

SEE HOW TO PRESERVE 256 POUNDS OF FRUIT TOMATOES, ETC., Or two (2) Barrels of Cider FOR ONE DOLLAR.

ONE (\$1) PACKAGE OF THE American Fruit Preserving Powder and Liquid WILL DO IT.

One (25c.) Package will Preserve 32 lbs of Fruit or 15 gallons Cider. Full directions inside each package. Try the Preserving Powder and Liquid. You will like it. You will find it less than half the trouble and expense of any other method, more reliable and accommodating, and the Preserved Fruit, etc., even Superior to the Best "Canned or Preserved" Fruit, etc. For Cider it is cheap and decidedly the best known method of keeping it sweet.

FRASER & PORTER, Sole Agents for Canada,

Book Sellers and Stationers, Central Telephone Exchange, North Side of Court House Square, GODERICH, ONT

COUNTY CURRENCY.

Items of Interest from over the County.

A Weekly Digest of the County News Serviced up to suit Readers of "The Signal." Fifth and Postal, Clipped and Condensed from Every Section.

Mrs Samuel Pearson, Brussels, intends taking a trip to Manitoba, where she will spend a few months visiting with her children.

Bert Gerry, Brussels, had the misfortune to clip the end of one of the fingers on his left hand with the large shears in the tin shop.

Mr Wylie, Bluevale, who had his hand badly crushed at Jno. Campbell's two weeks ago, is doing well although minus part of that useful member.

N. T. Ritchie, Civil Engineer, who left Wingham a short time ago for the West, is now busily engaged at his profession in Salt Lake, Utah.

Robert Howard, jr., and James Emigh have left Blyth to seek their fortunes in the N. W. T., Calgary being their destination at present.

Mrs Harry Stewart, of Longmont, Colorado, accompanied by her two sons, is at present visiting her father-in-law, Mr Jas. Stewart, of Tuckersmith.

T. Fletcher and wife, Dr Holmes, Miss E. E. Kerr, the Misses Moore, and W. H. Kerr and wife, Brussels, attended the Gospel Conference, in session at Stratford.

On Saturday, 7th inst., James Moore, Blyth, received a telegram from Pennsylvania stating that his son Thomas had met with an accident by falling from the scaffold in a derrick.

W. E. Groves, Principal of Wingham Public School for the past seven years, has sent in his resignation, having obtained the position of first assistant in the Ryerson school, Toronto.

On Friday, 6th inst., David Campbell, 17th con., Grey, lost a valuable heavy draught mare from inflammation. She was found dead in the field Friday morning. She was valued at \$130.

The boot and shoe and grocery stock of Adam Good, Brussels, was sold at Toronto on Tuesday, 10th inst. Miss A. Vanstone was the purchaser at 55 cents on the dollar. The stock amounts to over \$4,000.

There is a change of officers at the Salvation Army barracks at Brussels. Captain Ogilvie and Lieutenant McCullough go to Parkhill and Capt. Kemp, of Watford, takes command of the Brussels contingent.

G. W. Green and wife, of Kingsville, formerly of Brussels, are visiting at the latter place. Mr Green spends about half the year in North Carolina pushing his business in hickory timber. He has some great stories to tell about the "nigs."

Postmaster Farrow, Brussels, sowed a pound of English barley as an experiment. After a month's growth the stalks measured 16 inches. The prospects for a good crop of barley in the locality are favorable if too much rain does not spoil it.

R. G. Wilson, Brussels, has gone on a prospecting visit to Salt Lake City, Utah. Mr Wilson is no Mormon, but goes west to see his brother and look out for a business opening. Mrs Wilson and son will continue to reside in Brussels for a time at least.

Somebody played a remarkably "funny" trick recently by dropping a lighted match into the letter box at the post office. The result was a letter was partially burned before the match went out. It will not be a very funny matter if the party is found out.—Brussels Post.

Milton Godfrey, son of Rev Mr Godfrey, of Bluevale, in his second year in law and third year in Arts examination of Toronto University, obtained first class honors in all the subjects, winning the Edward Blake scholarship of \$50.00. We congratulate him on his success.

Mr Wm. Armstrong, a young and enterprising farmer of Hullett township, who resides on the boundary between Hullett and McKillop, has been awarded a bronze medal for one of the best farms in a district of six counties. This farm is referred to by the commission as beautifully situated, with well located and convenient buildings. There is also a number of maple and evergreen trees for shade and ornament. The place is also well stocked with horses, sheep and pigs and well fenced.

DUNGANNON.

From our own correspondent.

On last Sabbath quite a number of our citizens, also some from the Sepoy village and surrounding district attended the camp meeting which is being held under the auspices of the Nile Methodist church in Mr. Geo. Currie's grove, township of Colborne. We are credibly informed that there was a very large concourse of people present on that day.

The municipal council of West Wawanosh will meet in the town hall on Saturday, 21st, for the purpose of transacting business.

Mr Geo. Walker, of Gorrie, is at present visiting his parents, Mr and Mrs Jas. Walker, of this village, and seems to enjoy himself immensely. He is somewhat surprised at the great improvements, as well as the rapid growth, of our hamlet.

The municipal council of the township of Ashfield will meet on Wednesday, the 25th.

Statute labor, weeding gardens and house cleaning are the order of the day in the meantime.

Mr Anthony Black sustained quite a loss last week in losing a fine cow worth about forty-five dollars, which died from milk fever.

It is pleasing to be able to note that Mrs Jas McMath, to whom we referred in our last as being so very ill, is becoming convalescent.

Weather at present is all that can be desired, being very favorable to vegetation, so much that the crops are in the meantime growing rapidly.

On Tuesday, 10th inst., the directors of the Dungannon Agricultural Driving Park Association held a meeting in the court room here, to take into consideration the report of the committee appointed to purchase grounds suitable for the purpose of show ground and driving park. It was decided to purchase such grounds from Mr Wm Malloy, J. P., as being the most suitable. Also a report was received from the committee appointed to select plans and specifications for suitable buildings to erect thereon. Business in that line is assuming a practical shape, and ere long proper accommodations for agricultural shows and public meetings will be provided.

Andrew Paterson, Wingham, left for Manitoba on Wednesday of last week.

Mr John Dorsey, Seaforth, has sold his fine family and driving horse to Mr John Way, of Stratford, for \$165.

Mr James Gillespie, Seaforth, has purchased a fine driving colt, two years old, from Mr James Wilcox, of McKillop, for \$125.

Dr and Mrs Newkirk, of Bay City, Michigan, are visiting at Fontelle Hall, Seaforth, the residence of Mr Wm. Campbell, Mrs Newkirk's father.

Mrs Wilson, ar., of Silver Creek, fell on Saturday, 7th inst., and sprained her foot so severely that she has since required to get around with a crutch.

The Beaver lacrosse club, Seaforth, visited Bright on Friday, 6th inst., to play a schedule match with the team of that place, and were defeated by four straight goals.

Mr and Mrs M. Y. McLean, Seaforth, left last week for Ottawa. Mr McLean went as a delegate from the Huron Presbytery to the meeting of the Presbyterian General Assembly, at Ottawa.

Mr T. F. Coleman, Seaforth, has purchased a very handsome pair of driving horses. He got them in the neighborhood of Stratford. They are bright bays, well matched and splendid travelers.

We have much pleasure in congratulating M. Cavanagh, L. D. S., on the acquisition of his new degree, viz: D. D. S. He was now at Toronto this week attending the convention ceremonies. We hope Dr Cavanagh will become a permanent citizen of Brussels.

On Saturday, 7th inst., occurred the death of Mr John Kyle, of Tuckersmith, son of Mr Wm. Kyle, of the town line, near Seaforth. He was in his usual spirits the day before, having been in Kippen, and was seen by a number of his acquaintances. He leaves a wife and five small children to mourn his death.

Rev W. K. Shortt, Congregational minister, well-known and highly esteemed by all who know him, has tendered his resignation as pastor of the Wingham church and minister in Congregational Union. He has returned to the Methodist body and placed himself under the control of the Kingston conference, which will appoint him to a charge.

On the night of June 6th Robert Scott, 15th con., Grey, had a sheep killed by dogs in his barnyard, and on the night of June 9th Alexander Stewart, 16th con., Grey, had six lambs killed outright and six others badly injured not twenty rods from his dwelling. The dogs are not known, but the supposition is that the sheep and lambs were killed by the same dog or dogs. This is a warning to farmers to have their sheep and lambs enclosed at night.

It is our duty this week to chronicle the demise of one of Morris' oldest and most respected residents in the person of Mrs John Jackson, of the 8th concession. Mrs Jackson had been confined with dropsy for the last five months, and her death was not unexpected. She bore her sufferings with Christian endurance until death relieved her on Friday afternoon, 6th inst. The remains were followed to their last resting place in Brussels cemetery on the following Sunday afternoon by upwards of one hundred carriages. Mrs Jackson was 65 years of age, and leaves a family of six men and four women to mourn the loss of a kind mother and a warm friend.

Before His Honor Judge Toms.

William Heywood, the boy charged with larceny, was up for sentence on Tuesday morning. The Judge took a lenient view of the case and allowed the lad to go on a suspended sentence, with the understanding that if he committed any subsequent offence he would be sent to the Reformatory for five years.

Geo. Patterson, a butcher, of Egmondville, charged with stealing a cow from John Aikens, J.P., of the township of Logan, and bringing it into Tuckersmith, was up on remand. The evidence was pretty straight against the prisoner, but his honor appeared to have doubts of the possibility of identifying a cow by the skin, loofs and horns, and gave the accused the benefit of the doubt. M. C. Cameron, Q. C., for prisoner.

Capt. J. T. McAdam, a well-known journalist, stenographer and at one time secretary of the Ontario Legislative press gallery, was in town during the week, awaiting the arrival of the Campana en route to Winnipeg. His motto is "Down with Railway Monopolies, and Up with National Currency."

Mr Thomas Kidd, Seaforth, has been gazetted a preventive officer and inspector of foods for Ontario under the Dominion Inland Revenue Department.

THE CLAREMONT DISASTER. DEATH LURKED IN GREEN RIVER'S SWOLLEN WATERS.

Five Men Drowned in What Was Previous to the Recent Floods a Pasty Stream—Mr. John Wanless, jr., Inspector of Bridges, One of the Victims.

TORONTO, June 19.—A few miles west of the little village of Claremont was the scene of a terrible railway disaster on the line of the Canadian Pacific Railway just before midnight of Tuesday. The accident is to be ascribed only to the late heavy rains, for the extra and conscientious precautions were taken by the officials of the road in looking after the safety of the traveling public. Three miles east of Louisa, near the station formerly known as Green River, at a distance 2 1/2 miles from Toronto, is a trestle crossing Green River and erected at a height of about 30 feet from the water. This Green River is little more than a creek, except when heavy downpours of rain. The culvert which crosses it is a solid piece of masonry and no suspicion as to its perfect soundness and safety was ever entertained. The foundations, however, were undermined by the heavy rains.

On Tuesday it was reported that a culvert some distance below that which was the scene of the disaster, the bridge inspector of Bridges John Wanless, jr., decided to visit this culvert and detailed locomotive No. 188 to visit the place. There were then on board Mr. Wanless; James Atton, engineer; George Oliver, fireman; J. Moriarty, conductor; and train Lottaid David Nibbender, section men.

The engine arrived at the first culvert, which is some distance above the one which the men had intended to inspect, shortly before 11 1/2 p.m. Precisely at 11:30 this culvert must have collapsed, for when the engine was found it was in a position found to have stopped at the minute. All the occupants of the car perished excepting Nibbender, who escaped unscathed.

Trains and workmen were despatched from Toronto, and during the whole of yesterday work went on without interruption. At an early hour yesterday Inspector Wanless' men in endeavoring to recover the bodies and in the transmission of the passengers from the express train to the special provided to convey them to Toronto.

The only survivor, David Nibbender, seems to be somewhat confused as to the manner of his escape. In one interview he says that he jumped from the engine into the water, and in another statement says that he simply fell from the engine and thus escaped. Inspector Wanless, whose body was recovered to Parkdale yesterday, had been with the company since his boyhood, and was regarded as one of their most trustworthy officials. His home was at 25 Melbourne-avenue, this city. He was married, and was also Engineer Attan and Fireman Oliver, both of West Toronto. Mr Wanless' father is still with the company engaged as tie and timber inspector.

The section men live near Locust Hill. The Montreal express, due to leave the city 8 1/2 last evening, did not get away until 10 1/2 occurred at Middlebrook station at the southern side of Saluda Mountain, about 25 miles from this city, on the Asheville and Spartanburg division last night. Engineers Snyra and Turnball and Fireman Taylor were killed. The injured were: Flagman G. Bockock and Conductor Ricketts, who were killed; a private of this kind and Greenlee, painful but not dangerous wound. From the apex of Saluda Mountain to Melrose, the scene of the accident, a distance of more than three miles, there is a fall of fully 600 feet. This fact has made especially careful the railroad authorities, especially careful at this point and an engine is kept constantly there to help all trains up and down the mountain. The track was very wet last night when a coal train started down, and soon after beginning the descent it became an accident that the twelve loaded cars were too much for both engines to hold with all brakes down. The speed gradually quickened under the heavy pressure until a speed of 40 miles an hour was reached, when the tracks spread and the entire train plunged headlong down the mountain with a terrible crash, burying beneath the broken cars, cross ties and earth the brave fellows who had stood so bravely on their posts.

The loss to the company in engines and cars alone will reach \$75,000.

THE RATE WAR. Chicago & Grand Trunk Shaking Away at the Lake Shore People.

CHICAGO, June 18.—The Chicago & Grand Trunk has not given up the fight on dressed beef rates. Private advices from Washington to-day stated that this company has given notice of its intention to adopt a rate of 36 cents per 100 pounds, Chicago to Boston via Montreal, beginning June 30. This is the date on which the 30-cent rate of the other roads becomes effective. As soon as the Lake Shore people received this intelligence they called a special meeting of the Chicago Committee of the Central Traffic Association and announced that they would meet the 30-cent rate of the Chicago & Grand Trunk, taking effect June 29. Immediately after the meeting the Grand Trunk sent a notice to the Inter-State Commerce Association announcing a further reduction in the dressed beef rate to 33 cents, taking effect June 23.

Peter Davis' Last Day. BELLEVILLE, June 18.—Preparations for the execution of Peter Davis are nearly completed. The scaffold has been erected in the jail yard and the sentence will be carried out at about 8 o'clock Friday morning. The prisoner's father visited him last week and his two sisters and brother-in-law took their last farewell of him this morning.

POPLAR ROW.

From our own correspondent.

Mrs G. J. Howell, of Des Moines, Iowa, accompanied by her two daughters, is visiting here, Mrs Harry Morris, of this city, has returned from a recent trip to the West, and is now at the residence of Mr Geo. Morris.

Mrs McMurchy and daughter, of Clinton, are the guests of Mr Geo. Morris.

From our own correspondent.

A number of people from these parts attended the Nile camp meeting on Sunday, 16th inst. They are bright bays, well matched and splendid travelers.

Fall wheat is heading out nicely now. Both grain and fruit crops are looking splendid.

Farmers finished their road work last week and are now busy with the road ground.

The annual picnic of the Methodist and Baptist churches will be held on the 26th inst., in John Ball's grounds.

Bees have begun to swarm. There are good prospects of a large yield of honey this year.

WEST WAWANOSH. Council met according to adjournment.

Members all present excepting Mr Todd. Minutes of former meeting were approved. Moved by Mr Lockhart, seconded by Mr Gibson, that the amount of municipal grant remaining unpaid to the Separate School for 1888 be paid. Carried. The council resolved itself into a court of revision. The following had dogs struck off—Alex. Purvis, T. Bealey, C. Milner, D. Donovan and T. McRoberts. The assessment of Geo. Beadle, E. L. 19, con, was reduced \$100. On motion of Messrs Lockhart and Gibson, the assessor's salary was paid. Mr Lattin's request to be allowed to do his statute labour on blind line between lots 27, con. 13 and 14, was granted. Lumber was granted to W. Dunkeld for 13 rods piping for ditch on road opposite 14, con. 3. A petition signed by D. Alton and 18 other ratepayers in proportion to their assessed value, was carried. The members of council were appointed road commissioners as follows:—The reeve, boundary lines and con. first; Messrs Gibson and Baillie, concessions 2, 3, 4, 5 and 6; Messrs Todd and Lockhart, concessions 8, 9, 10, 11, 12, 13 and 14. Moved by Mr Lockhart, seconded by the reeve, that the clerk instruct patmasters before taking the gravel at 7 cents per yd., and in case of owners refusing to sell, on these terms that none be taken from the pits of those objecting. Carried. The following accounts were paid—Edward Brophy, gravel and damage to road, \$11.15; W. A. Wilson, assessing, \$60; Jas. Boyan, printing for year, \$40; Jno. Moss, damage, to fence and property removing gravel, \$12. Council adjourned at 10 o'clock June 21st. R. K. MILLER, Clerk.

Mr Thomas Kidd, Seaforth, has been gazetted a preventive officer and inspector of foods for Ontario under the Dominion Inland Revenue Department.

THE CLAREMONT DISASTER. DEATH LURKED IN GREEN RIVER'S SWOLLEN WATERS.

Five Men Drowned in What Was Previous to the Recent Floods a Pasty Stream—Mr. John Wanless, jr., Inspector of Bridges, One of the Victims.

TORONTO, June 19.—A few miles west of the little village of Claremont was the scene of a terrible railway disaster on the line of the Canadian Pacific Railway just before midnight of Tuesday. The accident is to be ascribed only to the late heavy rains, for the extra and conscientious precautions were taken by the officials of the road in looking after the safety of the traveling public. Three miles east of Louisa, near the station formerly known as Green River, at a distance 2 1/2 miles from Toronto, is a trestle crossing Green River and erected at a height of about 30 feet from the water. This Green River is little more than a creek, except when heavy downpours of rain. The culvert which crosses it is a solid piece of masonry and no suspicion as to its perfect soundness and safety was ever entertained. The foundations, however, were undermined by the heavy rains.

On Tuesday it was reported that a culvert some distance below that which was the scene of the disaster, the bridge inspector of Bridges John Wanless, jr., decided to visit this culvert and detailed locomotive No. 188 to visit the place. There were then on board Mr. Wanless; James Atton, engineer; George Oliver, fireman; J. Moriarty, conductor; and train Lottaid David Nibbender, section men.

The engine arrived at the first culvert, which is some distance above the one which the men had intended to inspect, shortly before 11 1/2 p.m. Precisely at 11:30 this culvert must have collapsed, for when the engine was found it was in a position found to have stopped at the minute. All the occupants of the car perished excepting Nibbender, who escaped unscathed.

Trains and workmen were despatched from Toronto, and during the whole of yesterday work went on without interruption. At an early hour yesterday Inspector Wanless' men in endeavoring to recover the bodies and in the transmission of the passengers from the express train to the special provided to convey them to Toronto.

The only survivor, David Nibbender, seems to be somewhat confused as to the manner of his escape. In one interview he says that he jumped from the engine into the water, and in another statement says that he simply fell from the engine and thus escaped. Inspector Wanless, whose body was recovered to Parkdale yesterday, had been with the company since his boyhood, and was regarded as one of their most trustworthy officials. His home was at 25 Melbourne-avenue, this city. He was married, and was also Engineer Attan and Fireman Oliver, both of West Toronto. Mr Wanless' father is still with the company engaged as tie and timber inspector.

The section men live near Locust Hill. The Montreal express, due to leave the city 8 1/2 last evening, did not get away until 10 1/2 occurred at Middlebrook station at the southern side of Saluda Mountain, about 25 miles from this city, on the Asheville and Spartanburg division last night. Engineers Snyra and Turnball and Fireman Taylor were killed. The injured were: Flagman G. Bockock and Conductor Ricketts, who were killed; a private of this kind and Greenlee, painful but not dangerous wound. From the apex of Saluda Mountain to Melrose, the scene of the accident, a distance of more than three miles, there is a fall of fully 600 feet. This fact has made especially careful the railroad authorities, especially careful at this point and an engine is kept constantly there to help all trains up and down the mountain. The track was very wet last night when a coal train started down, and soon after beginning the descent it became an accident that the twelve loaded cars were too much for both engines to hold with all brakes down. The speed gradually quickened under the heavy pressure until a speed of 40 miles an hour was reached, when the tracks spread and the entire train plunged headlong down the mountain with a terrible crash, burying beneath the broken cars, cross ties and earth the brave fellows who had stood so bravely on their posts.

The loss to the company in engines and cars alone will reach \$75,000.

THE RATE WAR. Chicago & Grand Trunk Shaking Away at the Lake Shore People.

CHICAGO, June 18.—The Chicago & Grand Trunk has not given up the fight on dressed beef rates. Private advices from Washington to-day stated that this company has given notice of its intention to adopt a rate of 36 cents per 100 pounds, Chicago to Boston via Montreal, beginning June 30. This is the date on which the 30-cent rate of the other roads becomes effective. As soon as the Lake Shore people received this intelligence they called a special meeting of the Chicago Committee of the Central Traffic Association and announced that they would meet the 30-cent rate of the Chicago & Grand Trunk, taking effect June 29. Immediately after the meeting the Grand Trunk sent a notice to the Inter-State Commerce Association announcing a further reduction in the dressed beef rate to 33 cents, taking effect June 23.

Peter Davis' Last Day. BELLEVILLE, June 18.—Preparations for the execution of Peter Davis are nearly completed. The scaffold has been erected in the jail yard and the sentence will be carried out at about 8 o'clock Friday morning. The prisoner's father visited him last week and his two sisters and brother-in-law took their last farewell of him this morning.

FINE TAILORING

LARGE STOCK OF Choice Goods TO SELECT FROM B. MACCORMAC.

PURE PARIS GREEN, HELLEBORE and INSECT POWDER

GEORGE RHYNAS' DRUG STORE, ACHESON'S BLOCK, GODERICH.

LEE BURN.

From our own correspondent.

It is rumored that Joe Hess, the famous temperance orator, is going into a quiet retreat from labor for several weeks at the Point Farm, as the guest of its genial host, J. J. Wright.

C. F. Straubel, of Goderich, gave our burg a pleasant visit this week.

Wm. Green, son of a former resident, David Green, now of Dakota, is visiting among relatives and friends on Butternut Row.

Quite a number here intend to be present during this week at the camp meeting being held on the Mountgore Farm, near Nile.

Presbyterian service will be held in the Presbyterian church the first Sabbath in July. The pastor, Rev. J. A. Anderson, hopes to see an addition to the membership, with the present ones, at the services.

Mrs G. H. Clutton, of Stratford, visited relatives here last week.

THE PICNIC.—The union picnic of the school at our far-famed summer resort, the Point Farm, was a decided success, over 2,000 persons attending it. The amusements and sports, with boats for pleasure sails, were the same as last year. The trustees missed the counsel of the teachers in getting up the sports, the worthy members of the Board of Education having to manage them themselves. Our veteran trustee Hetherington was at the helm and aided by several of his brethren, managed all with success.

In addition to the sports was the music of the band from Goderich, which added cheerfulness to the busy bustle of the multitude, who moved everywhere and all over the grounds, heartily enjoying themselves. Dancing was not omitted, and on the long verandah many feet were in motion to the strains of the band.

Miss Williams, who at the New Year in mission work was so successful in making many see that the narrow way was the best, was present and gave a recitation. A large number of Goderich High School scholars were present, under the direction of the head teacher, Mr H. I. Straubel; also a Cadet corps of juvenile temperance workers from the circular town, under the leadership of Gen. Stewart, who put them through a course of drill, which they performed like army veterans. Mine host, J. J. Wright, ably discharged his duties and everybody enjoyed a pleasant picnic.

Annually at the Point Farm with the same success. An organ of the Goderich made under the pressure of some fair musicians' nimble fingers on its keys, the music from it giving general satisfaction, and a hope that the new factory now making its bow for public patronage will become the best of all the manufacturers of the kind in the Dominion.

A CAROLINA WRECK. Brakes and Steam Couldn't Hold This Train Back—Three Men Killed.

ASHEVILLE, N. C., June 18.—Perhaps the most destructive wreck in the history of the Western North Carolina Railway occurred at Middlebrook station at the southern side of Saluda Mountain, about 25 miles from this city, on the Asheville and Spartanburg division last night. Engineers Snyra and Turnball and Fireman Taylor were killed. The injured were: Flagman G. Bockock and Conductor Ricketts, who were killed; a private of this kind and Greenlee, painful but not dangerous wound. From the apex of Saluda Mountain to Melrose, the scene of the accident, a distance of more than three miles, there is a fall of fully 600 feet. This fact has made especially careful the railroad authorities, especially careful at this point and an engine is kept constantly there to help all trains up and down the mountain. The track was very wet last night when a coal train started down, and soon after beginning the descent it became an accident that the twelve loaded cars were too much for both engines to hold with all brakes down. The speed gradually quickened under the heavy pressure until a speed of 40 miles an hour was reached, when the tracks spread and the entire train plunged headlong down the mountain with a terrible crash, burying beneath the broken cars, cross ties and earth the brave fellows who had stood so bravely on their posts.

The loss to the company in engines and cars alone will reach \$75,000.

THE RATE WAR. Chicago & Grand Trunk Shaking Away at the Lake Shore People.

CHICAGO, June 18.—The Chicago & Grand Trunk has not given up the fight on dressed beef rates. Private advices from Washington to-day stated that this company has given notice of its intention to adopt a rate of 36 cents per 100 pounds, Chicago to Boston via Montreal, beginning June 30. This is the date on which the 30-cent rate of the other roads becomes effective. As soon as the Lake Shore people received this intelligence they called a special meeting of the Chicago Committee of the Central Traffic Association and announced that they would meet the 30-cent rate of the Chicago & Grand Trunk, taking effect June 29. Immediately after the meeting the Grand Trunk sent a notice to the Inter-State Commerce Association announcing a further reduction in the dressed beef rate to 33 cents, taking effect June 23.

Peter Davis' Last Day. BELLEVILLE, June 18.—Preparations for the execution of Peter Davis are nearly completed. The scaffold has been erected in the jail yard and the sentence will be carried out at about 8 o'clock Friday morning. The prisoner's father visited him last week and his two sisters and brother-in-law took their last farewell of him this morning.

THE CLAREMONT DISASTER. DEATH LURKED IN GREEN RIVER'S SWOLLEN WATERS.

Five Men Drowned in What Was Previous to the Recent Floods a Pasty Stream—Mr. John Wanless, jr., Inspector of Bridges, One of the Victims.

TORONTO, June 19.—A few miles west of the little village of Claremont was the scene of a terrible railway disaster on the line of the Canadian Pacific Railway just before midnight of Tuesday. The accident is to be ascribed only to the late heavy rains, for the extra and conscientious precautions were taken by the officials of the road in looking after the safety of the traveling public. Three miles east of Louisa, near the station formerly known as Green River, at a distance 2 1/2 miles from Toronto, is a trestle crossing Green River and erected at a height of about 30 feet from the water. This Green River is little more than a creek, except when heavy downpours of rain. The culvert which crosses it is a solid piece of masonry and no suspicion as to its perfect soundness and safety was ever entertained. The foundations, however, were undermined by the heavy rains.

On Tuesday it was reported that a culvert some distance below that which was the scene of the disaster, the bridge inspector of Bridges John Wanless, jr., decided to visit this culvert and detailed locomotive No. 188 to visit the place. There were then on board Mr. Wanless; James Atton, engineer; George Oliver, fireman; J. Moriarty, conductor; and train Lottaid David Nibbender, section men.

The engine arrived at the first culvert, which is some distance above the one which the men had intended to inspect, shortly before 11 1/2 p.m. Precisely at 11:30 this culvert must have collapsed, for when the engine was found it was in a position found to have stopped at the minute. All the occupants of the car perished excepting Nibbender, who escaped unscathed.

Trains and workmen were despatched from Toronto, and during the whole of yesterday work went on without interruption. At an early hour yesterday Inspector Wanless' men in endeavoring to recover the bodies and in the transmission of the passengers from the express train to the special provided to convey them to Toronto.

The only survivor, David Nibbender, seems to be somewhat confused as to the manner of his escape. In one interview he says that he jumped from the engine into the water, and in another statement says that he simply fell from the engine and thus escaped. Inspector Wanless, whose body was recovered to Parkdale yesterday, had been with the company since his boyhood, and was regarded as one of their most trustworthy officials. His home was at 25 Melbourne-avenue, this city. He was married, and was also Engineer Attan and Fireman Oliver, both of West Toronto. Mr Wanless' father is still with the company engaged as tie and timber inspector.

The section men live near Locust Hill. The Montreal express, due to leave the city 8 1/2 last evening, did not get away until 10 1/2 occurred at Middlebrook station at the southern side of Saluda Mountain, about 25 miles from this city, on the Asheville and Spartanburg division last night. Engineers Snyra and Turnball and Fireman Taylor were killed. The injured were: Flagman G. Bockock and Conductor Ricketts, who were killed; a private of this kind and Greenlee, painful but not dangerous wound. From the apex of Saluda Mountain to Melrose, the scene of the accident, a distance of more than three miles, there is a fall of fully 600 feet. This fact has made especially careful the railroad authorities, especially careful at this point and an engine is kept constantly there to help all trains up and down the mountain. The track was very wet last night when a coal train started down, and soon after beginning the descent it became an accident that the twelve loaded cars were too much for both engines to hold with all brakes down. The speed gradually quickened under the heavy pressure until a speed of 40 miles an hour was reached, when the tracks spread and the entire train plunged headlong down the mountain with a terrible crash, burying beneath the broken cars, cross ties and earth the brave fellows who had stood so bravely on their posts.

The loss to the company in engines and cars alone will reach \$75,000.

THE RATE WAR. Chicago & Grand Trunk Shaking Away at the Lake Shore People.

CHICAGO, June 18.—The Chicago & Grand Trunk has not given up the fight on dressed beef rates. Private advices from Washington to-day stated that this company has given notice of its intention to adopt a rate of 36 cents per 100 pounds, Chicago to Boston via Montreal, beginning June 30. This is the date on which the 30-cent rate of the other roads becomes effective. As soon as the Lake Shore people received this intelligence they called a special meeting of the Chicago Committee of the Central Traffic Association and announced that they would meet the 30-cent rate of the Chicago & Grand Trunk, taking effect June 29. Immediately after the meeting the Grand Trunk sent a notice to the Inter-State Commerce Association announcing a further reduction in the dressed beef rate to 33 cents, taking effect June 23.

Peter Davis' Last Day. BELLEVILLE, June 18.—Preparations for the execution of Peter Davis are nearly