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Chance

Money Counted Easier Than Clothing. Making Ready for Stock-Taking.

You may have new clothes and money in your pocket. To-morrow morning we begin to cut prices for ONE WEEK, to lighten our stock, as money is counted easier than suits.

We offer the choice of our whole stock of Men's and Boys' Fine Clothing of this season's make at a

Uniform Reduction of 15 Per Cent.

Remember this reduction applies to every article of clothing in our stores, and will be allowed for this week only.

Oak Hall Clothiers

115 to 121 King st. E. and 116 Yonge St., Toronto.

AWFUL DISASTER AT NEW YORK.

Continued from Page 1.

reported safe, and believes the others to be lost.

Capt. Mirow's Body Found.

Among the dead are a number of officers. The body of Capt. Mirow of the Saale has been found, burned so as to be unrecognizable.

Visitors on the Saale.

Fortunately the number of visitors on the pier and boats was unusually small, because no steamer was due to sail, except the Saale, and she only for Boston, where she was to have taken on board a load of Christian Endeavorers, bound for the convention in London. No passengers are known to have been lost on any of the other boats. Numbers of the Christian Endeavorers were visiting the Saale, drawn by the interest taken in the boat because of her charter by Christian Endeavorers. Some of these visitors are reported lost. The German Consul-General to-day cabled to Berlin, placing the death list at 200.

The Phoenicia is entirely uninjured.

NO CERTAINTY AS YET

As to the Actual Loss of Life, But the Property Loss Will Foot Up $10,000,000.

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 reports are current that dozens of persons have perished, but the more conservative people, who have had experience along the docks in shipping interests, are of the opinion that not over 200 lives were lost.

Whole Boat Load Lost.

One of the officers of the steamship Bremen said to-day that there were fully 200 visitors on board the vessel when the fire touched there, the majority of them being women. A boat was lowered from the Bremen shortly after the alarm had been given, but the craft capsized as it touched the water, and all hands were thrown into the water, and none of them were saved by those remaining on the vessel. This itself would indicate that the list of dead may be larger than it was at first thought to be.

The Property Loss.

The property loss can simply be approximated at this time. None of the officials around the docks could give anything like a precise estimate of their losses, and no one was prepared to make a statement on this point. A conservative estimate, made by a prominent fire underwriter, places the entire damage at below $10,000,000. The three docks of the North German Lloyd Line are total losses, with all their contents, and they are still smouldering with many streams from fire hose playing continually on the debris. The pier of the Thingvalla Line is totally wiped away, and an extension which had just been built on the Hamburg-American Line's expanse of piers was burned down to the spile tops.

Palmer Campbell Warehouses.

The warehouses of Palmer Campbell, which were across the street from the North German Lloyd Line docks, suffered greatly, and a number of houses along the street were scorched badly. The number of smaller buildings along the water front, not directly under the control of the steamship companies, cannot be learned to-night, but it is said that there were a number of offices for smaller companies. One of these is reported to have lost over $10,000 worth of horses and wagons. The loss on the steamship properties and to other companies is estimated to-night approximately as follows:

Value of the Steamships.

The steamship Main of the North German Lloyd Line cost $1,500,000, outside of the cargo, fittings and 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 Line cost $1,150,000, and her fittings and cargo were valued at $300,000. The cargo and stores were entirely consumed, and the loss to the vessel proper will amount to at least $700,000. She is beached off Weehawken to-night, and still smouldering, apparently destroyed save her machinery.

Saale is Still Burning.

The Saale, the steamship which will have the most horrible story of death to unfold when the divers go down in her, cost the North German Lloyd Company $1,250,000, and the fittings and cargo were valued at $300,000.

The Saale is beached at Ellis Island, and still burning. The damage to the vessel proper is placed at about $800,000.

The damage done to 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 from abroad, and valued at $350,000.

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 stronged in order to prevent the spread of the flames, was damaged to the extent of $100,000. This was the only loss they sustained, as the steamship Phoenicia, contrary to reports, was not even scorched.

Other Losses.

The warehouses of Palmer Campbell, houses E, F, G and H, were burned.

Mr. Campbell said to-night that he could not give a definite estimate of his losses, but damage to buildings alone would amount to at least $50,000 and the contents $1,250,000. Had the fire occurred at any other time of the year, he said, the loss would have been much greater, as just at the present time the imports are very light, and the houses were not well filled. This statement accounts for the comparatively small losses on the three piers of the North German Lloyd Line.

One lighter, containing 5000 bags of sugar, was destroyed, the loss being, $37,600.

Eight barges and 11 canal boats were either burned or sunk with their cargoes. Total valuation $125,000.

The Hoboken Shore Railway had a number of cars burned and other property damaged. Total loss, $70,000.

Minor losses on floating property, burned at the fire or set on fire by burning driftwood, will amount to about $20,000.

The personal losses sustained by those aboard the steamships can simply be surmised, as there is no way of ascertaining this at the present time.

What the Main Carried.

Freight Manager Bonner said to-night that the Main had about 5000 tons of cargo in her hold. Of this there were 2000 tons of grain, 1000 tons of slag, about 3000 bales of cotton and considerable general merchandise.

The Saale had a full cargo, including copper and general merchandise, but the Bremen had hardly any cargo aboard of her.

"I believe," Mr. Bonner said, "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 difficult to estimate, for there was both inward and outward bound cargo there.

"The greatest damage to the 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. In a visit to the Bremen we found that, while the hull is in good shape apparently, the cargo is lost. The Bremen now has a list to port, and there is some danger that she may break in" she lists further. The Main, like the Bremen, was still burning when I was there with Mr. Schwab."

President Schwab Seen.

Mr. Gustav Schwab, President of the North German Lloyd SS. Line, when seen to-night about the losses to his company, said:

"Things are in a very unsettled condition as yet, and I have been hard at work to-day gathering up the ends. I have been on a tour of inspection this 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 24, North River. The arrangements for her sailing are the same as was announced this morning. She will leave on her regular trip at 10 a.m., Tuesday. In response to messages from passengers who intend sailing on her, we have instructed them to take their baggage to the Cunard pier, the same as they would to our own.

The Saale Visited.

"The Saale was the first vessel we visited. From there we went to the Bremen and Main. Both are still burning. 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 already working on the Saale, and she will be pumped out as soon as possible.

Cannot Give Figures.

"I will not give any 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 in local companies, but I do not feel that I can give the names of the 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 cotton, machinery, measurement goods, tobacco, cement and general merchandise."

Helping Their Men Out.

While the fire was still burning the work of relief was begun. Men came to the office of the North German Lloyd Line almost naked and with their clothing ruined by the salt water. Men who had been burned and treated by the 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 lodging houses by agents of the company.

The sailors from the ships lost absolutely everything they possessed, having, no time to save anything but their lives.

Bodies Found Are All Visitors.

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 line, and it was probable that there 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 seriously hurt and were discharged to-day. Many others are believed to be so seriously injured that they cannot be found to-day. Women besieged the officers for information in regard to relatives. There were about 70 missing reported at the North German Lloyd office alone. Fully 80 per cent. of the sailors are German, who have no home and no relatives in this country. Most of them lived in Germany.

SIX WOMEN PERISHED.

All the Six Women Stewardesses of the Saale Are Lost—No Chance to Save Them.

New York, July 1.—At least six women, stewardesses, perished on the Saale. They fought hard to live, scrambling to the portholes and begging the men in the fleet of little tugboats that hung about the liner.

"For the love of God, take us out!" they cried, and begged the firemen to play the hose upon them.

The men on the wrecking boats wept and sobbed like children. They thought of their own wives and families at home. None of them had ever been present at so awful a sight.

One of the second cabin stewards on the Saale perished in the sight of all the tugmen, after he had struggled for two hours.

HOW 37 LIVES WERE SAVED.

Captain of the Patricia Manned All His Lifeboats and Went to Work With a Will.

New York, July 1.—Captain Paul Froehlich of the Patricia was an eye-witness of the catastrophe from the first to last. Both he and his sturdy crew proved themselves great heroes.

Thirty-seven persons, some mortally injured, others more or less severely, who had jumped from the floating furnaces into the water, were saved from drowning by the prompt action of Captain Froehlich.

The Patricia was temporarily transformed into a hospital ship, and the patients received the best of medical care and attention.

Captain Froehlich gave the following account of his experience to The Journal reporter:

"It was about 4 o'clock, when I was sitting in my cabin writing a letter, that the second officer of the ship knocked on the cabin door and called my attention to a small volume of smoke that rose above the near pier of the German Lloyd Steamship Company.

"I told him to go aft and learn the cause of the smoke. A few minutes later he returned to me. Great masses of smoke began to darken the sky and fire alarms sounded from the vessels adjoining the steamship.

Man the Lifeboats.

"I rushed at once on deck and ordered the lines made ready so I could move my ship to midstream if necessary. Then, seeing the flames shoot up from between the thick volumes of smoke, I ordered my six life-saving boats lowered and manned with the pick of the crew, fearing that the large steamers of the German Lloyd Company might be afire.

"My fears were well founded, for immediately after the life-saving boats were lowered the Saale, burning on both ends, pushed out of her dock across the bow of my ship.

"The horrors of the scenes that followed were frightful. I saw men rush hither and thither on the deck of the Saale, as if they had lost their senses. Some jumped into the water, and as they fell I shouted to the men in the life-saving boats, pointing to where they had dropped.

"Scores of faces peered out of the portholes of the burning ship. I saw some of the unfortunates strip off their shirts and wave them at the men in the life-saving boats.

One Victim's Plight.

"One man especially rivetted my attention for a brief spell. He had jumped from the Saale and landed on a burning lighter. He evidently could not swim, otherwise he would not have hesitated to take another jump. He ran along the burning lighter from one end to another, seeking a temporary place of safety. Wherever he went the smoke and flame scared him away. He must have lost his reason, for at last I saw him throw himself into the burning hold of the craft.

"I feel happy that my men have saved so many from drowning. Drs. Grahn and Wisera, the ship's physicians, are doing all they can for the injured on board the Phoenicia. Two of the men, I fear, will die."

75 DEAD IN THE SAALE.

Forty-Five of Them Are Said to Have Been Alive Till Her Stern Sank—17 Taken From the Main.

Capt. C. H. Theil of the tugboat Standard said last night that he was close to the Saale between 6 and 7 o'clock. When that vessel had been put ashore, the Champion, another tug, succeeded in getting along side of the Saale, and a man put his head out of the port holes and asked for a drink of water, which the crew of the Champion succeeded in handing over to him.

The man said that there were then thirty persons dead in the after cabin, while forty-five still living were imprisoned in the vessel. The crews of the two tugs did their utmost to relieve these men, but failed. About an hour later the stern of the Saale sank under water and every one of those forty-five prisoners must have been drowned.

About midnight Capt. Theil was with his tug alongside the Main, which had been lying in the dock thruout the fire. The deck of the vessel was practically melted down and the sides were still red hot to within eight feet of the water line. At that time seventeen men who had been imprisoned in the starboard coal bunkers while the fire was raging above and around them succeeded in cutting an 18-inch square door in the side of the vessel which had been fastened with bolts on the inside. The men, who were barely alive, crawled out one by one and were taken on board the tugboat E. L. Stevens, Capt. John Gilkelson, while Protection took the rescued men to Hoboken and landed them at the Hamburg pier at 12.30 a.m. The Stevens had the Main in tow. The men, who were mostly firemen, were confined in the hold of the Main for several hours before being rescued.

Mother and Children Lost.

Henry Leshman of 155 Second-street, Hoboken, a painter employed by the North German Lloyd Company on the Bremen, told of the loss of a woman and two children whom he tried in vain to save. Leshman went aboard the Bremen just before she caught fire. On the deck of the steamer were a woman and two little boys. As the liner moved out into the stream Leshman made fast a line to the stern of the vessel, told the two boys to cling to his neck and he would save them. When the boys had made themselves fast to Leshman he let himself over the side of the steamer. The tug E. L. Stevens was coming up the river and Leshman hailed it. The painter says he saw the tug making for him and he hoped to be able to drop the boys aboard her and then go back for their mother.

Just before the tug got within speaking distance the little fellows lost their hold and fell into the river. When the mother saw her boys disappear she gave a despairing cry and leaped from the deck of the Bremen herself. Leshman is quite sure that neither the woman nor the children were picked up.

SOME FURTHER DETAILS.

President Schwab Says the Widows and Children Will Be Taken Care of by the Company.

New York, July 1.—No loss of life was reported from the Bremen, with the exception of the probability of deaths occurring from the capsizing of the boats. 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.

Three Dead Bodies.

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. Cordts, a stewardess of the steamer Saale. The other two were bodies of males, one of whom was identified thru a rent receipt found in his pocket as Henry Kordell of 407 Bloomfield street, Hoboken. The other body is 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.

111 Out of 252 on the Saale.

From a very reliable source, it was learned to-night that the officers of the steamer Saale had accounted for 111 persons, out of a total of 252, who were on board at the 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.

Captain Mirow's Body.

Gustave Schwab of the North German Lloyd Company, accompanied by Dock Superintendent Muller and Freight Manager Bonefer, arrived at the office of the North German Lloyd Steamship Company at about 1 p.m. The offices of the line were not open to the public. Mr. Schwab and his assistants retired to his private office, where they conferred almost all the afternoon. About 4.30 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 Captain Mirow. It was burned beyond recognition, but Mr. Bonner identified a knife which was found on the body as one belonging to the captain. There was also found by him a mass of molten gold, which is believed to be the remains of the heavy gold chain which the captain wore. Captain Mirow was married and lived on the other side. I do not know anything about his family, but a telephone message was received from his brother-in-law, who resides here, this morning. The brother-in-law's name and address I do not know.

"The company is looking out for the wounded and survivors, and we are trying to muster those who are left in Hoboken. Our work is now trying to get accurate lists of the dead and wounded.

Visiting the Hospitals.

"We have men visiting the hospitals, ascertaining where the people are. The list is very hard to get, as the first list is not accurate. The fire was quickly started and many jumped overboard or jumped safely by other means. Again the ships separated, some going up the stream, some down the stream, and the men scattering. Many are missing. As to the longshoremen at work on the ships and docks, they were employed by the company, for we do our own stevedore work. They are hired on the pier.

"I wish to deny the statement that there was a large quantity of oil on the pier. There was, however, on one of the piers, a quantity of lubricating oil; this oil had passed a 300 flash test."

Kaiser Didn't Have Steam Up.

On the question of salvage, Mr. Schwab said he did not anticipate any big salvage on the Kaiser der Grosse. The Kaiser, at the time of the fire, did not have steam up.

The members of her crew who have survived and are able will be sent back on the Kaiser Wilhelm on the 3rd. They will receive aid from the benevolent association which the company maintains, and the widows and children will be taken care of by the company.

"The fire began in some cotton on one of the piers and spread with amazing rapidity. Captain Moeller was on the platform of Pier 2 when the fire started. I wish to say that the fire-fighting apparatus on the piers was entirely adequate for ordinary demands, and there is no cause for criticising the company on that point."

SCENES OF TERRIFIC HORROR

Described by Lieut. McGinnis of the Fireboat Which Went to the Saale.

New York, July 1.—The fire boat Robert A. Van Wyck, which arrived on the scene first among the river fire fighters, presented a picture of horror and ghastliness as she lay at her dock at the foot of Grand-street, East River, to-day. The decks were covered with cotton, saturated with the blood of the victims rescued by the brave men aboard. The firemen were at work, cleaning the boat and picking up the stained remnants of clothing, which were torn from the burning bodies as they were pulled aboard the fire boat from the pit of fire.

An Awful Scene.

Pieces of human skin clung to the scarlet rags, and the dreadful experience of the firemen of the day previous was brought again to the eyes and memories which sought every method to forget the most horrible spectacle that they all confessed they had ever witnessed.

"Don't ask me to recall the scene," said Lieut. McGinnis to-day. "It was terrible, terrible. I never want to see such a scene again, nor do the men around me. I cannot describe it to you. It was hell, hell for the poor unfortunates down in that prison of fire aboard the Saale, and hell for those who had to see them perish and unable to give them aid."

Rescued Thirty Men.

"I rescued 30 men from aboard the Saale, and landed them on tug boats. I never stopped to see who they were, or ask any questions. When we arrived off the fire we never supposed that our duty was beyond the saving of property.

"We steered up alongside the burning Saale, which was a raging furnace by that time. We fought the fire on the decks, and worked our way aboard.

They Were Passengers.

"Yes, I should say there were passengers aboard the Saale.

"They looked like passengers, and surely were not members of the crew. They were locked down in the hold of the vessel as surely as ever a convict was imprisoned in a cell. There was no escape for them after the vessel began to take water. We got about 30 out of them while we were allowed to work from the decks. It was then we witnessed the awful sights of human agony.

A Hundred Arms Extended.

"A hundred arms, with the flesh torn from them, and blackened with burns, protruded from the small port holes, which were but a foot in diameter. If those port holes had been larger, sufficient to admit the passage of a human body, the rescues would have been a hundred times more in number than they were. The cries of agony and despair that came from that hell of fire were something that will ring in my ears for eternity. Cries to save them came in languages we did not understand. We did not need to. We well knew what they cried for. The 30 men we rescued were raving maniacs when we got them aboard. They could not realize that they had escaped the horrible death that threatened them but a few minutes before, in their delirium they fought each other after they were rescued. They were as black as coal, and their burnt and charred flesh peeled off with their clothing.

The Most Agonizing Sight.

"The most agonizing sight I witnessed was that of a woman who was burned. We could see her face and arms as she reached out and got a handful of water, with which she washed her face, seeking to cool it and obtain relief from the terrible heat.

"God, she was the gamest woman I ever saw. She never once uttered a scream. We passed her a cup of water. She grabbed it eagerly and drank it. She could not speak English, but murmured in a foreign tongue, and in a tone which apparently denoted she was praying. We spoke words of cheer to her. The heat gave a lurch, water filled the compartment which she was in, and she sank from our sight, and we saw her no more."

Explosions on the Saale.

Lieut. McGinnis said there were many explosions heard aboard the Saale during the fire, and they drove the firemen back.

If you are ill take Dalley's Family and Liver Pills. They relieve constipation. Only 10 cents a box.

THE BREMEN, SAALE AND MAIN.

Description of the Big Steamers That Were in the New York Blaze on Saturday.

The Saale is a single screw steel steamer with triple expansion engines, and was built in 1886 by the Fairfield Company at Glasgow. She has four masts, is 438 feet long with a breadth of 41.1 feet and a depth of 34.7 feet, and measures 5220 gross tons. She is valued at over $1,000,000. Until the new big flyers were built she was one of the crack passenger steamers of the fleet.

The Main is a twin-screw steel steamer built by Biohm & Voss, at Hamburg, in 1896, she is 520 feet long, 56 feet beam and 40 feet deep, with a registered tonnage of 10,200 and a displacement of 17,700 tons. She has quadruple expansion engines of 5000 indicated horse power and a speed of 13½ knots. She is arranged to carry 140 first cabin and 150 second cabin passengers and a large number in the steerage. The Main and her sister ships were built to carry freight and a limited number of passengers. The names of German rivers given to the class revives the names of the early North German Lloyd passenger steamers.

The Bremen is one of the big freighters with limited passenger accommodation. She is of steel, built in 1896, by Schichau at Danzig, and is 525 feet long, 60 feet beam and 35 feet deep, with a displacement of 20,000 tons and a gross tonnage of 10,600. She is a twin screw steamer, with triple expansion engines, and usually makes the passage in nine or ten days.

LARGEST OF ALL COMPANIES

Is the North German Lloyd Company, Founded in 1857— Many Extensions.

The North German Lloyd Steamship Company is the largest in the world. It was wounded in 1857 by Herman Hinrich Maier of Bremen. Ten years after the first steamship, the Washington, had crossed the Atlantic between Bremen and New York.

With 1880 a new epoch in the history of steam navigation opened, that of the express steamers—the greyhounds of the ocean—a development of steadily growing dimensions.

On June 26, 1881, the first of the new express steamers, the Elbe (speed 16 miles per hour), left Bremen for New York. She was followed in the following two years by the Werra and Fulda (speed 16 and 17 miles); in 1884, the Ems and Elder (speed 17 miles) were added; in 1886, the Aller, Trave and Saale (speed 17 to 18 miles); in 1887, the Lahn (speed 19 miles); in 1889, Kaiser Wilhelm II.; and in 1890, the Spree and Havel (speed 19 and 20 miles). While the engines of the Elbe indicated 5600 horse-power those of the Spree and Havel possess 12,500 horse-power.

The Kaiser Wilhelm der Grosse, which so narrowly escaped destruction, is now the finest type of these ocean greyhounds.

Some idea of the growth of the service and of the ocean travel in general can be obtained from the following statistics: In 1858 the total tonnage of the Lloyd was 15,255 tons, in 1893, 230,567 tons, including the steamers in construction. The amount of coal consumed in 1893 was 159,010 tons; in 1897, 760,066 tons.

During 1858 the steamers of the Lloyd made a total mileage of 28,520 miles, while in 1892 a distance of 2,840,824 miles was covered by steamers flying the North German Lloyd's flag, equal to 121 times round the globe. The number of passengers carried in 1858 was 1870; in 1892, 208,498. The total number of passengers carried by the Lloyd up to the end of 1892 was 2,754,728.

The company's possessions have become so vast that they do not insure with the underwriter, but write off each year a sum equal to the premiums they would have to pay, and put it into an insurance fund of their own, on which they draw in an emergency such as this.

More lives saved by the use of the celebrated Hirst's Pain Exterminator—for it has cured thousands and will surely cure you

FATAL FIRE IN MONTREAL.

Nightwatchman Clouthier Afraid to Jump Into a Net and Lost His Life.

Montreal, July 1.—(Special.)—A fire, the origin of which is yet unknown, destroyed the sub-station of the Lachine Rapids Hydraulic Company last evening. The night watchman, altho told to jump into a net that had been prepared for him, refused to do so, and lost his life in the flames. His name was Michael Clouthier, and he leaves a widow and three children. The loss to the company will be considerable.

Buffalo Sufters Heavy Loss.

Buffalo, June 30.—The great lumber yards of Charles L. Betts, covering a half mile area, at the Black Rock suburb of Buffalo, were destroyed by fire to-night, causing a damage which is roughly estimated at $400,000. A high wind fanned the flames and drove them thru the piles of lumber, for a time defying the combined efforts of fire tugs and fire engines. After two hours of fierce fighting, the flames were controlled.

HANLAN'S POINT

A GREAT HOLIDAY PROGRAMME.

Splendid Free Production of

UNCLE TOM'S CABIN

MATINEE at 2 p.m. EVENINGS, 8.15.

IN THE ROOF GARDEN—Every Afternoon and Evening—America's Foremost Ventriloquist

HARRY D'ESTA,

and his blockhead comedians, and Rhoads' Wonderful MARIONETTE THEATRE and the ROYAL ENGLISH MANNIKINS.

Visit the Wonderful English Maze.

Baseball matches morning and afternoon.

WANTED.

Fifty experienced Lady Shoe Fitters wanted on Shoe Uppers. Steady position. Good pay. No trouble of any kind. Will also teach some young ladies to operate. Apply or address the J. D. King Co., Limited, Wellington-Street West, Toronto.

LOST.

LOST—LADIES' OPEN-FACED GOLD watch, at Murray's, Eaton's or Simpson's stores, or somewhere on Yonge or King-streets; reward, 13 Bedford-road.

LOST—SATURDAY EVENING—FOX Terrier Dog, black head, two black spots on back, had on steel collar, tied with yellow ribbon, vicinity of Church and Shuter-sts. Reward Elliott House. A. Gladstone.

FOR SALE OR TO RENT.

FOR SALE OR TO RENT—THE SNOWden House, Peterboro. Apply Prop.

BUSINESS CHANCES.

STEAMBOAT— SALE OR CHARTER—five hundred passengers, besides freight; speed twelve miles; would exchange for real estate. Davies, 84 Victoria. 71

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THE GERMAN MINISTER WAS KILLED BY CHINESE

At Last It Is Officially Announced That Baron Von Ketteler Was Butchered by Native Troops in Pekin.

Was Dragged From His Carriage and Hacked to Pieces on June 18—Consuls Are In a State of Consternation—Foreigners Being Executed—Very Bad Outlook.

London, July 2.—Official despatches received by the consular body at Shanghai, an Express cable, dated Shanghai, July 1, says confirm in the fullest manner the report of the butchery of Baron von Ketteler, the German Minister, on June 18. The Ambassador was riding on the legation street, when he was attacked by Chinese troops and Boxers, dragged from his horse and killed. His body was hacked to pieces with swords. The German legation and six other buildings were burned and a number of servants of the legations were killed and their bodies thrown into the flames.

Consternation All Round.

Official confirmation of this ghastly business has created the utmost consternation among the Consul-Generals of the powers, who expressed fear that war a la outrance will be declared against the Pekin Government. The consuls entertain little hope that any foreigners are left alive in the capital. There were 100 foreigners connected with the legations, 50 in the Custom House, English and American tourists and others to the number of 150, and nearly 500 legation guards. The British Foreign Office has received news from the British Consul at Che Foo that Baron von Ketteler has been killed, but no other information.

Execution of Foreigners Going on.

A despatch to The Express from Nankin, June 30, says:

"French priests here have received reports that the execution of foreigners has been in progress since June 20. The news comes by runners from French priests at Pekin, who state that they administered the last rites to the condemned men."

Position Desperate.

Nankin cables, dated Sunday, say that Viceroy Liu Yun yih received a telegram from Yuin Yun on Saturday, stating that the German Minister had been murdered at Pekin. Yulu, who escaped from Tien Tsin to Pao Ting Fu, also wired: "Position desperate. Implore your help. Foreign troops of eight nationalities entering Pekin to the number of 30,000 or 40,000. I cannot hold out four days."

Foreign Troops Victorious.

Liu Yun Yih has received this from the Viceroy of Yuan Shikai: "Foreign troops victorious at Tien Tsin. They will enter Pekin immediately."

Outbreaks Imminent at Canton.

Outbreaks of the Boxers appear to be imminent at Canton. The feeling of unrest steadily increases. The Boxers from Fing Tu were marching on Sunday on Che Foo. The Governor of Yuan Shikai feared for the town and sent to the warships for forces. A small riot occurred at Che Foo on Saturday.

Fifty-two refugees who had arrived from New Chwang aver that the Boxers have destroyed the railway north of Port Arthur and that all the American and English residents are leaving.

Will Not Permit Rescue.

Gen. Yuan Shikai, commanding the best foreign drilled troops in China, has notified the German Governor of Kiao Chou that he will not permit the German parties' proposed expedition to Wei Sien to rescue Chalfontant and the Misses Bowden and Hawes, the American missionaries in the hands of the Boxers. The missionaries at Pao Ting Fu were reported to be safe on June 25.

Chinese Laying Torpedoes.

A correspondent in Shanghai learns from official sources that the Chinese are laying torpedoes between Shanghai and the Kiang Nan arsenal.

Agents of the Boxers are busy in Shanghai provoking hatred of foreigners. Nothing has been heard from the column which relieved Admiral Seymour five days ago, and then proceeded towards Pekin; but as it takes at least two days to communicate between Tien Tsin and Che Foo there is nothing extraordinary in this. Troops are going forward from Taku to Tien Tsin daily, the some reports from Taku allege that it will be three weeks before a large force can be sent to Pekin.

A despatch to The Daily Mail from Tong Fu, without date, via Che Foo, Friday, says:

"It is improper any longer to conceal the harm done to the cause of the allies by the barbarities and the pillage of the Russians on the day after the bombardment. They wantonly shot natives and looted everything, including the European houses in Taku. The natives for miles around were looted of supplies and labor is scarcer."

The morning papers generally accept as conclusive the reports that Baron Von Ketteler has been killed, and express grave uncertainty as to whether any of the members of the legations at Pekin are safe.

GERMAN MINISTER MURDERED.

Baron Von Ketteler Was Killed by Native Troops, British Consul at Che Foo Cables.

Shanghai, July 1.—The British Consul at Che Foo telegraphs that Baron von Ketteler, German Minister at Pekin, was murdered by native troops June 18. Three legations—it is not stated which—were also destroyed June 23.

Ministers Were in Danger.

The American Consul here states that Yung Lu telegraphed June 26 that the other Ministers were safe that morning, but the situation was desperate, and he doubted whether the Ministers could hold out 24 hours longer, as he and the Empress could no longer give protection.

How He Was Attacked.

Shanghai, July 1.—The German Minister in Pekin, Baron von Ketteler, was attacked while proceeding to the Tsung Li Yamen, where he died.

RIVER OPEN TO TIEN TSIN.

Railway Head Only Nine Miles Off —Arsenal at Tien Tsin Captured —News Up to Saturday.

London, July 2.—(12.45 a.m.)—A despatch from Admiral Bruce to the Admiralty, sent via Che Foo, under date of June 30, says:

"The conduct of Commander Stewart of the Algerine and Commander Hause of the German gunboat, Iltis, at the bombardment of the Taku forts was magnificent, and elicited the admiration of the allied ships.

River Route Now Open.

"The river route to Tien Tsin, 51 miles from Taku, is now open. The railway head is now nine miles from Tien Tsin. The road inward is not quite safe, and communication to Tien Tsin is difficult.

A Fort Blown Up.

"A fort 13 miles above Taku was found by Commander Keyes deserted, and was blown up, leaving the passage up the river free. Lieut. Commander Keyes reports that the arsenal at Tien Tsin was captured June 29 by the naval brigade. The losses were 5 killed, Lieut. Colombe slightly wounded and a gunner and 21 men wounded. There are no further details.

"Warrender is in charge of all our forces on the river and lines of communication.

Russian Commander-in-Chief.

"Vice-Admiral Alexejeff, Governor-General of Port Arthur, and commander-in-chief of the Russian forces in the east, has arrived on his way to Tien Tsin to take supreme command of the Russian forces landed to date.

Strength of the Forces.

"Germany has 44 officers and 1300 men; Great Britain, 184 officers and 1700 men; Austria, 12 officers and 127 men; America, 20 officers and 329 men; France, 17 officers and 387 men; Italy, 7 officers and 181 men; Japan, 119 officers and 3709 men, and Russia, 117 officers and 5817 men, with a total of 53 field guns and 36 machine guns."

BOTHA IS STILL HARASSING THE FORCES OF LORD ROBERTS

His Patrols Approach Near Enough to Skirmish, But Keep From Being Captured—Boer Circulars Out Exaggerating Chinese Troubles—Lord Roberts on the Hospital Charges.

London, July 2.—Gen. Botha is showing increasing activity. His patrols cover wide stretches of country, approach near the British outposts, and engage in skirmishes, while larger bodies threaten to attack, declining to allow themselves to be caught by the return blows which the British promptly seek to deliver. Attacks of this sort were made on Friday last at Pinnarspoort on Gen. Pole-Carew and at Springs.

Botha and DeWet Working Together

Gens. Botha and Dewet are seemingly operating in combination. Botha is reported to have divided his force into two parts, one moving west and the other to the south, to try to effect a juncture with Dewet.

More Boer Circulars Out.

Boer circulars are out, exaggerating the Chinese troubles and urging the burghers to rejoin the army.

Lord Roberts and several co-operating columns are still out, but not within striking distance of Dewet.

Hospital Service Defended.

Dr. Conan Doyle, in an interview had with him by The Daily Telegraph's Pretoria correspondent, says the hospital arrangements have been severely tried, but no more could have been done.

What Lord Roberts Says.

Lord Roberts, in the course of an interview, said he thought the charges brought against the Government by William A. P. Burdett-Coutts, Conservative member of Parliament for Westminster, that inadequate provision had been made for the sick and wounded, were probably based upon one hospital and a hasty generalization thereon.

Colvile Ordered Home.

The Times' Pretoria correspondent telegraphs that Gen. Colvile has been ordered home.

HAMILTON NEWS

THOUSANDS FOR MISSIONS

Rev. A. B. Simpson and His Partner Drew Money From People at Grimsby Park.

OVER $4000 PUT UP OR PROMISED.

Engineer Barrow and the Sewers —Two Accidents—Church Services—General News.

Hamilton, July 1.—(Special.)—All kinds of records are being broken at Hamilton of late, and a new record was made to-day at Grimsby Park in the matter of giving to the missionary cause. Between $4000 and $5000 was given or pledged at the services held under the auspices of the Christian and Missionary Alliance, of which Rev. A. B. Simpson of New York is the of the leading spirits. Dr. Simpson preached an impressive sermon in the morning on the importance of sending missionaries to the heathen, and of the benefits of giving to such a cause. At the close of the powerful sermon Rev. D. Le Lacheur, his side partner, took charge of the meeting and made a most successful appeal for money to carry on the work of evangelizing the world. A number of young men passed thru the congregation in the temple with blank cards, while Mr. Le Lacheur called on them to put down their names or contribute at once in cash what the Lord told them to do. "If you can give $5 now, or if you know you can give $5 next week," he said, you can subscribe $25. Surely you can trust the Lord to open up the way for your giving of the rest."

In less than 40 minutes $4056 was subscribed or donated. The sums ranged from 10 cents up to $1000. One man gave the last mentioned sum, four for twenty-five, and two gave $350 each. There was not very much excitement, except among a number of preachers and singers on the platform.

Several hundred dollars were subscribed at the afternoon meeting, the principal speaker at which was Rev. Gabriel McGuire.

This is supposed to be the largest amount ever given at a meeting in Canada for the missionary cause.

Miss Ollie Gave Herself.

It was announced that Miss Marjory Ollie of Toronto had given herself to God for missionary work and will leave with Miss Barnes, one of the speakers at the convention, for Japan in a few weeks.

Well Managed.

Engineer Barrow has prepared a statement of the expense of the sewage disposal works from the first of the year to June 1. The operating expenses were $5975.28, and the share of the annual appropriation for the same time was $6750, which leaves a balance to the good of $774.72. During the half year $294.15 was spent for repairs and improvements. It cost the department $434.46 to repair the bungled Hildyard-street sewer.

The engineer draws attention to his scheme for a third sewage disposal works in the west end of the city. The report will be presented to the council next Tuesday night.

Two Accidents.

George Baker, 204 Mary-street, had four ribs broken in a sewer excavation on North Caroline-street last evening. He was taking a brace out, when he slipped and fell backward over another brace. He was taken to St. Joseph's Hospital.

William Loftus, Dundurn-street, who had his leg cut off at Bowmanville on the G. T.R., was brought to the General Hospital last night.

Knocked Him Down.

George Gassett, a hard man, formerly of the West side, now Cainsville, knocked an unknown man down on North Bay-street last night. Inspector McMahon saw the assault and arrested Gassett. Friends took the injured man away while the officer was attending to his prisoner. Gassett claimed the man owed him money and wouldn't pay up.

At the Churches.

Rev. T. J. Atkins, at Gore-street Methodist Church; Rev. G. Bowlby, at Barton-street Methodist Church, and Rev. H. Martin, at Erskine Presbyterian Church, preached their inaugural sermons to-day.

Bethel Church, at the Beach, was opened this evening for services during July and August. Rev. Dr. Fletcher preached.

Patriotic Church Services.

Patriotic services were held at Simcoe-street Methodist Church to-day, in the morning Rev. Theo J. Parr preached on "Canada, Our Country and Our Home." This evening, in the place of a sermon Mayor