of Hoboken, were turned into AZING SHIPS AND BARGES. ng the North River front in this millions of dollars' worth of propwere threatened with destruction drifting steamships and s which floated all aflame toward New York shore and brushed nst some of the piers. The fire artment was called out at various ats along the threatened sections, the unique spectacle was presentof the firemen on shore trying to nt fires that every minute changed

out half an hour after the fire rted two big steamships and severbarges, loaded with cotton, were a from this side to be on fire and fting toward the New York shore. strong ebb tide carried the blazing down stream and nearer and er the piers along West street, York. The crowd followed the r the canopy of smoke which overthe sightseers and moved southin unison with the drifting ves-

MANY PLACES IN DANGER. 5 o'clock one of the big steam-

s drifted with its bow pointing up an against the pier occupied by People's Albany line. Smoke and ne poured from every opening in the ship as she brushed against the A number of tugs were vainly ing to get her out into the stream. ore the firemen could get to work blazing ship had drifted along the occupied by the New York Central and Hudson River Railroad. The steamboat Dean Richmond, of the Albany line, loaded with passengers, was just about to leave the pier when he burning steamer blocked her. There was some excitement among the passengers, but it quickly subsided when the blazing vessel drifted away without harming any property. Several blazing barges followed close behind the steamer, but were further out in he stream. The second steamer which ad come toward this shore was also ome distance from the ends of the

REMEN FIGHT THE FLAMES. The firemen were ordered by their cers to "take up" and follow the rifting fire. Lines of hose were retched in at various points, only to taken up before they could be used, the elusive conflagration moved ther down the river. The street ong the water front was filled with gines, hook and ladder trucks, watowers and firemen, taking up staas for a few minutes, rushing hose es out on piers and then "taking and going further down town, human efforts the tugs swarmed about the burning amships and the flaming cotton earners out in the center of the river, re it could do no harm. The other mer was also turned from the more a few minutes later. Some of the burning barges drifted against the all River line pier, foot of Murray treet, New York, but the firemen were to meet them and the tug boats ragged the barges away.

railroad companies put some of eir big tugs at the disposal of the e department. Firemen were put on e tugs and went to work with hook nd hose to extinguish the flames in burning ships.

THE SAALE BURNED.

New York, June 30 .- The steamer ale drifted down to the Battery out 6:30 o'clock. She was ablaze and crew was on deck. Capt. Smith the police boat, put his men on a g and ran to the burning ship. When tug reached the Saale thirty-seven the latter's crew were taken off. st of them were conscious. Some fered from smoke inhaled. Ambuces were called. Police patrol wais were also called. The injured were taken in these several con-, ances to the different hospitals. All bear to be foreigners. None could English and not even their names learned at the pier.

While the crew were being taken off pt. Smith noticed several bodies of en on the ship's deck. When the made a second trip to the Saale these corpses were submerged. The ip had in the meantime drifted to Jersey shore and sunk in the mud the flats. The bodies could not be cognized. - Capt: Smith said he thought there

ere a number of bodies below in the aale. "When I got to the Saale on first trip with the tug," he said, saw several men with their heads the port holes. They were stuck st, and could get neither in nor out. ship was gradually sinking. It a terrible sight. Some of the en called to us in their own tongue 'help them for God's sake.' Their agle was something frantic. We d do nothing for them. The upper ert of the vessel was a living fur-

200 Lives Lost.

THE STEAMSHIP COMPANY'S ES-TIMATE.

mates the loss of life by yesterday's fire at 200. The company took the erew lists, checked off those members who are in hospitals or reported safe, and believes the others to be lost. Among the dead are a number of offi-

A number of Christian Endeavorers were visiting the Saale, drawn by the interest taken in the boat because of her charter by the Christian Endeav-Some of these visitors are reported lost.

The German consul-general today cabled to Berlin, placing the death list

MANY VISITORS PERISH.

New York, July 1.—The fearful havoc to life and property caused by the con-flagration which broke out at the docks of the North German Lloyd Company in Hoboken last evening cannot be approximated with any degree of certainty. The more conservative people who have had experience along the docks in shipping interests, are of the opinion that not over 200 lives were

One of the officers of the steamship Bremen said today that there were fully 200 visitors on board that vessel when the fire reached her, the majority of them being women. A boat was spectacle that they all confessed they 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 and all hands were thrown into the water and none of them were saved by those remaining on the vessel. This iself would indicate that the list of dead may be larger than it was at first

The property loss can only be approximated at this time.

ESTIMATED PROPERTY \$10,000,000.

None of the officials around the docks could give anything like a pre-cise 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.

THE BURNED STEAMERS. The loss on the steamship properties

and to other companies is estimated approximately as follows tonight: The steamship Main, of the North German Lloyd Line, cost \$1,500,000, outside of the cargo, fittings and stores. The loss awful sights of human agony. A is placed at \$1,200,000 for the vessel hundred arms, with the flesh torn from and about \$400,000 for the fittings and stores and cargo that were aboard of

The steamship Bremen, of the North German Lloyd Line, cost \$1,150,000, and hawken tonight and still smoldering, apparently destroyed, save her ma-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 Saaleis beached at Ellis Island and still burning. The damage to the vessel is placed at about \$800,000. The damage done the Kaiser Wil-helm der Grosse is estimated at \$25,-

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 filland going further down town, ed with merchandise, fust received ast of the moving boats afire. By from abroad, and valued at \$350,000. received

> counting the stores which were on it.
>
> The Hamburg-American Line dock,
> which had just been completed as an which had just been completed as an extension to their great pier, and which was destroyed in order to prevent the spread of the flames, was damaged to the extent of \$15,000. This was the only loss they sustained loss they sustained.

> damage to buildings atone 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 from six hundred to one thousand feet were not well filled. This statement accounts for the comparatively small loss on the three piers of the North German Lloyd Line.

> One lighter, containing 5,000 bags of sugar, was destroyed, the loss being hardly be less than 200, and probably Eight barges and eleven canal boats were either burned or sunk with their cargoes. Total value, \$125,000.

OTHER LOSSES.

The Hoboken Shore Railroad had a number of cars burned and other property damaged. Total loss, \$7,000. Minor losses on floating property burned at the fire proper or set on fire by burning driftwood will amount to about \$20,-

personal losses sustained by those aboard the steamships can simbe surmised.

Freight Manager Bonner said tonight that the Main had about 5,000 tons of cargo in her hold. "I believe," Mr. cargo in her hold. "I believe," Mr. Bonner said, "that 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. RELIEF WORK.

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 sait water, Men who had been burned and treated by the doctors, but who were not sufficiently injured to be taken to hospitals, also gathered at the office. Every man was given money and clothing and ta-Every man ken to temporary lodging houses by agents of the company.

MANY INJURED.

It is estimated that from 300 to 400 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 today. Many New York, July 1.—The North Ger-injured that they cannot recover. Wo-men Lloyd Steamship Company esti-

THE ACADÉMIE DE MÉDECINE OF FRANCE HAS PLACED

ollinaris

At the Head of All the Waters xamined for Purity and Freedom m Disease Germs."

tion in regard to relatives. There were about 70 missing reported at the North German Lloyd offices alone.

No loss of life is reported from the Bremen with the exception of the probability of deaths occurring from the capsizing of the boat. From a very reliable source it was

learned tonight that the officers of the steamer Saale had accounted for 111 steamer Saale had accounted for 111 persons out of a total of 252 who were on board at the outbreak of the fire.

About 4:30 p.m. Mr. Schwab came out of his office and said: "On the deck of the Saale a body was found today which is probably that of Capt. Mirow. It was burned beyond recognition, but Mr. Bonner identified a knife which was found on the body 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. Capt. Mirow was married and lived on the other side."

Awful Experiences.

"HELL, HELL!" New York, July 1.-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 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. 'We 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.

"Yes, I should say there were pas-sengers aboard the Saale. 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 thirty out of there while we were allowed to work from the decks. It was then we witnessed the them and blackened with burns, protruded from the small port-holes, which were but a foot or less in diameter.

"If those port holes had been larger, sufficient to admit the passage of a her fittings and cargo were valued at human body, the rescues would have \$300,000. The stores and cargo were been a hundred times in number than entirely consumed, and the loss to the they were. Theories of agony and of property will amount to at despair were something that will ring 200,000. She is beached off Wee- in my ears for ever. Cries to save them came in language we did not understand. We didn't need to. We well knew what they cried for. The thirty men we rescued were raving maniacs when we got them aboard. In their delirum 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 witnessed was that of a woman who was burned. We could see her face and arms as she reached and got a handful of water with which she washed her face, seeking to cool it and gain relief from the terrible heat inside. My God, she was the gamest woman I ever saw. She never once uttered a scream. We passed her a cup of water. She grab-bed it eagerly and drank it. She The Thingvalla pier, which was en-tirely consumed, was valued at \$50,000, could not speak English, but murmured in a foreign tongue and in a tone which apparently denoted she was

Lieut. McGinnis said there were The warehouses of Palmer Campbell, warehouses E. F. G. and G. were burned. Mr. Campbell said tonight the Saale during the fire and they drove the firemen back. the firemen back.

HOW THE FIRE SPREAD. In less than fifteen minutes the flames covered an area a quarter of a mile long, extending outward from the actual shore line to the bulkheads, away, and had caught four great ocean liners and a dozen or more smaller harbor sraft in its grasp. Stories in regard to the loss of life are conflicting, but the number who perished will

The hospitals in New York, Hoboken and Jersey City are crowded with the

HEART IN THE WRONG PLACE. A curious effect of a railway accident came before one of the Vienna civil courts recently. Sigmund Lowenstein sought to recover damages from a railway company on the ground that the accident he was in had caused internal injury. Medical experts swore that the shock of the accident had shifted his heart to a position lower down in the body than the normal one. The jury applied their hands to his ribs, and did, in fact, feel his heart beating, as he complained, in the wrong place. The doctors said that the sufferer might hope to live in spite of this displacement of the heart, but its new position somewhat increased the difficulty of doing its work, and therefore Lowenstein was more liable than other people to a failure of the heart. On this evidence he was awarded heavy

Can You Tell Why

you have constant headaches, are nervous and sleepless at night and feel tired in the morning? Your blood isn't carrying the right materials to your nerves and other organs. Begin tak-Hood's Sarsaparilla, the great blood enricher, and you will soon realize a change. You will feel better and stronger, will relish your food and enjoy refreshing sleep.

Nausea, indigestion are cured by Hood's Pills.

WHEN

When the honeysuckle whispers with a voice of perfume sweet, And the leaves that gently nestled, sink to silence in the heat;

When the lightning bug is winging And the bullfrog starts his singing In the brooklet where the willow and the shifting shadows meet; When everything is murmuring a slow ecstatic tune,

You don't need any calandar to tell you that it's June.

When the long and lazy grasses in the daised meadow set Are making solemn curt'sies in a lan-

guid minuet: When Sir Bumblebee, the rover, Plays at kissing in the clover.

While we note the swift departure of the prudish violet; When there's music in the breezes and there's magic in the moon,

You don't need any calendar to tell you that it's June. -Washington Star.

Age is a matter of feeling not of -George W. Curtis.



New Wash Fabrics.

EATHER TODAY-Fine.

Exceptional values for discriminating buyers in Wash Fabrics of all natures, most desirable for Ladies' and Children's Waists and Dresses. This has been a very successful season, and the indications point to its continuing, which is

entirely due to the strict adherence to the fixed guiding principle of this satisfactory store -offering the better class of goods at prices within the reach of every purse.

Today being Dominion Day, these goods will be found on sale tomorrow (Tuesday).

1		
	Stripe DimityPink, blue and helio figures on white ground; your choice now at	81/0
	Light and Dark Dimity—Very fine range in patterns and designs; some were 15c, others 20c yard. While we have any	2½c
	Figured and Stripe Dimity—A very choice range; pink, blue or helio, on white ground; were 25c yard; now	18c
	Poplin Cotton Goods—Something very choice and sought for. In plain colors—pink, blue and blue grey	45c
	Lace Grenadines—For light weight dresses and waists, very rich and effective; great range of patterns and colorings in checks and stripes	50c
	Very Special—Mercerized Finish Lace Insertion effect. In pink, helio and white and black. These are very choice	65c

Piques, Muslins, Ducks and Lawns.

HANDSOME FIGURED PIQUES—Very new, seven different patterns, in polka dots, bow knots, stripes and fancy figures. Yard	30
Very nice quality, in fine and heavy cord. Yard	ōс
Special value, in fine and heavy cord. Yard	ōc
FINE SWISS MUSLIN—One piece only, black polka dot. Yard	5c
Also some very pretty shades in Fancy Figured Swiss Muslins.	00

Goffered Tuckings-For yokes and fronts; plain and with insertion; no ironing required. Yard....75c to \$2.00

Extra Specials

Summer Underwear

Zard	1/2
e Dimity, fine and dainty, in different patterns. Yard	21/20
Colored Dimity, one piece only in each shade—rose, pearl grey, mauve and cream. Yard	180
Special value in extra large vests for stout ladies; unbleached, low neck, quarter sleeve; also buttoned front and quarter sleeve	250
HOHE AND CHAILE SECVE	350
Ladies' Balbriggan Vests, fancy finished, long sleeve	450
	400
Ladies' Balbriggan Drawers, good quality and comfort	400

Something very nice in White Satin Stripe Duck, suitable for Children's Suitings.

Remember, it's strictly cash here for everybody, and remember what strictly cash does for everybody-low prices on best qualities. One of the corner stones of this business is

SMALLMAN

149, 151 and 153 DUNDAS STREET.

Steams	hip Arrivals.	Ra
June 30. Etruria Cevic St. Louis July 1.	At From New York Liverpool Liverpool New York New York Southampton At. From	W
Kms Auguste Victoria. Pennland	London. Montreal Genoa. New York Hamburg. New York Liverpool. Philadelphia Southampton. New York	1
Frederich der Grosse St. Louis Bolivia	SouthamptonNew York New YorkSouthampton New YorkNaples	MGM
	New York Rotterdam Queenstown New York	



Railways and Navigation

GRAND TRUNK ROLLYAM Independence Day

July 4, 1900, return tickets to Suspension Bridge,

Buffalo and Black Rock (via International Bridge or via Suspension Bridge),

Detroit or Port Huron, AT SINGLE FARE.

Good going July 8 and 4 and for return until July 5, 1900.

E. De la Hooke, C. P. and T. A., "Clock" corner, London. M. C. Dickson, District Passenger Agent (Union Station), Toronto. 99u

E. & D. R. RY.

STEAMER "URANIA" Commencing Thursday, May 31, will leave Port Stanley for CLEVELAND, on Tuesday, Thursday, Saturday and Sunday of each week, at 11 p.m., except Saturday, when it will leave at 1 p.m. No train connection on Sunday. Fare one way from, \$2.25; round trip \$3.50. Get tickets at De la Hooke's, "clock' corner and at G. T. B. station.

ilways and Navigation Railways and Navigation

IMPORTANT NOTICE.

Reserve at once and save disappointment. Bear in mind that it is easier to cancel accommodation at a late date S.S. OCEANIC July 11, 1:30 p.m. *S.S. CYMRIC July 17.

*S.S. TEUTONIC July 18, Noon

*S.S. GERMANIC July 25, Noon

*S.S. MAJESTIC Aug. 1, Noon

*S.S. OCEANIC Aug. 8, 3:30 p.m.

*Excellent Second Cabin accommodation on these steamers. De La Hooke,

On and after Monday, June 18, 1930, the

trains leaving Union Station, Toronto (via Grand Trunk Railway) at 9 a.m. and 9:30 p.m., make close connection with the Maritime Express and Local Express at Bonaventure Depot, Mon treal, as follows:

The Maritime Express will leave Montreal daily except Saturday, at 12 noon, for Halifax, N. S., St. John, N. B., the Sydneys and points in the Maritime Provinces.

The Maritime Express from Halifax, the Sydneys, St. John and other points east, will arrive at Montreal daily, except on Monday, at 7:30 p.m., and daily from Rivier du Loup.

The Local Express will leave Montreal daily, except Sunday, at 7:40 p.m., due to arrive at Levis at 1 p.m., Riviere du Loup at 5:00 p.m., and Little Metis at 8:25 p.m.

The Local Express will leave Little Metis at 4:25 p.m. daily, except Saturday, Riviere du Loup at 7:40 p.m., and Levis at 11:45 p.m., due to arrive at Montreal at 6:30 a.m.

Through sleeping and dining cars on the Through sleeping and dining cars on the Maritime Express. Buffet cars on Local Ex-

DOMINION DAY,

The vestibule trains are equipped with every convenience for the comfort of the traveler. The elegant sleeping, dining and first-class cars make travel a luxury.

The Intercolonial Railway connects the west with the finest fishing streams, seaside resorts and tourist routes in Canada.

Tickets for sale at all offices of the Grand Trunk System, at Union Station, Toronto, also at the office of the General Traveling Agent.

Wm. Robinson, General Traveling Agent.

Wm. Robinson, General Traveling Agent.

Wm. Robinson, General Traveling Agent.

H. A. Price, Assistant General Passenger Agent, 143 St. James street, Montreal.



Dominion

SINGLE FIRST-CLASS FARE, going June 20 and July 1 and 2; returning July 3, 1900. Following are return rates to a few

LONDON TO

places of interest:

CHATHAM \$1,95 WOODSTUCK .. \$.85 WINDSOR 3,40 GALT 1.75 DETROIT 3.40 TORONTO 3.40 A. H. Notman, Asst. Gen. Pass. Agt., 1 King street east, Toronto. W. Fulton, City Passen-ger Agent, 161 Dundas street, corner Richmond.

MICHIGAN CENTRAL "The Niagara Falls Route."

SINGLE FARE **EXCURSIONS**

to all local stations in Canada; Detroit, Mich.; Niagara Falls and Buffalo, N. Y. Tickets will be issued June 30, July 1 and 2, good to return until July 3.

Rates, tickets and all information at City Ticket Office 395 Richmond street. JOHN PAUL, City Passenger Agent. O. W. RUGGLES, General Passenger and Ticket

Allan Line Royal Mail Steamships for Liverpool, Calling at Moville.

From From Montreal. Quebec.

Numidian 9a.m. 6p.m. July 7.
Corinthian (4 a.m.) July 14. 2 p.m. Parisian July 21.
Tunisian, (4 a.m.) Aug. 4. 2 p.m. From New York to Glasgow—Laurentian, July 14; Sardinian, July 21. RATES OF PASSAGE.

Pirst cabin, \$52.50 and upwards. Second cabin, \$35 and upwards. Steerage, \$23.50, New York to Glasgow. First cabin, \$50 and upwards. Second cabin, \$30, Steerage, \$25.50. Reduction on first and second cabin return London agente—E. De la Hooke, W. Fulton and F. B. Clarke.

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Via Windsor, Detroit, Cleveland and Toronto, to Mon treal. Via the

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ELECTRIC LIGHTED STEAMERS. F. B. Clarke, agent, Richmond street, next Advertiser.

There is a remedy for every wrong, and a satisfaction for every soul.— Emerson.