

were all coal passers. When the fire broke out they were trimming coal in the bunkers.

## Hospitals Crowded.

New York, June 30.—All of the hospitals in Hoboken and this city are crowded with the victims of the fire. There are scores of men burned so badly that little hope is entertained of their recovery. Hudson street hospital has every vacant bed occupied. It has been a scene of such suffering that it is almost impossible to describe. The fire victims are being taken to the hospitals in ambulances. Saloons, restaurants, and many other buildings that are open along the river in Hoboken, were turned into hospitals temporarily.

## LAZING SHIPS AND BARGES.

Along the North River front in this city, millions of dollars' worth of property were threatened with destruction by the drifting steamships and barges which floated all afloat toward New York shore and brushed against some of the piers. The fire department was called out at various points along the threatened sections. The fire department was present, and the firemen on shore trying to fight fires that every minute changed their situation.

## MANY PLACES IN DANGER.

About half an hour after the fire started two big steamships and several barges, loaded with cargo, were drifting toward the New York shore. A strong ebb tide carried the blazing vessel down stream and nearer and nearer the piers along West street, New York. The crowd followed the burning ship, and ran along the street under the canopy of smoke which overhung the sightseers and moved south in unison with the drifting vessel.

## FIREMEN FIGHT THE FLAMES.

The firemen were ordered by their officers to "take up" and follow the drifting fire. Lines of hose were stretched in at various points, and the water was turned on. The fire was taken up by the firemen, and the burning vessel drifted away without harming any property. Several blazing barges followed close behind the steamer, but were further out in the stream. The second steamer which had come toward this shore was also some distance from the ends of the piers.

## THE SAALE BURNED.

New York, June 30.—The steamer SAALE drifted down to the Battery boat 6:30 o'clock. She was ablaze and her crew was on deck. Capt. Smith of the police boat, put his men on a tug and ran to the burning ship. When the tug reached the SAALE thirty-seven of the latter's crew were taken off. Most of them were conscious. Some suffered from smoke inhalation. Ambulances were called. Police patrol wagons were also called. The injured men were taken to the nearest hospitals. The fire department was called. The fire was taken up by the firemen, and the burning vessel drifted away without harming any property.

## 200 Lives Lost.

THE STEAMSHIP COMPANY'S ESTIMATE.  
New York, July 1.—The North German Lloyd Steamship Company esti-

mates the loss of life by yesterday's fire at 200. The company took the crew 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 officers.

A number of Christian Endeavorers were visiting the SAALE. Drawn by the interest taken in the boat because of her charter by the Christian Endeavorers. Some of these visitors are reported lost.

The German consul-general today cabled to Berlin, placing the death list at 200.

## MANY VISITORS PERISH.

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. 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.

## ESTIMATED PROPERTY LOSS

\$10,000,000.  
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.

## THE BURNED STEAMERS.

The loss on the steamship properties and to other companies is estimated approximately as follows: The steamship Mainz, 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 \$1,500,000, and her fittings and cargo were valued at \$300,000. The stores and cargo were entirely consumed, and the loss to the vessel property will amount to at least \$200,000. She is beached off Weehawken tonight and still smoldering, apparently destroyed, save her machinery.

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 \$1,200,000, 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 \$300,000.

The damage done the Kaiser Wilhelm der Grosse is estimated at \$25,000. The three docks of the North German Lloyd Line, which were burned to the water's edge, are estimated to have cost \$300,000. The docks were well filled with merchandise, just received from abroad, and valued at \$500,000.

The Thingvall pier, which was entirely swamped, was valued at \$50,000, containing the stores which were on it. The Hamburg-American Line dock, which had just been completed as an extension to their great pier, and which was destroyed in order to prevent the spread of the flames, was damaged to the extent of \$15,000. This was the only loss sustained.

The warehouses of Palmer Campbell, warehouses E, F, G, and H, were burned. Mr. Campbell said tonight the damage to his buildings alone would amount to at least \$30,000, 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 loss on the three piers of the North German Lloyd Line.

One lighter, containing 5,000 bags of sugar, was destroyed, the loss being \$37,000.

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 \$20,000.

The personal losses sustained by those aboard the steamships can simply be surmised.

Freight Manager Bonner said tonight that the Mainz had about 5,000 tons of 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 salt water. Men who had been burned and treated by the doctors, but who were not sufficiently injured to be taken to hospitals, were given money and clothing and taken 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 others are believed to be so seriously injured that they cannot recover. Women besieged the officers for information in regard to relatives. There were about 70 missing reported at the North German Lloyd offices alone.

## 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 spectacle that they all confessed they had ever witnessed. "Don't ask me to recall the scene," said Lieut. McGinnis today. "It was terrible, terrible. I never want to see such a scene again, nor do the men around me. I cannot describe it. You saw the hell, hell, 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, should say there were passengers 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 fifty out of there while we were allowed to work from the decks. It was then we witnessed the awful sights of human agony. A hundred arms, with the flesh torn from 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 human body, the rescues would have been a hundred times in number than they were. Theories of agony and of despair were something that will ring 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 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 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 gamiest woman I ever saw. I 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 begged she was which was spoken words of cheer to her. The boat gave a lurch, water filled the compartment which she was in and she sank from our sight and we saw her no more."

Lieut. McGinnis said there were many explosions heard aboard the SAALE during the fire and they drove 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, from six feet above the water level, away and had caught four or five smaller harbor craft in its grasp. Stories in regard to the loss of life are conflicting, but the number who perished will hardly be less than 200, and probably more.

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

The fire broke out at the docks of the North German Lloyd Company in Hoboken last evening. The fire was taken up by the firemen, and the burning vessel drifted away without harming any property.

## 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 spectacle that they all confessed they had ever witnessed.

"Don't ask me to recall the scene," said Lieut. McGinnis today. "It was terrible, terrible. I never want to see such a scene again, nor do the men around me. I cannot describe it. You saw the hell, hell, 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, should say there were passengers 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 fifty out of there while we were allowed to work from the decks. It was then we witnessed the awful sights of human agony.

A hundred arms, with the flesh torn from 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 human body, the rescues would have been a hundred times in number than they were. Theories of agony and of despair were something that will ring 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 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 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 gamiest woman I ever saw. I 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 begged she was which was spoken words of cheer to her.

The boat gave a lurch, water filled the compartment which she was in and she sank from our sight and we saw her no more."

Lieut. McGinnis said there were many explosions heard aboard the SAALE during the fire and they drove 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, from six feet above the water level, away and had caught four or five smaller harbor craft in its grasp. Stories in regard to the loss of life are conflicting, but the number who perished will hardly be less than 200, and probably more.

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

## HEART IN THE WRONG PLACE.

A curious effect of a railway accident came before a Vienna civil court recently. Significantly, the plaintiff 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 their 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 damages.

## 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 taking Hood's Sarsaparilla, the great blood enricher, and you will soon realize a change. You will feel better and stronger; you will relish your food and enjoy refreshing sleep.

Nausea, indigestion are cured by Hood's Pills.

## WHEN

When the honey-suckle whistles 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 bullfrogs start hissing in the brooklet where the willow and the shifting shadows meet; When everything is murmuring a slow ecstatic tune, You don't need any calendar to tell you that it's June.

When the long and lazy grasses in the daisied meadow set Are making solemn curtsies in a languid minuet; When Sir Bumblebee, the rover, Plays at kissing in the clover, While we note the swift departure of the prudence violet; When there's music in the breezes and there's magic in the moon, We don't need any calendar to tell you that it's June.

—Washington Star.

Age is a matter of feeling not of years.—George W. Curtis.



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).

Stripe Dimity—Pink, blue and helio figures on white ground; your choice now at, 8 1/2c

Light and Dark Dimity—Very fine range in patterns and designs; some were 15c, others 20c yard. While we have any, 12 1/2c

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, 35c

Very nice quality, in fine and heavy cord. Yard, 20c and 25c

Special value, in fine and heavy cord. Yard, 12 1/2c and 15c

FINE SWISS MUSLIN—One piece only, black polka dot. Yard, 25c

Also some very pretty shades in Fancy Figured Swiss Muslins.

FRENCH ORGANDIES—In white, tuscan, rose, ceil blue and black. Yard, 35c, 45c and 50c

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

Plain Lawn Tuckings. Yard, 40c to 75c

## Extra Specials

Very fine Black Hemstitched Lawn, 40 inches wide. Yard, 12 1/2c

Something very nice in White Satin Stripe Duck, suitable for Children's Suitings. Yard, 12 1/2c

White Dimity, fine and dainty, in different patterns. Yard, 12 1/2c

Pretty Colored Dimity, one piece only in each shade—rose, pearl grey, mauve and cream. Yard, 18c

Special value in extra large vests for stout ladies; unbleached, low neck, quarter sleeve; also buttoned front and quarter sleeve, 25c

Special for stout ladies; white, low neck, quarter sleeve; also buttoned front and quarter sleeve, 35c

Ladies' Balbriggan Vests, fancy finished, long sleeve, 45c

Ladies' Balbriggan Vests, quarter sleeve, 40c

Ladies' Balbriggan Drawers, good quality and comfort, 40c

## Summer Underwear

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 cash.

## SMALLMAN & INGRAM

149, 151 and 153 DUNDAS STREET.

## Steamship Arrivals.

June 30.	At	From
Euria	New York	Liverpool
Cervic	Liverpool	New York
St. Louis	New York	Southampton
July 1.	At	From
Strathnevis	London	Montreal
Emilia	Buenos Aires	New York
Augusta Victoria	Hamburg	New York
Pennland	Liverpool	Philadelphia
Southland	Southampton	New York
Frederick de	Southampton	New York
Grosche	Southampton	New York
St. Louis	New York	Southampton
Bolivia	New York	Naples
Potsdam	New York	Rotterdam
Seralia	Queenstown	New York

## CANCER CURED PERMANENTLY

NO KNIFE NO PLASTER  
A CONSTITUTIONAL TREATMENT  
Send 2 Stamps For PARTICULARS  
STOTT & JURY, BOWMANVILLE, ONT.

## Railways and Navigation

GRAND TRUNK RAILWAY SYSTEM

## Independence Day

July 4, 1890, 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 4, 1890.

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

L. E. & D. R. RY.

DOMINION DAY,

JULY 2.

Excursion to Port Stanley.

Round Trip for 30 Cents.

Trains leave London 10:25 a.m., 1:15, 2:30, 5:15 and 8:40 p.m. Returning leave Port Stanley 1:00, 4:00, 7:00 and 9:30 p.m.

STEAMER "URANIA"

Commencing Thursday, May 31, will leave Port Stanley for OLEVEBLAND, 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.

Pass one way from St. 25c, round trip \$3.50. Ticket at De la Hooke's, "clock" corner and at G. T. B. station.

## New Wash Fabrics.

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).

Stripe Dimity—Pink, blue and helio figures on white ground; your choice now at, 8 1/2c

Light and Dark Dimity—Very fine range in patterns and designs; some were 15c, others 20c yard. While we have any, 12 1/2c

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, 35c

Very nice quality, in fine and heavy cord. Yard, 20c and 25c

Special value, in fine and heavy cord. Yard, 12 1/2c and 15c

FINE SWISS MUSLIN—One piece only, black polka dot. Yard, 25c

Also some very pretty shades in Fancy Figured Swiss Muslins.

FRENCH ORGANDIES—In white, tuscan, rose, ceil blue and black. Yard, 35c, 45c and 50c

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

Plain Lawn Tuckings. Yard, 40c to 75c

## Extra Specials

Very fine Black Hemstitched Lawn, 40 inches wide. Yard, 12 1/2c

Something very nice in White Satin Stripe Duck, suitable for Children's Suitings. Yard, 12 1/2c

White Dimity, fine and dainty, in different patterns. Yard, 12 1/2c

Pretty Colored Dimity, one piece only in each shade—rose, pearl grey, mauve and cream. Yard, 18c

Special value in extra large vests for stout ladies; unbleached, low neck, quarter sleeve; also buttoned front and quarter sleeve, 25c

Special for stout ladies; white, low neck, quarter sleeve; also buttoned front and quarter sleeve, 35c

Ladies' Balbriggan Vests, fancy finished, long sleeve, 45c

Ladies' Balbriggan Vests, quarter sleeve, 40c

Ladies' Balbriggan Drawers, good quality and comfort, 40c

## Summer Underwear

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 cash.

## SMALLMAN & INGRAM

149, 151 and 153 DUNDAS STREET.

## Steamship Arrivals.

June 30.	At	From
Euria	New York	Liverpool