

Lusitania is a Total Wreck.

Crashed Into Reef Near Cape Race in Dense Fog—Lies Helpless, Waves Breaking in and Out of Holds.

CAPE RACE, Nfld., June 26.—The steamship Lusitania, from Liverpool for Montreal, is ashore at St. John's Cove, 12 miles north of Cape Race. Five hundred passengers were safely landed.

The Lusitania sailed from Liverpool under charter of the Elder Dempster Line. She was to have been turned over on Monday next to the Franco-Canadian line. The Lusitania is owned by the Oceanic Navigation Company.

St. John's, Nfld., June 26.—The Lusitania was bound round Cape Race for Montreal with a large cargo and a full load of passengers. She mistook her course in a dense fog and went ashore near Renew's, 20 miles north of Cape Race before daybreak. The ship ran over a reef and hung against a cliff. The passengers, mostly immigrants, stamped and fought for the boats, but were overcome by the officers and crew, who secured control after a prolonged struggle. The women and children were landed first and the men followed. The crew stood by the ship. It was thought likely the steamer would prove a total wreck.

Several steamers are firing out here and will leave shortly for the scene of the wreck. It is expected the large cargo will be saved.

A report has reached here that a boatload of people from the Lusitania was upset and that two per-

sons were drowned. St. John's, Nfld., June 26.—Still later reports received here show that the wreck of the Lusitania did not result in any loss of life. All the passengers escaped, though several of them were injured. The missing boatload of passengers landed safely.

The Lusitania has been badly forced on the rocks, heeled to one side and is now full of water.

All sorts of rumors are current along the coast as to the fate of the Lusitania. The entire coast population is repairing to the scene in the hope of salvaging the cargo. The steamer Glenora, bringing the passengers, is due here tonight. The messenger who brought the news of the wreck to St. John's, says the passengers on board the Lusitania drew their knives to cut the boat lashings and threatened the crew of the steamer when they thought the latter attempted to interfere with them in so doing.

St. John's, Nfld., June 27.—The steamer Glenora arrived here at midnight, bringing six first fifteen second and 438 steerage passengers and 93 of the crew of the Lusitania. Captain McKay and the chief officers of the ship remain with the wreck.

The passengers are almost entirely Polish and Russian Jews. The

Lusitania struck the reef at 1.30 yesterday morning during a dense fog. Capt. McKay had to force the Lusitania upon the reef, for if he had not the engines the whole ship would have been torn out and she would have sunk instantly.

The panic among the passengers after the vessel struck was intense. Drawing of knives by the passengers was not generally resorted to, but occurred in isolated instances only.

Three hours elapsed between the time when the Lusitania struck and the time the passengers started to disembark. The delay was occasioned by the difficulty in controlling the mob and handling the boats. All the passengers and crew agree that if the Lusitania had struck the rocks in rough weather not a soul would have been saved.

The last message to the agents of the Lusitania here says that the vessel is hard and firm aground the reef and is a hopeless wreck. Her engine room is full of holes and flooded, and the forehold also flooded. The ship is listed heavily to port and the waves are washing in and out of her forward and aft holds. The after decks are under water. A strong northeast breeze is rising and tumbling up a heavy sea, which will soon dismantine the ship.

turn in the autumn, and the hope now is that their detention was due to Mr. Peary's orders, and for reasons which were satisfactory to him.

The Eric will take to Mr. Peary for the first time news of the death of his mother in Portland, Me. last November, of the Balwin Ziegler expedition, and many other facts of personal and general interest. Prof. Stone of the Polytechnic institute and Herbert Berri of Brooklyn will be guests of the Peary Arctic club on the cruise.

St. Martin, Que., May 16, 1895. C. C. RICHARDS & CO.

Gentlemen,—Last November my child stuck a nail in his knee, causing inflammation so severe that I was advised to take him to Montreal and have the limb amputated to save his life.

A neighbor advised us to try MINARD'S LINIMENT, which we did, and within three days my child was all right, and I feel so grateful that I send you my testimonial, that my experience may be of benefit to others.

LOUIS GAGNIER.

Mr. Reader—I see the sultan has killed his private physician.

Cy Nick—The sultan has established a worthy precedent; some folks sit around and let the doctor do it.

Children Cry for CASTORIA.

Mrs. Jones—Does your husband travel?

Mrs. Brown—Oh no! he carries his dressing case to town every day to bring back meat and vegetables.

It took long and careful experiment in blending Teas to produce the delicious flavour which makes Red Rose so great a favourite with Maritime Province people. Red Rose suits the taste of more people than any other Tea on the market.

Papa's got a new set of false teeth, said Willie.

Really, replied the visitor. I didn't know your papa's teeth were false.

Oh yes, and say—I'll bet a hat they'll cut down the old set and make me wear 'em.

There is full weight in every package of Red Rose Tea.

Red Rose Tea—

FOR THE ARCTIC.

H. L. Bridgeman Will Command the Expedition

NEW YORK, June 22.—The Peary Arctic club, of which Pres. Morris K. Jesup of the Chamber of Commerce is president, and Pres. Henry W. Cannon, of the Chase National bank, treasurer, has entrusted to its secretary, Herbert L. Bridgeman, the command of the expedition of 1901, the fourth of the series since Mr. Peary departed on his attempt to attain the pole.

This will be Mr. Bridgeman's third cruise to the arctic, the first having been as a member of the Falcon auxiliary expedition of 1894, and the second in command of the Diana expedition of 1899. Dr. Frederick A. Cook of Brooklyn, surgeon of the first Peary 1891 and of the Belgian antarctic expedition, has accepted the position of surgeon.

The club's chartered steamer Eric is now on her way from London to St. John's, Nfld., where the captain and crew will be shipped, whence she will be shipped to Sydney, C. B. for coal and supplies taking her departure from that port direct for the north about the middle of next month.

The Eric will take steps for on-year to guard against any possible detention, and will, with authority from the Royal Greenland trading company to land, call at Godhavn and Upernavik, the most northern stations for any possible information of Peary.

The provisional program of the cruise, so far as arrangement is as follows:

Severely Afflicted With Kidney Disease.

Stone in the Bladder, Incontinence and Pains in the Back—Another Remarkable Cure Effected by Dr. Chase's Kidney-Liver Pills.

Mr. Wm. Boyne of 15 McGee street, Toronto, says:—I was afflicted severely with kidney disease, stone in the bladder, incontinence, deposits in the urine, severe pains in the back, and strains over the joints. I was so bad that I had to get up two or three times in the night and could then only make water with great pain.

"Though long a sufferer and unable to work, I was confined to my bed for three weeks, and during that time I thought I could not possibly endure greater misery. It was then that I began to use Dr. Chase's Kidney-Liver Pills. It is with gratitude that I say that they have freed me of all these symptoms, and made me a well man. I would not think of being without Dr. Chase's Kidney-Liver Pills in the house, and can also recommend Dr. Chase's Syrup of Linseed and Turpentine and Dr. Chase's Nerve Food as very superior medicines."

In every town, village and township in Canada just such cures are going on. Being brought about by Dr. Chase's Kidney-Liver Pills. They are no experiment, but a kidney medicine that has stood the test. One full dose, 25c a box, at all dealers, or Edmondson, Bates & Co., Toronto.

1. Leave Sydney, C. B. July 15, or as soon after as practicable, and proceed as rapidly as possible to Etah, North Greenland, mailing home letters from Domino Run or other convenient Labrador port and other convenient Labrador port and other native settlements for news from Peary.

2. Effect junction at earliest possible moment with Winward, deliver mail, and, if necessary, transfer coal and stores.

3. Peary's verbal or written instructions will supersede the foregoing, and, as far as possible, will be fully and faithfully performed.

4. Relieve Stein's fort Magnolia, Payer harbor, Bedford Pim island unless earlier meeting with Stein and Warmbath should render this unnecessary.

5. Deliver mail for the Fram at most convenient point without interfering with the general duties of the expedition.

6. Furnishing directly or indirectly written or photographic matter for publication; trading with natives, scientific or sporting excursions, except by express permission by representatives of Peary Arctic club, are forbidden.

8. Leave Etah for northern port, Aug. 20 or 28, and return to reach Sydney not later than Sept. 15.

8. Subject to the discipline of the ship and the conditions of navigation, the authority of the representative of the Arctic club is paramount and in event of his disability and in absence of other direction, from Peary, shall devolve upon the surgeon and then upon the captain and officers in order of rank.

The summer of 1901 is likely to mark the culmination of the work of the Peary club, though its members, confident as they have been from the outset in Mr. Peary's success, are pledged to stand by him unflinchingly to the end.

Three years have elapsed since Mr. Peary left America, and two full seasons' work is to be learned upon the return of the Eric.

More interesting, in a personal and dramatic way, than the geographic work of Mr. Peary, is the fate of his wife and daughter and of the steamer Windward, from which nothing had been heard since her departure from Godhavn, Greenland, Aug. 20, 1900. Expectations and instructions then, were that the windward, with Mr. Peary and Mrs. Peary, would be

What is

CASTORIA

Castoria is for Infants and Children. Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It contains neither Opium, Morphine nor other Narcotic substance. It is Pleasant. Its guarantee is thirty years' use by Millions of Mothers. Castoria destroys Worms and allays Feverishness. Castoria cures Diarrhoea and Wind Colic. Castoria relieves Teething Troubles, cures Constipation and Flatulency. Castoria assimilates the Food, regulates the Stomach and Bowels of Infants and Children, giving healthy and natural sleep. Castoria is the Children's Panacea—The Mother's Friend.

Castoria.

"Castoria is an excellent medicine for children. Mothers have repeatedly told me of its good effect upon their children."

Dr. G. C. Osborn, Lowell, Mass.

Castoria.

"Castoria is so well adapted to children that I recommend it as superior to any preparation known to me."

H. A. Archer, M. D., Brooklyn, N. Y.

THE FAC-SIMILE SIGNATURE OF

Chas. H. Fletcher.

APPEARS ON EVERY WRAPPER.

PATENTS GUARANTEED

Our fee returned if we fail. Any one sending sketch and description of any invention will promptly receive our opinion free concerning the patentability of same. "How to obtain a patent" sent upon request. Patents secured through us advertised for sale at our expense.

Patents taken out through us receive special notice, without charge. THE PATENT RECORD, an illustrated and widely circulated journal, consulted by Manufacturers and Investors.

Send for sample copy FREE. Address, VICTOR J. EVANS & CO., (Patent Attorneys,) Evans Building, - WASHINGTON, D. C.

The Best That Money Can Buy,

KUMFORT HEADACHE POWDERS

Are not simply the best, but they are a good deal better than any other sort.

They are absolutely safe, pleasant and effectual, and usually cure in from ten to twenty minutes. They create no habit from continued use. They contain no opiates. If you suffer from Nervous, Neuralgic or Bilious Headache, you will find Kumfort Headache Powders will cure you. But you must get the genuine.

All sorts of stores sell them in 10 and 25 cent packages or by mail postpaid on receipt of price

F. G. WHEATON CO., LTD., Sole Proprietors, FOLLY VILLEGE, N. S.

McLaughlin

BUGIES, CONCORDS, EXPRESSES, ETC.

can be obtained from E. Sullivan, Campbellton, J. J. Roy, Bathurst, W. W. Mitchell, Newcastle, Geo. Watt, Chatham, McCormick & McCarthy, Blackville

James Parks, Redbank, A. C. Johnson, St. Louis, Andrew Ferguson, Harcourt.

CAUTION! Purchasers would do well to make sure they are buying from a dealer who sells

GENUINE McLAUGHLIN BUGGIES.

HAVE YOUR CARRIAGE FITTED WITH DUNLOP SOLID RUBBER TIRES

Means more comfort for you, easier work for your horse and saves the wear and tear on your carriage.

CAN BE FITTED TO ANY VEHICLE. We have the tools and put the tires on in our own shop and can also repair tires thus saving the delay and trouble of sending them to the factory.

EVERY SET GUARANTEED. MITCHELL & RUSSELL, NEWCASTLE.

CARRIAGE FACTORY

We make the very finest grade of Carriages, wagons, carts etc. all hand made and guaranteed to outlive the best of imported stock. A large stock to select from. Repairing of all kinds and vehicles made to order at short notice. Liberal discount for Cash. Time given if required.

James M. Falconer.