incurred. Ever since the County has had a Scott Act inspector—some seven years—that officer has recognised the duty of reporting to the semi-annual session of the Council, either in writing or orally, as to the state of the Scott Act fund, so that the ratepayers might know, in view of the annual elections in October how the County stood—whether it was in debt or otherwise. At the July session of 1892, statements on the subject were made by both Inspector Menzies and Councillor Murray, whose first account, in his capacity of Mr. Menzies' lawyer, caused some enquiry and discussion. Now, when the next municipal election is to be for councillors to hold office for two years, and when it is believed that the county's debt on Scott Act account is in the vicinity of $2,000, the Inspector — acting, doubtless, under directions from interested quarters, and with the deliberate purpose of concealing the damaging facts—suddenly departs from all precedent, and withholds the information which was reasonably expected from him under the usual sanction of custom and courtesy.

When the subject was brought up in the Council on Tuesday, in the form of an enquiry by Councillor Flanagan, as to whether an account or report had been or was to be laid before the Council by Inspector Menzies, that officer, without asking or being given leave to speak, and in violation of the council's rules of order, stated that he had no accounts to submit to this session of the Council. He added. "I have "thought it over and decided it would "be wise not to bring in any accounts. "I find that the law requires me to "bring in accounts once a year, so I "concluded that would do." It seemed singular that no councillor, in view of the insolent tone of the Inspector, attempted to make him sensible of the fact that, after all, he is a public officer in the employment of the County, and not the master of the Council, simply because a large majority of its members are friends of the Act he is appointed to enforce.

Those who believe in holding all public officers to a reasonably strict account cannot approve of this new departure of the Inspector just at this time—the most important since the County has had such an officer. At the close of the last municipal year, the County was more than $1000 in debt on Scott Act account, and the balance on the wrong side of the ledger has been increasing ever since. That debt and its increase are due to mismanagement and incompetency on the part of the Inspector. He has been made use of in the interest of those who ought to guard and husband the fund raised by the prosecution of offenders, in such a way that the money which should be in the public treasury is in private hands. And the most singular feature of the whole matter is that there seems to be a large number of people who do not realise that the reckless depletion of the Scott Act fund is one of the most damaging elements in the forces that may be arrayed against the Act, for honest people will not approve of the kind of loyalty to Scott Act enforcement that requires all the money collected, and far more, to sustain it. There is, undoubtedly, a strong public sentiment in favor of enforcing the Scott Act, and a large majority of the ratepayers of Northumberland are willing to be assessed for whatever is necessary to have it enforced, but they are not satisfied to be taxed in order that exorbitant fees may be paid to an interested councillor by virtue of a bargain forced upon the Inspector, under stress of the influences implied in the respective positions of the parties.

There are other features of the administration of the Act that are very discouraging to its real friends, but which cannot be exposed as they ought to be until a full accounting is made by the Inspector. Those who so dominate that officer as to make him a mere puppet in their hands would not allow him to send his report and accounts to the July session of Council, simply because they knew the exposure that would inevitably follow. They prefer concealment until exposure can be no longer avoided. If full accounts to date were rendered to the Secretary-Treasurer, they know that the ratepayers would see to it that the next Council would contain, not a less number of members who would have the Scott Act enforced, but men sound on that question and, at the same time, not content to sit idly by and see one or two of their number running the whole business and playing upon their prejudices, while they were lining their own pockets.

The refusal on the part of the Inspector to render the customary Scott Act accounts, and the supine acquiescence of the Council in his insolent declaration on the subject form a very unhealthy precedent, which should awaken the ratepayers to the duty of selecting men for the next Council who, while they will encourage the enforcement of the Act, will also recognise the duty of holding those who handle public funds and have the power to incur debt on behalf of the County, to a strict accounting.

Salmon.

The great run of salmon in Miramichi bay, and especially at Portage Island, is unprecedented. Since the 20th June, up to Tuesday, 4th July, 853 boxes iced salmon were shipped from Chatham railway station alone. These contained 13,648 fish. At an average of ten pounds each, the weight would be over 68 tons—not bad for 13 week-days!

LIBEL SUIT:—Mr. A. A. Stockton, M. P. P., has commenced a suit against the *Telegraph* on account of an editorial in that paper in which the politician was compared to Judas Iscariot. The writ was served to-day. Mr. Silas Alward is Mr. Stockton's counsel.—Globe of 3rd.

It is not easy to understand how the Telegraph could have made such a mistake, in view of the fact that Mr. Stockton has not yet shown any signs of repentance, to say nothing of his omitting to go and hang himself.

Cholera Advances to Spain.

A cable despatch from the United States Marine Hospital physician stationed at Marseilles announces that cholera has appeared in the province of Catalonia, Spain. Happily Catalonia is on the Mediterranean sea-front of Spain.

From this fact we may infer that cholera has reached it from Southern France, and we may hope that the disease has not as yet been transmitted to the Atlantic coast of Spain. But the arrival of the infection in any part of Spain warns us that vessels from Spanish ports now on the way to New York should be most carefully watched by our quarantine authorities.—N. Y. Herald.

[N. Y. Herald.]

The Fall in Silver.

A further decline in the price of silver bullion yesterday again breaks all records. In London it sold at thirty-four pence per ounce, at which rate the bullion value of our dollar is less than fifty four-cents.

The far-reaching effects of India's suspension of free coinage are already making themselves felt. South American countries are alarmed by the derangement of their exchanges and Western mining centres are in a fever of excitement over the prospective closing of mines which cannot profitably produce the white metal at the lower prices.

On the stock exchanges there is a sharp decline in the shares of silver mining companies and in the securities of railways that transport the ores in any considerable quantity. From Denver to Calcutta there are disturbance and uncertainty as to the effects of the sudden and radical action of the British rulers of India.

While there are wide differences of opinion as to the ultimate effects of this action upon the teeming population of the Empire and upon the currency question throughout the world, intelligent observers everywhere with remarkable unanimity agree upon one point—namely, that this country must repeal the law under which it is compelled to buy every month one hundred and forty tons of this discredited metal and pay for it in gold.

Former Accountant in Quebec Public Works Department Makes Revelations.

BOSTON, MASS., June 30.—The arrest at Salem of Elias Mailoux, formerly accountant of the Public Works Department of Quebec, on a charge of forgery, will bring to light the facts of the forgeries perpetrated on the province of Quebec Government in the month of June, 1892, since which time the Canadian authorities have been doing their best to capture Mailoux; but without success. Mailoux has been in South America, Germany, California and different parts of the United States. The prisoner admits being the man wanted for the cheque cashed by the Union Bank of Quebec, but denies being the writer of the forged signature. He is willing to go back to Canada to take his punishment. Mailloux said in conversation:—

I am implicated in the province of Quebec forgeries, and know that I am wanted in connection with the cheque cashed by the Union Bank of Quebec. Still, I am not the forger. He is still at large in Quebec, carrying on other dangerous games. For all that, I have been arrested, and I am willing to go back to Canada and tell all I know, which will compromise many persons, more particularly those who have been the cause of my downfall. Why, the very fellow who forced me to fly, placed me on a schooner and made sure of my passage to South America, was the real culprit. At the same time he handed me a revolver and told me to blow my brains out rather than be arrested. The fellow then solemnly promised that my name would not be mixed up with the trial and in a few months I could return home to Canada and my wife. I believed this man Mallenfont, and I proceeded to South America, but after I had reached there I found that the whole blame of the forgeries was placed on my shoulders, and always by this individual who manipulated the cheque.

Well, I suffered the torments of the damned and finally concluded to come back to Canada and give myself up. On the way to Liverpool, England, I made friends with the ship's doctor. He advised me to go home, see my wife, and be guided by her counsel. I did so, and arrived in Halifax, N. S., on March 26 last, and at my home, River du Loup, the following day. After a meeting of a few hours my wife and I parted, and I crossed over to the state of Maine. In the month of April I came to Boston.

"In the meantime it became noised about Quebec that I was in Boston, which caused Malenfont to come and find me. He took me to a hotel, kept me drunk a night and a day, and induced me to return to South America. I consented. He took me to New York and secured passage for me via Antwerp by the Red Star line. I went to Antwerp, but when I reached there I determined to come back to Boston. I arrived in Boston yesterday morning, and was arrested in Salem Wednesday afternoon and I am not sorry. My mind is easier than it has been for a single moment during the past year, and when I am taken before Judge Chambers, I will tell all, with much to astonish the world.

Even before the forgery cases and the change of Government I passed $60,000 worth of cheques through my hands as accountant of the Public Works Department. That was a ministerial steal. All the charges that the contractor, John P. Whalen, made against the Government were true. John P. Whelan was too good-hearted, as he might have been $150,000 richer by not dividing that amount with the late Government indirectly. He should have been like Contractor Charlebois—promise much and give nothing, and when the elections took place give to both sides.

Mailloux tells an interesting story of the blackmail conspiracy in connection with a recent opium smuggling case in this city, in which he implicates three men named Morrisette, Borren and Paulin, and said that when the proper time came he would give information on the smuggling matter that would startle the authorities of both countries.

[N. Y. Herald.]

HOW THE VICTORIA WAS SUNK.

FULL DESCRIPTION OF THE GREAT NAVAL CATASTROPHE OFF TRIPOLI—DISCIPLINE FULLY MAINTAINED—HER BOWS SANK SLOWLY, THEN SHE STOOD UP ALMOST STRAIGHT, TURNED OVER AND DISAPPEARED.—ON THE BRIDGE TO THE LAST.—ADMIRAL TRYON THE LAST MAN SEEN ALIVE ON THE DOOMED VESSEL.

[By cable to the Herald.]

LONDON, June 26, 1893.—The British cruiser Barham, with Rear Admiral Markham's official report of the loss of the Victoria, is expected to arrive at Port Said to-night. The Rear Admiral's report will be sent by cable from Port Said to the Admiralty office here.

All the survivors of the disaster sailed from Tripoli to-day, presumably for Malta. They embarked on board the cruisers Edgar and Phaeton.

AN ACCOUNT OF THE SINKING.

A correspondent sends from Beyroot an account of the sinking of the warship Victoria by the warship Camperdown off Tripoli on last Thursday. Admiral Tryon, he says, visited Beyroot last week with the squadron of sixteen vessels, and he and his officers were entertained by the Anglo-American residents. The whole foreign colony was *en fete*. The guests were entertained at banquets, balls and receptions. The final reception was given at the house of an English physician on Wednesday evening. The farewel's were said shortly before midnight.

At ten o'clock on Thursday morning the fleet sailed away to the manœuvres off Tripoli. The weather was sunny. The sea was as smooth as a mirror. The vessels had been drawn up in a double line abreast. They were about six cable lengths apart. The bow of each vessel was two cable lengths from the stern of the vessel ahead.

THE COLLISION.

At about three o'clock the fleet was thus approaching Tripoli. Admiral Tryon signalled the order for single file. At the time when the order was given the Victoria and the Camperdown were almost exactly abreast. Both turned slowly inward with a sweeping movement, their bows converged. The Victoria was slightly ahead as they approached. The Camperdown pushed heavily upon her and rammed her on the starboard side near the bow.

She tore with tremendous force into the Victoria's hull and drove the ram with a crash right through to the Victoria's middle. It was just half-past three o'clock when, with the great rip in her hull, the Victoria began to founder. Admiral Tryon tried at first to run her ashore, but the distance, nearly five miles, was too great. The great vessel turned over broadside and eight minutes after she was struck went down.

Rigid discipline was maintained in the few minutes between the collision and the catastrophe. The invalids and prisoners were brought on deck and provision was made hastily for their safety in case of the worst. The crew remained at their posts.

DOOMED BEYOND HOPE.

When five minutes were up Admiral Tryon apparently realized that his vessel was doomed beyond all hope of succor. He then gave the order, "Let every man save himself." Many of the men rushed from their posts to the vessel's side and jumped into the sea. Others were hurrying from below to follow them when the end came.

STOOD ALMOST PERPENDICULAR.

The bow disappeared gradually at first, then rapidly plunged, so that the hull stood almost perpendicularly in the water, paused motionless for a moment, and finally rolled completely over. Two tremendous explosions were heard, and then the Victoria settled under.

Admiral Tryon did not leave the ship. He was the last man seen as she first plunged her bow under water. He stood on the bridge as long as it was possible to stand anywhere above deck. His body has not been found.

Two hundred and ninety of the officers and crew were saved. Many were severely injured by the concussion of the two vessels.

INJURIES TO THE CAMPERDOWN.

The Camperdown has a sixteen foot hole in her bows. She made a great deal of water and was only kept afloat by the closing of her watertight compartments and by pumping.

The fleet lies at anchor off Tripoli, while the Camperdown is making temporary repairs which will enable her to reach Malta.

The Victoria lies in seventy-six fathoms of water. It will be impossible to float her. The bodies of twenty victims have been found and interred in Tripoli. The Victoria had a band of Italian musicians on board.

TWO NARROW ESCAPES.

The English Consul, Mr. Trotter and Sir George Wellesley were to have been the guests of Admiral Tryon on the voyage to Tripoli, but the captain of the warship Edinburgh, who is an old friend of theirs, persuaded them to accept his hospitality, and they thus escaped the disaster.

A memorial service for the lost sailors was held in the Anglo-American church in Beyroot yesteday. The church was draped in black.

CAN GIVE NO EXPLANATION.

A despatch from Port Said says it is learned that Rear Admiral Markham's despatches regarding the loss of the Victoria have been sent by mail to the Admiralty. The cruiser Barham, which, it was thought, would carry the despatches, has arrived at Port Said. The officers of the vessel confirm the story already told, but they can give no explanation as to the cause of the collision. They state that Admiral Tryon's order was sixteen points to starboard for one division and the same to port for the other division.

A GALLANT ATTEMPT.

The officers of the Barham say that even after the men of the Victoria were ordered to save themselves they persisted in their gallant attempt to fix the collision mat in position. This usually occupies ten minutes.

Admiral Tryon's signal for assistance was promptly obeyed, every vessel immediately sending vessels to the rescue, but the suction caused by the sinking of the vessel dragged down the strongest of the swimmers.

The great fatality was due to the fact that when the vessel went down the propellers were still revolving rapidly. As the ship sank many of the sailors were observed crawling up the sides of the hull to the keel.

ADMIRAL TRYON'S HEROISM.

All agree that Admiral Tryon showed rare heroism. After he had ordered all to save themselves the coxswain ran up to him with a life belt. Tryon refused to take it and told the man to seek his own safety. He stood on the bridge motionless and with folded arms awaiting sure death.

Without exception the officers and crew behaved nobly. The explosions after the Victoria turned over are supposed to have been the bursting of her boilers.

SOME OF THE VICTIMS.

Besides those already mentioned in the Admiralty despatches, the list of the drowned includes Lieutenant Monroe, Sub Lieutenant Gillett, Engineers Harding, Foreman Deadman and Hatherly, Gunner Howell, Boatswain Barnard and Carpenter Bell.

The officers of the Barham say that the warship Nile narrowly missed striking the Victoria on the port side just after she had been rammed by the Camperdown.

The Admiralty think that the collision was due to the momentary failure of the Victoria's steering gear. So far nothing has been published here to censure anybody in connection with the disaster.

The Lord Mayor's fund for the relief of needy families, who lost members by the disaster, amounts now to £6,000.

IN THE HOUSE OF COMMONS.

A number of questions were asked by members in the House of Commons to-day regarding the foundering of the Victoria.

Replying to these questions the Right Hon. Sir U. Kay-Shuttleworth, Secretary to the Admiralty, said there was reason to hope, from telegrams received from the British Consul General at Tripoli, Mr. N. T. Moore, that the number of persons drowned by the sinking of the ship would be under the estimates at first made. Some of the men belonging to the Victoria had been detached temporarily from that vessel and detailed for duty on other vessels of the fleet during the manœuvres. These men, of course, had escaped.

So far as now ascertained the lost numbered 360, comprising 22 officers and 338 men. The saved numbered 287, including 26 officers and 261 men.

AN INOPPORTUNE QUESTION.

Mr. F. W. Isaacson asked if the government intended to keep the Sans Pareil, the sister ship of the Victoria, in commission or to have her ordered home from the Mediterranean in order to have experts consider her construction and if possible ascertain what, if anything, was faulty in it.

The Secretary to the Admiralty strongly deprecated the asking of such questions, saying that the time had not come when they ought to be asked.

This statement was greeted with cries of "Hear, hear!"

IN MEMORY OF THE DEAD ADMIRAL.

A service in memory of Vice Admiral Tryon will be held in St. Peter's Church tomorrow. The Vice Admiral, whose residence was at No 45 Eaton place, was an active member of St. Peter's. Lady Clementina Tryon and the members of the family will attend.

MR. CLEVELAND'S SYMPATHY AND THE QUEEN'S REPLY.

The letter of Mr. Bayard, the United States Ambassador, to the Queen expressing President Cleveland's sympathy said:—

"The Secretary of State instructs me to convey to Your Majesty an expression of the heartfelt sorrow of the President and the people of the United States caused by the appaling catastrophe to the war ship Victoria.

The Queen's letter in reply was as follows:—

"I thank you most sincerely for the kind message you conveyed from President Cleveland on the occasion of the terrible catastrophe in the Mediterranean—the loss of the Victoria and so many brave officers and men, including a distinguished admiral. Assure the President that I am much touched and most grateful for his kind sympathy on this sad occasion."

Harvard-Yale Boat Race.

THE LATTER WINS BY THREE-AND-A-HALF LENGTHS.

NEW LONDON, Conn., June 30.—Yale beat Harvard in the 4-mile boat race to-day. It was the hardest as well as the closest race pulled by the great rivals for years, and until the last half mile was reached was full of interest.

Harvard had the lead, but the pace was too fast. The crimson boat shivered shuddered and finally collapsed after resigning the lead.

The blue oars on the other hand, grew steadier with every stroke and at the finish they were sending the boat along at one of the strongest, most uniform and speediest rates ever traversed by a Yale shell.

The contest was a terrific test of endurance. A strong head wind came up about 10 40 and blew a stiff breeze squarely against the backs of the crews and kept the time nearly five minutes slower than the records made by the crews last year. Every instant during the race the breeze increased and by the time half the course had been traversed the river was in a formidable state of disquiet. Yale "sand" and training won the day.

The start was made at 11.04 and the Yale men's clever work put their boat to the front for the first 100 yards, but then Harvard's quickened stroke began to tell and 255 yards from the start the crews were pulling side by side and volleys of thundering shouts from river and land rent the air. At the half mile Harvard was leading by 10 yards and the crimson boat was shooting through the water at a terrible but slightly unsteady pace.

Yale, pulled the traditional Cooke stroke, steady, easy and graceful. The wind increased in velocity and the contest became a colossal test of endurance.

Gradually the gap between the two boats was lessened. Yale gained on her doughty rival inch by inch, and as the first mile flag was reached the crimson tipped oars were in the rear. The shouts of the supporters of Yale were deafening as their favorite took the lead. Harvard splashed rather badly, while the Yale oarsmen seemed to get second wind and to push their boat more vigorously than ever through the fierce head wind.

Harvard steadied a trifle and as the crews came down to the 2-mile flag they were rowing very prettily and uniformly with Yale's stern at Harvard's prow.

For the next mile the splashing of both was heavy owing chiefly to the big waves that dashed against the sheils. As the crews began the final mile the race was clearly Yale's. The blue boat was three lengths in the lead and rowing finely. The Harvard boat went ahead by jerks and all hope of a crimson victory vanished.

Gallaudet on the home stretch hit up the Yale stroke three points and the blue shell was sent through the water like a powerful machine.

Harvard weakened in the last half mile and her rowing was poor.

Yale crossed the line a winner by 3½ length in 25m. 1½ s. Harvard's time was 25.15.

TO HOUSE VISITORS

Ample Accommodations at the World's Fair City.

THE MATTER OVERDONE IN FACT.

Most Remarkable Development of the Hotel System Ever Seen in the World—Hotels on the Route to the Fair and a Veritable Thicket of the Structures About the Grounds.

WORLD'S FAIR, June 20.—[Special.]—On the way to the exposition today I was much amused by the sign which the owner of a schooner from Racine, Wis., now anchored in the harbor not far from the steamboat landing, had hung over his craft. It read like this: "What is the matter with these for cool rooms? Airy, nice bunks and rooms for rent here." On the deck of his vessel he had built a large cabin, as big as an ordinary two story frame house, and it was within this, we were left to infer, that he had his airy rooms. The berths, "nice and comfortable," consisted, no doubt, of hammocks slung 'tween decks.

This floating hotel serves as a very good illustration of the manner in which everything has been converted into a hotel in Chicago. For once it looks as if Chicago has overdone it. She has gone too far. At this date not one room in ten in her unparalleled hotel equipment is occupied. The most remarkable development of the hotel system of a city ever seen in the world has taken place right here within the last year. It is simply amazing. Suppose you start from the center of the city and ride to the south, toward the World's fair grounds. Why, it is hotel after hotel, either side your route of travel, as far as the eye can see. Not little hotels, either, but great monsters rising above the roofs of all the surrounding buildings. The nearer you get to the World's fair the thicker these structures are. Some of them are among the largest hotels in the world; larger even than the big ones which Chicago had before the World's fair struck the town. Around the fair grounds, a distance of a mile or less from the gates, is a thicket of these vast structures, besides scores and scores of smaller ones.

Most of the men who went into these hotel speculations are going to lose money. Scarcely a day passes now without marking the failure of some man who has got into water over his head. There will be more failures before the season is over. Not one in ten of the landlords is likely to make any money. Already nearly one third of the exposition period has passed and there is no crowd in the city. The great inns yawn for the guests who do not come. Bankruptcy stares many of the proprietors in the face.

It is true that the crowds are coming. Next month, and the following months, will, no doubt, see a vast assemblage of people in Chicago. The railroads are now making some concessions, and the vacation season approaches. Perhaps there are 50,000 strangers in Chicago now. A month hence I shouldn't be surprised if there were 250,000. In September and October there will be a jam. There is no doubt about that. When the harvest is over and the cooler months of the autumn have come, Chicago, with all its wonderful facilities for accommodating vast crowds, is pretty sure to have its hands full. But I think the hotels will still lose money, or at least four out of five of them will.

The landlords have to pay rent for six months, or from the date they took possession. For six weeks they have run with very little business, and at considerable expense. It will be at least another month before they will be able to earn large profits. Only the last two months will pour into their coffers the golden stream which they have been looking forward to.

In my opinion the hotels will have to wait till many of the furnished rooms are filled with guests. I never anywhere saw anything like the display of furnished rooms there is in Chicago today. In going from the center of the city to the fair by the cable line, we have a ride of eight miles, or very nearly eight miles, and there isn't a moment in the journey during which one may not look out and see all the way from one to a score of signs of rooms or apartments to let. They are as thick as bees in a clover field. They are on the principal streets and in the intersecting thoroughfares. They are in the basements and up to the sixth and eighth stories of tall blocks. They are in humble cottages, and in the handsome, stylish houses of well-to-do people. There appears to be a craze for letting out rooms.

On the south side of Chicago there is a population numbering more than half a million souls. It is my candid judgment that these half million have laid their plans to take in fully a half million more as roomers during the World's fair. They won't take in that many, of course, for there aren't likely to be enough people in Chicago, even in October, to fill so many rooms, but the fact that the rooms are ready and waiting for guests, and that there is the keenest sort of competition for customers, is encouraging to the man or woman who lives out of town and who is thinking about coming here later on for a week or two at the fair. Already we see the effects of this competition. Rates are coming down all the time. One may now get rooms here almost at his own price, if he is willing to go some distance from the fair gates. This is not an objection, at least not a very serious one, for there are plenty of cable and horse car lines, and these are admirably supplemented by a large number of omnibuses, carry-alls and coaches which run from the whole hotel and rooming district to the fair, charging passengers from 15 to 25 cents a ride. There are restaurants scattered all through this district, too, and hence one may live within convenient distance of the fair at about any price he is willing to pay.

Let me give my readers a little advice in the matter of room hunting. Don't pay more than one-half the price that is first asked you. I was out a few days ago looking for two rooms, communicating. The gentleman I was getting them for wanted something pretty nice, and was willing to pay for it. In a moderate-sized hotel not more than three quarters of a mile from the fair I found rooms which I thought would suit, and asked the price.

"They are $10 a day, or $70 a week," said the landlord, "and cheap at that. Later in the season we expect to get twice as much for them."

My only response to this was to bid the gentleman good-day. Two minutes later, while I was waiting for a car on the corner, who should come running up but the landlord, bareheaded and out of wind?

"Say," he began, "if you like those rooms I'll make a discount for you. I'll let you have them at $50 a week."

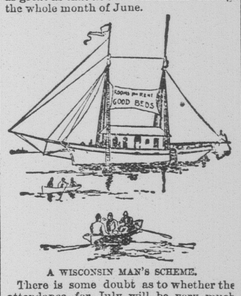
Then we had quite a long talk. Landlord was eager and I was coy. I was afraid the rooms wouldn't suit my friend, after all. Was the cafe good? And were the prices right therein? And could a man be sure of a ride to the fair for a quarter all summer?

And the upshot of it was I rented those two rooms for my down-east friend at precisely $4 a day or $28 a week.

Near the fair gates, or within five minutes' walk, in a pretty good frame house where there was a fine lawn, I found two rooms at $4.50 a day, and the lady who kept it said she would furnish breakfasts to her guests at a charge of 50 cents each. I find this is a common thing among the room-renters here. They provide breakfast at a reasonable charge, to save their guests the annoyance of going outside for the first meal of the day. Other meals one is satisfied to get on the fair grounds or wherever he likes.

While the crowds in Chicago so far have not been up to the expectations of the hotel keepers, the attendance at the exposition has been very large, all things considered. I see the Chicago people are a little discouraged about it, and have been appealing to the railroads to reduce fares and put on excursion trains, an appeal in which the railroads have in part answered. But Chicago had set her mark pretty high, and had put an awful lot of money into this enterprise. Naturally she was eager for the people to come, and to come quickly. The history of all great fairs, however, is that the crowds will not come till they are good and ready, and this year they are not ready till the vacation season sets in. That will be at the beginning of next month. The vacation season will bring to Chicago thousands upon thousands of people who work for salaries, just as the lull in farm work after harvest will bring thousands upon thousands of people from the agricultural communities.

Considering that the exposition was not complete till about the first of June, and that May was a cold and wet month in Chicago, the attendance at the exposition has been surprisingly large. The paid attendance during May was about 1,000,000, or an average of nearly 36,000 a day, while the attendance at the Philadelphia exposition of 1876 during the first twenty-eight days it was open averaged only a little over 20,000 per day. As the season wears on the contrast between Philadelphia and Chicago becomes even more striking. During June at the Centennial the attendance averaged less than 27,000 per day, while this month at Chicago is likely to show an average of 80,000. It is a remarkable fact that in the week just closed the Chicago exposition showed an attendance as great as that at the Centennial during the whole month of June.



A WISCONSIN MAN'S SCHEME.

There is some doubt as to whether the attendance for July will be very much larger than that of June. It surely will be if the weather proves favorable, and if dreaded cholera or other menace to the health of the people will be good enough to stay away. At the Centennial they were much surprised when the attendance for the month of July amounted to only two-thirds the attendance during the previous month. I asked Major Handy, the chief of the push and puff department of this great enterprise, how that happened at Philadelphia, knowing he could tell me because he was there. It was on account of the extreme heat, he said. That July was about the hottest July Philadelphia has ever known. Besides the heat, there was much sickness, and people were afraid to expose themselves to the sun while going to the fair. The result was the attendance diminished instead of increased, as everyone had thought it would.

I was talking the other day with a prominent Chicago man about his investment in World's fair stock. He had subscribed for $20,000 worth and paid in the money.

"I will sell you that stock, today," he said, "at 10 cents on the dollar. That is more than I expect to get on it when we come to wind up the affairs of the exposition. The best of it is, I don't care a snap whether I get even 10 cents on the dollar or not. So far as I know that is the way all the Chicago stockholders feel. They did not expect to get their money back when they subscribed to the stock, and they will not be a bit disappointed. It was a gift with them, and they are not sorry they made it, either."

And yet the chances are my friend would be throwing away money if he sold his stock at 10 cents on the dollar. I believe he will get back 40 or 50 per cent. of his subscription. The crowds of July, August, and particularly of September and October, are going to put up the value of that stock perceptibly. During the six months the exposition should take in from ten to twelve millions of dollars at the gates, and half as much more from concessions; and if it can do this it will be able to pay its debts and return to stockholders, including the city of Chicago, which put up five millions in one sum, about 50 cents on the dollar.

WALTER WELLMAN.

The Captive Balloon.

The captive balloon down on Midway plaisance is a great object of attraction, the conveniently arranged little park inclosure being filled during the entire day by constantly changing crowds of interested spectators. At present the balloon makes ascensions of 400 feet each during the days and when inflated with 100,000 cubic feet of hydrogen gas it can sail to a maximum height of 1,500 feet. Its lifting capacity will be 2,800 pounds. The view of the fair buildings and surrounding portion of the city which is obtained is magnificent and well repays the small cost and time. There is absolutely no feeling of insecurity experienced and the most nervous persons enjoy the excursions into space as thoroughly as others.

The association of the agricultural inherent exhibitors at its meeting at the grand Pacific hotel fixed June [illegible] for the reception and banquet [illegible] United States [illegible]

Catarrh.

There is no complaint so offensive, disagreeable and unhealthy as Catarrh. The offensive discharge from the disease poisons and vitiates the blood, disturb and sicken the stomach and in many cases induce fatal lung troubles. It afflicted do not trifle with it, Hawker's Catarrh Cure is a perfect and positive cure, try it. Sold everywhere, only 25 cents.

M. J. Henry, of Toronto Ont., says: I have been a great sufferer for years with Catarrh, and have tried every remedy I heard of without obtaining relief, until I tried Hawker's Catarrh Cure, which gave me immediate relief and made a permanent cure. I heartily recommend its use to all who suffer from this annoying complaint.

Geo. F. Baird, M. P. for Queens County, N. B., says: I have used Hawker's Catarrh Cure for violent cold in the head and found it a perfect cure for attacks of this kind.

News and Notes.

DEATH OF H. SHOREY.

A Montreal despatch of 30th ult., says:—"Ex-Alderman Hollis Shorey, head of the wholesale clothing house of H. Shorey & Co., died suddenly to-day at his summer resid