

Schooner Lost Off Cape Cod. The Ella Frances Sunk by a Steamer—Captain and Three Men Drowned.

ROCKLAND, Me., Aug. 8.—A special from Norfolk, Va., states that the schooner Ella Frances, of Rockland, was sunk off Cape Cod on Saturday by the steamer Nantuxet, bound from Boston to Norfolk. Capt. Thorndyke and three members of the crew of the schooner were saved. One man was saved and landed at Norfolk. The information received here tonight was contained in a telegram from Edward Wentworth, Jr., of Rockland, Me., the mate of the schooner, to his father. In this telegram Mate Wentworth said that the Ella Frances had been run down and sunk off Cape Cod late Saturday afternoon by the steamer Nantuxet of the Merchant & Miners' Transportation Company, bound from Boston for Norfolk, Va. Out of a crew of the captain and four men, Mate Wentworth was the only man on board the schooner who survived. Those who were drowned were Capt. Cyrus Thorndyke, 46 years of age, of Rockland; Seaman Herbert L. Gray, 24, of Rockland; Harry McNally, 23, of Northport, and M. A. Seaton, of Rockport, Me. Capt. Thorndyke owned one-eighth of the vessel, the only share that was insured. He leaves a widow and four children. The Ella Frances was bonded at \$5,000. She was bound from New York for this port with a cargo of 400 tons of coal, consigned to Farrand & Spear, her agents and principal owners.

NORFOLK, Va., Aug. 8.—On board the steamer Nantuxet of the Merchant & Miners' line, which arrived today from Boston, was Edward A. Wentworth of the schooner Ella Frances, which was lost by collision with the Nantuxet last Saturday night. Mate Wentworth was the only man on the schooner saved, the others having been drowned. The collision took place in a dense fog off Nauset Beach, Cape Cod. The schooner at the time of the collision was bound from Ellsabeth, N. J., to Rockland, Me., with a cargo of 240 tons of coal. When the vessels came together the fog horns were blowing on each. The steamer struck the schooner with such force as to cut the entire bow away and the vessel sank immediately. Those who were lost were Captain Thorndyke of Rockland, Me., and W. Harvey, Mike Seaton and Herbert Gray, all of Rockport, Me. They were in one of the schooner's boats which was drawn under by the vortex made by the steamer's propeller. The mate, however, remained aboard the schooner and was in imminent danger of drowning when a boat from the Nantuxet rescued him. Captain Thorndyke leaves a wife and child. It is understood that the others lost were unmarried.

RAILROAD DISASTER AT PUEBLO. Over a Hundred Passengers Were Dashed to Death When a Bridge Gave Way and Fast Express Went Through.

PUEBLO, Colo., Aug. 8.—The wreck of the World's Fair flyer on the Denver and Rio Grande railroad near Eden, seven miles north of Pueblo, last evening, proves to have been one of the greatest railroad disasters in the history of the country. Two crowded passenger cars and a baggage car were engulfed in the torrent that tore out a trestle spanning Steele's Creek, and so far as known tonight only three of the occupants of these cars escaped death. Fortunately two were recovered all the way along Fountain river from the scene of the wreck to this city. At one o'clock this afternoon two bodies were taken from the stream at First street, Pueblo, more than eight miles from the point where the disaster occurred, and it is believed some may be recovered even further down stream. None of the bodies is badly mutilated and all are in such condition as to be recognizable. Many identifications have been by articles found on the bodies, no person who viewed them recognizing the features. An engineer was running cautiously about fifteen miles an hour as he approached the Arroyo which was spanned by a bridge 96 feet in length. The condition of the bridge was not known until the locomotive, one of the monster passenger type, had nearly crossed. Fireman Frank Hayfield with a torch that the engineer and fireman had burning to ascertain the condition of the track, was on the bridge when the disaster occurred. When Engineer Hindman felt the tremor in the great machine and caught a glimmer on the water he shouted his last words: "Put out the torch!" evidently thinking that in the accident he felt certain was coming the flames would serve to spread fire. But before Hayfield could obey, and while the words were still on the lips of the doomed man and his hand seeking the mechanism controlling the air brake, the bridge gave way as if it had been a stack of kindling wood and the locomotive dropped with the hissing of steam thirty feet to the bottom of the Arroyo. The baggage car, smoking car and chair car followed the locomotive into the stream and were swept away. All of the occupants of these cars except three men perished and had not the roof of the chair car burst asunder, none would have escaped. The fireman as the locomotive went over, was thrown out and managing to grasp a piece of wreckage from the bridge, floated with that to a curve made by the caving bank and went out of the water. He ran toward Eden, meeting on the way Operator F. M. Jones and his wife who had already started up the track. "Notify Pueblo," came the voice of the running man. "The train's gone down and everybody is killed." Even as he spoke, relates the operator there were cries coming from the distance. The two men ran to where the bridge had been, to search, but in vain, for victims of the disaster. When they reached the spot all cries for help had ceased. Relief trains with physicians, wreck and pile driving outfits and scores of workmen were hurried from the city shortly after midnight with J. M. Killin of Pueblo, H. S. Gilbert, Tony Fisher and Fireman Hayfield. These were four men in the midst of the wreck who escaped with only a few wounds. When dawn came the wonder grew that four had been permitted to emerge alive from the raging torrent. The end of the Pullman car Wyuta extended forty feet over the bridge, broken timbers and twisted rails hung still further over. The Arroyo had been widened to more than a hundred feet at the point where the bridge had been. The water tore a six-foot cut across the prairie to a depth of 30 feet in several places. There was little left of the baggage car, a few rods, a truck or so dimly seen in the muddy water which was completely covered with wreckage. The great locomotive, the boiler free of the trucks, the cab and tank gone, lies where it fell. A quarter of a mile to the east where this gorge of death debouched into the fountain, lay the chair car, three-fourths filled with mud and sand. A hundred and fifty feet farther on the bed of the fountain was the coal tender of the engine, and from that point on for two or five miles, vestiges of the coaches, the engine and tender stuck up from the bed of the stream or lay along the shore or on the islands. Red pluck once a half buried iron safe. Along the stream brass rails from the coaches were found in the sand and a half mile from the bridge, and pieces of the baggage car stuck out

A LIST OF CLOTHING BARGAINS.

- Men's \$16 and \$14 Suits now \$10.00
Men's \$10 and \$8.75 " now 6.98
Men's \$7.50 and \$7 Suits, Sale price, 5.00
Men's \$6 and \$5.50 Suits now 3.95
Boys' Blouses Reduced to 24c and 39c
The majority of these Suits are suitable for wear any time of year. Can you afford to miss a chance like this?

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Two Disastrous Fires.

The Big Blaze in Toulon is Still in Progress—\$400,000 Loss in Buffalo.

BUFFALO, N. Y., Aug. 8.—Fire which broke out in the five-story building at Nos. 251-257 Main street, just before 4 o'clock this afternoon, caused a loss estimated at \$400,000 and for a time threatened the Academy of Music next door, where a play was being produced. By good work, however, the fire was confined to the building wherein it started and the prompt appearance of cool headed firemen on the scene in the academy of music prevented what might have been a serious panic. Toulon, France, Aug. 8.—The fire which broke out at the arsenal here at midnight is still spreading in spite of the desperate efforts of the firemen, troops and sailors, who are encouraged by the presence of generals, admirals and other high officials. Two ships, one of which is a torpedo gunboat, are in flames and are momentarily expected to collapse. Several soldiers have been injured, one of them fatally.

LIGHTNING STORM

Did a Great Deal of Damage Along the Straits.

Houses, Barns and Church Struck, Cattle Killed, and People Injured.

GRAND CIRCUIT. Some Very Exciting Events—Track Was Heavy But the Time Was Fast.

MONCTON, Aug. 8.—An electric storm which passed over Moncton yesterday was severely felt along the straits. At Shediac and Cape Breton it was very severe. At Brule, lightning struck Fred Tennant's summer residence and badly wrecked it. The bolt struck the roof and appeared to spread, going in three directions. It knocked a hole about three or four feet square in the roof, stripped off the shingles and penetrated the roof in three other places. The lightning followed the water courses on each of the Dormer windows and split two posts supporting the verandah, scattering splinters in all directions. Mrs. Tennant and her mother, Mrs. Stronach were on the verandah at the time and Mrs. Tennant was hit by flying splinters. Fortunately her injuries were not serious. Mrs. Stronach escaped injury, but some of the splinters were thrown over on A. C. Chapman's verandah, next door, and one young lady there was struck in the face but not seriously hurt. The lightning also entered the kitchen of Tennant's house and tore up the cement floor. It pierced a hole in the hardwood floor in another part of the house and so badly splintered the windows and plates have been blown away from the mantel. At Steeves Mountain, near Salisbury, while service was progressing in church, an electric flash struck the building and so badly splintered it that part will have to be rebuilt. Several of the congregation were knocked down and dazed, one so badly that medical aid was summoned, but no serious results are anticipated. A house on Irishtown road, near Moncton, occupied by a family named Cuthbertson, was struck and one of the occupants temporarily shocked. At Canaan, near Buttumt Ridge, two barns belonging to J. L. Corey were struck and totally destroyed with all the contents, including eight young cattle, thirty tons of hay and two wagons. A house was also struck at Cornhill, and much damage of a minor nature done at different places.

SOME GOOD SHOOTING

Done by the Quebec Men at Fort Dufferin.

Saturday morning the two companies of the permanent corps did some preliminary firing with the big guns at the fort and did some pretty work. These old hands at the game placed shot after shot right within the target. In the afternoon, beginning at two o'clock, Co. No. 1, 3rd Regt. C. A., finished the competitive shooting begun Tuesday afternoon. In addition to this the Carleton men, Co. No. 2, did all their competitive work which was cut out on Friday on account of the death of Mrs. McKillop. The 3rd Regt. C. A. band went over in the afternoon and rendered a fine programme of music to the artillerymen and quite a crowd of visitors. Yesterday afternoon a number of the officers and men of the permanent corps attended the funeral of the late Mrs. McKillop and each company sent a beautiful wreath as a token of their respect and sympathy. This morning Co. No. 3, 3rd Regt. C. A., will begin their preliminary drill and will march out of camp tomorrow night. THE HECTOR MACDONALD MEMORIAL.

TWO COLLISIONS.

Four Schooners Sustained Some Damage Off Vineyard Sound

Lightship.

GOOD NEWS.

Milltown Mills Will Hereafter Run Steadily.

ST. STEPHEN, Aug. 8.—After a shut down of two weeks at different times for the past two months, the cotton mill at Milltown started up this morning and it is officially stated that the mill will run steadily hereafter. This is good news for the operatives and business men on the St. Croix river. Chronic Constipation surely cured or money back. LAXA-CARA TABLETS, never fail. Small, chocolate coated, easy to take. Price, 35 cents. At druggists.

OTTAWA.

Session Will Drag on Until Wednesday.

Militiamen Being Dismissed for Taking Part in Farewell to Dundonald

OTTAWA, Aug. 8.—The commons will have enough business to keep it going until Wednesday. Railway subsidies were taken up today and occupied the bulk of the morning and afternoon sessions. Hon. Mr. Paterson in reply to Henderson asked the increase in tobacco customs duties collected for the year ending June 30th, 1904, on account of the higher tariff imposed in 1897, was \$138,294.55. The total collections in the last fiscal year were \$69,455,822. The inland revenue returns for tobacco for the same period amounted to \$5,178,736.40, an increase of \$1,587,234.04 on account of the new tariff of 1897. In answer to Blain the postmaster general informed the house that the postal rate on mail matter in Canada was reduced from five cents to three cents per half ounce under 31 Victoria, since the year 1898. In 1899 the limit weight for letters allowed to pass for three cents was increased from half an ounce to one ounce. The three cents postal rate was reduced to two cents six years ago. Mr. Blain asked when the newspaper postage was removed in Canada and he was informed it now exists. Sir William says this never happened. Laurier replied to Earle, Victoria, B. C., that 50 persons would be affected by the retroactive provision of post amendment to regulations respecting dominion lands within the railway belt in British Columbia. The change reduces from \$10 to \$5 the obligations of settlers to the government for their homestead entries of eighty acres. Mr. Paterson stated that the bounty on steel and iron for the year ending June 30th last, amounted to \$380,000, and lead duty for the same year was \$104,341.42. The total amount of the bounty on duties paid to the manufacturers of agricultural implements for the last year was \$113,474.62. This sum was distributed as follows: J. W. Mann, \$704,132; Verity Plow Co., \$10,248.27; Massey Harris, \$38,330.70; D. Maxwell & Sons, \$2,454.63; Noxon & Co., \$4,128.03; Cockshutt Plow Co., \$5,696.62; Tolson Bros., \$5,934; B. Bell & Sons, \$302.20. The refund is to compensate Canadian manufacturers who import steel and sell the finished product on outside markets. Leonard asked if the government had received communication from residents of Desalaberry re Valley Field, as to the failure of the cotton company there to comply with the agreement under which it receives municipal subsidies. Fielding said the document had been received, but no action was yet taken. The house then went into committee on Emmerston's railway subsidies. A general regulation was made where \$3,200 a mile shall be paid and a further subsidy of fifty per cent. of the cost of a railway above \$15,000 a mile, the additional grant not to exceed the amount in the former case. The first grant was to the Bracebridge and Trading Lake Railway Co. for a line from Bracebridge to Bayville, a distance of fifteen miles. The Brace Mines and Algoma Railway Co. were granted for three branches, twenty-one miles in all. W. F. MacLean protested against allowing aid to the Nepigon Railway Co. until information was given as to the personnel of the concern. He asked if the company was identical with the C. P. R.

Emmerston said that as far as he knew it was not "Car's" the hon. gentleman tell us? His deputy is beside him," demanded Fowler warmly, Sir Wilfrid explained that the present and past governments gave subsidies to companies without investigating their standing. There was a safeguard in the fact that the money was not paid until it was earned. Railway subsidies were discussed most of the afternoon. Tonight Col. Hughes in discussing the dumping clause of Fielding's tariff argued that it would put every Canadian wholesale dealer out of business, as American goods could be put into Canada from England at rates that could not be met. Fielding had no fear of this line of work, but he recognized the danger of Americans opening consignment banks in Canada. Brock sharply showed that the dumping clause would work disastrously to Canadian manufacturers. He stood for big protection to home industry that would keep down prices by encouraging domestic competition, mills even being bought today in Canada at dumping prices and the workmen sent to the United States now trying to earn their living. The government was taking a crooked way to protection instead of the straight road, and the people were beginning to know it. Late tonight Mulock and Fielding precipitated a general tariff debate in which Clancy showed up Mulock's political record amid loud conservative cheers and grit silence. The debate was kept up by Brock, McLean, Blain, Henderson and others for some hours. THE SENATE. The senate today dealt with the militia bill in extenso. Landry raised the point that the bill had not been printed in French, as the rules required, but let the debate go on. Sir Mackenzie Bowell took charge of the bill and explained its sections, Senator Scott not knowing anything about them. NOTES. Senators and commoners turned out in force this morning to attend the funeral of Alexander Lumsden, one of Ottawa's best citizens, Laurier leading the cortege. The government today says it has no information as to Lord Minto's successor. Borden, Fisher, and Cartwright, are punishing all militiamen who took part in the Dundonald demonstration at Ottawa, as fast as possible. Col. Cartwright has dismissed from the Canadian School of Musketry at the rifle range here three corporals of the 21st Regiment, two corporals of the 43rd, D. C. O. R., and Sergeant Blakeney of the latter corps, all on technical charges of breach of discipline. As Sergeant Blakeney explains their real offence was in paying a deserved honor to Lord Dundonald on his departure from the capital. AT THE GATES OF LHASSA. British Expedition Has Reached the Sacred City. LHASSA, Tibet, Aug. 8 (delayed in transmission).—The British expedition is encamped a mile from the sacred mountain of Potala, on which is situated the Dalai Lama's palace and in the immediate vicinity of the Dalai Lama's private garden. The Dalai Lama fled to a monastery, some miles distant. It is reported, he has shut himself up in strict seclusion, refusing to see even the highest state officers and declaring that he will remain secluded for three years. Col. Younghusband has received a ceremonial visit from the Amban, who promised to assist in arriving at a settlement, and made gifts of food to the British troops. The appearance of the city shows the description of explorers to be extremely accurate. The surroundings are very fertile and the whole place gives evidence of great prosperity. A brilliantly costumed group watched the approach of the expedition from the roof of one of the structures on Potala mountain. Bicyclists and all athletes depend on BENTLEY'S Liniment to keep their joints limber and muscles in trim.

BRITISH SENT ULTIMATUM.

War With Russia Was Nearer Than Most People Supposed.

LONDON, Aug. 8.—Britain and Russia approached nearer the brink of war a few days ago than even the grave official statement in the house of commons disclosed. "Very good," said Lord Lansdowne, "we can renew our conversation some other time." "I left the room and proceeded at once to call on my friend, Count Benckendorff, the Russian ambassador. What the count said revealed the cause of ultimatum and that Lansdowne had sent a reply to the effect that Russia did not intend to yield. Thus the case stood when I left Benckendorff. The count believed Lansdowne would remain firm but subsequent developments showed that the French government refused to support the Russian position. Hence the Czar's foreign secretary gave way." Although the situation between the two governments is still in dispute, it is thought that an amicable issue is assured. The only serious questions involved are those of the status of the Bering Sea and the legality of Russia's attitude toward neutral cargoes, including contraband of war. Lansdowne's chief anxiety is to prevent Russia from joining anything that would bring Britain into the arms of Japan. Any attempt to send the Black Sea fleet through the Dardanelles would violate the treaties and by bringing Turkey into the alliance with Russia would alter the situation unfavorably to the Islanders. Both Britain and Japan will be most conciliatory with respect to technicalities for each desires to localize hostilities.

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MAIL ORDERS RECEIVE PROMPT ATTENTION

W.H. Thorne & Co., Ltd. Market Square, St. John.

from a North

The extent of the accident has been ascertained.

passage from str. Kennebec into Province and on to hospital.

h. Carrie G. ashore on the and fast on covered at

Sch. Mary from New Cross Isle, during the night with saving crew.

Sch. Andrew discharging, new mizzens.

News, report off and sight.

the second of the Workman, Boston, for the between was successful.

Orleans, from 19.48, spoke in Pensacola and maintop-head, mizzen sails hanging in; hull assistance requested.

Str. Cestrian, Liverpool, will be str. Can- of dull ballast.

Aug. 1—Sch. efere report leak and left York to dis- and repair.

Aug. 1—Str. July 29, was heavy list to be worked, deck loaded.

Rockloff, Liverpool, Oak Point, and yesterday.

from Pasop- lat, on 23. Hamburg for on 26.

SE. of Fen-

NEERS.

The Inspector of the district gives 904, the color on the ledge SW. of New Haven, red to black without other

by the Third for that on placed on southward of therly side of

Island Sound Zampa, was having been

2.—Notice is Board that as completed the easterly in quarantine Bay, a black wooden structure on three covats, on the

The approx- lon, \$4,46.48 house, N 1/4 E, 1/2 house, NNE itebook Reef 5 mile. Bead- given approx- ical miles in high water.

d, bark Viola