D. Ritchie & Co.'s
"UNION MADE"

DERBY TOBACCO
5, 10 & 20c PLUGS
Is Superior to all other Plug Smoking Tobacco. A trial will convince you.
We caution smokers of "DERBY" Plug against some dealers, who will offer you other brands on which they make more profit. Remember that the "DERBY" costs them more money than any other tobacco.
See that our Trade Mark, the "Derby Cap," also the Knights of Labor tag, are on each plug. 135

WHO SAYS
Coal?
ARE YOU ONE OF 'EM?
WHEN YOU WANT ANY
RING UP 1836.
Our "Special" is a very fine grade and our men know how to deliver it.
THE STANDARD FUEL CO.,
267 58 KING EAST.

NOTHING RELIEVES SUFFERING
And disease like St. Leon Mineral Water—it regulates without irritating, and unlocks the secretions without violence. No other remedy does so much; yet no other remedy is so cheap. Nothing is so much appreciated by those who have tried it as St. Leon Mineral water.
Head Offices—King-st. west, Toronto.
ST. LEON MINERAL WATER CO. LIMITED.
Head Offices—King-street West, Toronto.
95 All Druggists and Grocers.

GRATEFUL—COMFORTING.
EPPS'S COCOA
BREAKFAST—SUPPER.
"By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected Cocoa, Mr. Epps has provided for our breakfast and supper a delicately flavored beverage which may save us many heavy doctors' bills. It is by the judicious use of such articles of diet that a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal shaft by keeping ourselves well fortified with pure blood and a properly nourished frame.—Civil Service Gazette.
Made simply with boiling water or milk. Sold only in packets by grocers, labeled thus:
JAMES EPPS & Co., Ltd., Homœopathic Chemists, London, England.

TORONTO POSTAL GUIDE—DURING THE month of January, 1895, mails close and are due as follows:

	CLOSE.		DUE.	
	a.m	p.m.	a.m.	p.m.
G.T.R. East	7.30	7.45	7.25	9.40
O. & Q. Railway	7.45	3.00	7.35	7.40
G.T.R. West	7.30	3.25	12.40 p.m.	8.00
N. & N.W.	7.30	4.30	10.10	8.10
T., G. & B.	7.00	4.30	10.35	8.35
Midland	7.00	3.35	12.30 p.m.	9.30
C.V.R.	7.00	2.00	12.25 p.m.	8.35
	a.m.	p.m	a.m.	p.m.
G.W.R.	6.30	noon	8.35	2.00
		4.00		7.50
		4.00	10.45	8.30
		9.30		
	a.m.	p.m.	a.m.	p.m.
U.S.N.Y.	6.50	12.00	n. 8.35	3.45
		4.00	14.55 pm	10.50
		9.30		
U.S. Western States	6.30	12 noon	(5.45	9.30
		9.30	(8.30	

English mails close on Mondays at 9.30 p.m., and on Thursdays at 7.15 p.m. Supplementary mails to Mondays and Thursdays close occasionally on Tuesdays and Fridays at 12 noon. The following are the dates of English mails for the month of January: 2, 3, 4, 7, 10, 14, 15, 17, 18, 19, 21, 24, 25, 28, 31.
N.B.—There are branch postoffices in every part of the city. Residents of each district should transact their Savings Bank and Money Order business at the Local Office nearest to their residence, taking care to notify their correspondents to make orders payable at such branch Postoffice.
T. C. PATTESON, P. M.

FURS!
SLEIGH ROBES
$7 AND UPWARDS.
All Furs Selling at Cost Price.
J. & J. LUGSDIN,
Manufacturers,
101 YONGE-STREET, TORONTO.
N. B.—Highest cash price paid for raw furs. 136

SPARKLING RADNOR NATURE'S CHAMPAGNE.

The Toronto World.

DICKSON & TOWNSEND TELEPHONE 2972 SALE OF FURNITURE, CARPETS, ETC. TO-DAY AT 11 A.M.

SIXTEENTH YEAR | THURSDAY MORNING JANUARY 31 1895. | ONE CENT.

378 LIVES LOST.

An Atlantic Liner Sunk In the North Sea.

22 ONLY SURVIVE OUT OF 400

The Elbe Struck Amidships By An Unknown Steamer.

TWO BOATS LAUNCHED, ONE IS SAFE

Story of the Wreck Told By the Survivors.

Struck Amidships—Before Daylight, the Elbe Filled and Sank in a Few Minutes—A Panic Among the Passengers and Fight for Life—The Captain's Order to Save the Women and Children First Unheeded—Three Boats Lowered With Difficulty—One Swamped, One Is Picked Up With Its 22 Souls, the Third Thought to Be Lost—No Canadians on Board.

London, Jan. 30.—The North German Lloyd steamship Elbe, bound from Bremen for New York, sank at 6 o'clock this morning, after colliding with a small steamer in the North Sea, fifty miles off Lowestoft. She carried 240 passengers and 160 officers and seamen, 22 survivors of the wreck have been landed and a few others may still be afloat in a life boat. All the others were lost. Captain Von Goessel went down with his ship.

The survivors of the wreck were landed at Lowestoft by the fishing smack Wild Flower at 5.40 this evening. They are: Stollberg, third officer; Neussel, first engineer; Wezer, paymaster; Schultheiss, Linkmyer and Sitting, assistant paymasters; Eurest, chief stoker; Viceba, steward; Wenning, Singer and Seibert, sailors; Dreson and Bakko, ordinary seamen; Debaria, German pilot; Greenham, English pilot; Hoffman of Nebraska, Lugen, Schlegal of Cleveland, Ohio; Vevera, Bolthen, and Miss Anna Buecker, passengers. Hoffman's wife and boy went down with the ship. All the rescued were in a pitiable condition.

The passengers were but half clothed. Their few garments were frozen stiff, their hair was coated with ice, and anxiety and effort had exhausted them so completely that they had to be helped ashore. The officers and sailors were fully dressed, but their clothes had been drenched and frozen, and they had been almost paralyzed with cold and fatigue. They had been ashore three hours before they had recovered sufficiently to tell the story of the wreck. Their accounts agreed upon the following points:

Precautions Against Disaster.

The Elbe left Bremen on Tuesday afternoon. The few hours of the voyage before the disaster were uneventful. At 4 o'clock this morning the wind was blowing very hard and a tremendous sea was running. The morning was unusually dark. Numerous lights were seen in all directions, showing that many vessels were near by. The captain ordered, therefore, that rockets should be sent up at regular intervals to warn the craft to keep out of the Elbe's course.

It was near 6 o'clock, and the Elbe was some 50 miles off Lowestoft, coast of Suffolk, when the lookout man sighted a steamer of about 1500 tons approaching. He gave the word, and as a precaution the number of rockets was doubled and they were sent up at short intervals. The warning was without effect. The steamer came on with unslacked speed, and before the Elbe could change her course or reduce her speed notably there was the terrific crash of the collision. The Elbe was hit abaft her engine room. When the smaller steamer withdrew her bow from the gaping hole it left the Elbe's side. The water poured through and down into the engine room in a cataract. The room filled almost instantly. The engines were still and the big hulk began to settle.

Passengers in a Panic.

The passengers were in bed. The bitter cold and rough sea had prevented any early rising, and only the officers and crew on duty were on deck when the ship struck. The shock and crash roused everybody. The steerage was in a panic in a moment, and men and women and children, half-dressed or in their night clothes, came crowding up the companion-ways. They had heard the sound of rushing water as the other steamer backed off and had felt the Elbe lurch and settle.

They had grasped the fact that it was then life or death with them, and almost to a man had succumbed to their terror. They clung together in groups facing the cold and storm, and cried aloud for help or prayed on their knees for deliverance.

The officers and crew were calm. For a few moments they went among the terror-stricken groups trying to quiet them and encouraging them to hope that the vessel might be saved.

Only Two Boats Launched.

It was soon apparent, however, that the Elbe was settling steadily. The officers were convinced that she was about to founder, and gave orders to lower the boats. In a short time three boats were got alongside, but the seas were breaking over the steamer with great force and the first boat was swamped before anybody could get into it. The other two boats, lowered at about the same time, were filled quickly with members of the crew and some passengers, but the number was small, as the boats held only twenty persons each.

The boat carrying the 21 person who were landed at Lowestoft put off in such haste from the sinking steamer that nobody in it noticed what became of the other boat. The survivors believe, however, that she got away safely. They say that they tossed about in the heavy seas for several hours before they sighted the Wild Flower. The little smack bore down upon them at once, and took them aboard. They were exhausted from excitement and exposure. Several of them were in a state of collapse, and had to be carried and dragged from one boat to the other.

"Save the Women and Children First!"

Third Officer Stollberg says that he cannot explain the collision, and that it is unlikely that any adequate account will be obtained, as all the deck watch on duty at the time were drowned. The captain was on the bridge when the collision occurred, and Officer Stollberg heard him shout in a loud, firm voice that the women and children were to be saved first. The captain's voice reached a considerable distance. The order was repeated by the chief officer, and must have been heard by everybody aboard.

Officer Stollberg expressed the warmest gratitude to Skipper Wright and the crew of the Wild Flower. The roughness of the sea, he said, made the work of rescue extremely perilous. The fishermen gave the survivors the use of everything aboard the smack and fed and clothed them. There is some hope that the missing boat has been rescued, inasmuch as there were several smacks in the vicinity of the collision.

Probably some women and children got into the missing boat. A number of persons were waiting in Southampton to take passage on the Elbe for New York. The steamship company has deferred, until morning, its decision as to sending the survivors to New York. The passengers on the steamship Fulda were intensely excited when informed at Southampton of the loss of the Elbe.

OFFICIAL REPORT OF THE WRECK.

Struck on the Port Side, Sunk in Twenty Minutes.

In answer to a despatch from the United Press the North German Lloyd sent this official statement from Bremen tonight:

"The third officer of the Elbe reports from Lowestoft that the vessel was struck on the port side in the way mail room by an unknown steamer, sinking in 20 minutes. Stormy weather. Watch in order. Hope a second boat which was lowered may be safe, as several fishing vessels and a steamer are in the vicinity. Good discipline. Everything done that was possible to save life."

The first official report received by the owners was dated at Lowestoft, and said: "The mail steamer Elba, which left Bremerhaven yesterday for New York, sank after being in collision at 6 this morning. One boat has landed; no news of the remainder."

Five Hours at the Waves' Mercy.

These reports seem to prove that only two boats were lowered, despite the varying statements of passengers, some of whom said that as many as eight were cut loose. The boat carrying the survivors was tossed at the mercy of the waves in a bitter southeast wind, until 11 o'clock. Meantime they sighted several vessels, while themselves unseen. The scantiness of their clothing made their sufferings more intense. When they sighted the Wild Flower frantic efforts were made to attract her attention. Sails, shirts and underclothes were waved some time before the fishing smack answered their hail.

Exact Place of the Collision.

The exact place of the collision is 47 miles southwest of the Hook Lightship. Mr. Neussell, the first engineer, told a Daily News reporter that it was only the position the vessel assumed when the water made its volume felt, that prevented the launching of boats.

Despatches from Germany say Bremen is in a state of consternation, and the whole country is excited by the news of the wreck. The passengers came from all parts of the empire. A steamer has been ordered sent from Lowestoft by the North German Lloyd to search for the other lifeboat.

A despatch from Amsterdam says that the steamer Crathie, from Rotterdam for Aberdeen, has returned to Maasluis with her stem stove in. Her captain reported that about 5 o'clock this morning she collided with a vessel whose name he could not learn, some 30 miles from the Hook of Holland. It is supposed the Elbe is the steamer in question.

The only Woman Saved.

Miss Anna Buecker, the only woman in the party, was prostrated as soon as they got clear of the Elbe. She lay in the bottom of the boat for five hours with the seas breaking over her, and the water had been shipped, half covering her body. Although her physical strength was gone she showed true pluck. However, she did not utter a word of complaint, and repeatedly urged her companions not to mind her, but to look after themselves. Hoffman's leg was hurt severely while he was changing boats.

The survivors cannot say too much in praise of the Wild Flower's crew, who gave them every possible attention. Upon landing the survivors were taken in charge by B. S. Bradbeer, the German Consul at Lowestoft, who sent some to the Sailors Home, and others to the Suffolk Hotel. Miss Buecker, who took passage only to Southampton, will probably be able to go to London in a day or two.

MISS BUECKER'S GOOD FORTUNE.

Thrown From One Lifeboat She Reached Another and Was Saved

The United Press representative called at the Sailors' Home at 10.30 p.m. to see Miss Buecker. Her doctor said she was in such a state of physical and nervous exhaustion when she arrived that he had put her to bed. She had rested and felt much better, and would not suffer any permanent injury from her experience.

Miss Buecker said in the subsequent interview: I was in bed when the steamer struck. I was aroused by a great crash, followed by shouts and the tramping of feet on deck. I found that two of the lifeboats were lowered and ran to one of them. The steamer was gradually sinking. One side was already low in the water. Some men shoved me into the boat, which was then lowered. We had hardly reached the water before the boat upset and all were thrown out. As that part of the Elbe was partly submerged, most of the others managed to get back on the steamer. I went under, and when I came up I clutched the bow of the capsized boat. I clung to it desperately until another lifeboat that had been launched picked me up. We suffered terribly until the Wild Flower rescued us. I lost all my clothes, but I saved my money and watch, which was in a belt that I had around my waist.

Says the Ropes Were Not Frozen.

The steerage passenger Borthen gave this description of his experience: "I was going to France by way of Southampton. At the moment of the collision I was in the forecastle. When the steamers came together the noise was deafening, like the crashing of icebergs. Then came a series of tearing and grinding sounds. I hurried back and found the officers and crew at quarters. Two boats were being lowered, but I saw no others. I am sure that the ropes were not frozen. They were somewhat stiff, but not so as to hinder the lowering of the boats. After I entered the boat, which the Wild Flower afterwards picked up, I did not see any other small boats. The Elbe went down in about 20 minutes after the collision."

The Mail Messenger's Coolness at a Critical Time.

Jan Vever, a cabin passenger had been visiting his sick brother in Germany and was returning with his niece to America. His niece was lost. He told the following story: "I fell asleep in the coffee room at about 2.30 o'clock. When I awoke and looked at my watch it was 5.30. All was quiet except the whirl of the screws and the beating of the water. I dozed off again, perhaps for ten minutes. A terrific crash got me up with a jump. I ran out and saw that everything was upside down. People were rushing around below in a frenzy, some of them half naked and others partly dressed.

I made my way upon deck and, seeing the mail man, asked him what was the matter. He was calm and collected and replied carelessly: "Oh, nothing is the matter." I could see without being told, however, that something terrible had happened. I ran below to get my niece. I tried to reach her cabin, but was not able to get far, as the woodwork had been shattered and broken timbers and boards were wedged across the corridor.

Struggled for Life Preservers.

When I could get no farther I went to my cabin, got my waterproof coat and put on two life preservers. I ran back to the upper deck, where it was evident to everybody that the ship had a heavy list and was sinking fast. I asked if I should get into a lifeboat, and was told to keep out, as the women and children must go first. I saw that the struggle for the lifeboats was too desperate to leave a man much chance, so I waited and looked on. The men round me had grown desperate. They tried to tear off my life preservers, but I shouldered them off. Meantime other men had begun to climb into the boats, and realized that I must take my chance then or never.

Fought for Life in the Boat.

I jumped upon the rails as a boat sheered off, and when the boat rose on a wave, I jumped in. One of the occupants tried to shove me out, but I hung to him like death, thinking, "If I go you go too, old man." He seemed to understand this after he felt my grip a few times, and let me stay. We saw the Elbe sink and cruised about half till of salt water until the Wild Flower rescued us."

The Elbe's Fires Put Out at Once.

Fuerst, a stoker, said in an interview: "I was in the boiler room at the time of the collision. The water rushed in immediately through a big gap in the side. It poured in at a tremendous rate, and soon extinguished the fires. Everybody in the boiler room knew the vessel must founder. When I reached the deck I saw the captain on the bridge, but did not see the pilots. I do not know were the pilots were." Seaman Singer says that the Elbe was struck just abaft the engine room, the stern of the other steamer crushing into the second cabin.

Awoke As if By a Gunshot.

Carl Hoffman, who came ashore in Wild Flower, said in an interview: "My home is in Grand Island, Neb. I had my wife and boy of seven with me on the Elbe. I am utterly wretched, for I became separated from them, and hardly dare hope that they have been saved.

I came abroad to visit relatives in Germany, and during the last four months was accompanied by my wife and boy. We left Bremen for home on Tuesday. I was asleep in our stateroom when a noise like a gunshot woke me. I jumped out of bed and spoke to my wife, who had been aroused as suddenly. I asked her what she thought the trouble was, but she seemed to pay little attention to it. I was not greatly alarmed, although I heard scuffling of feet an dhoarse shouts on deck. I hurried into my clothes, however, and went to the upper deck. I saw only men, clearly what had happened; I rushed below and helped my wife and boy throw on a few clothes, and we went on deck together. The excitement and confusion cannot be described.

I never saw anything like it. Everybody seemed to have lost his head. Men, women and children were running about madly, the women screaming with terror and every man getting in the way of the others. The darkness increased the confusion and fright.

"There Are No More Boats!"

"Suddenly I heard a shrill despairing cry from the women, 'There are no more boats.' I then saw the men at the davits. I noticed that the ropes were frozen so hard, or were so tangled, or something of the sort, that the sailors had to chop them frantically to get the boats clear. The sailors were doing their best, however, and worked with might and main. They finally got out the after-quarter boat on the port side. I could see that it was full of people, but the sailors could not lower it.

Meanwhile the steamer was settling perceptibly. I took my boy in my arms and got into the second boat. My wife was close behind, when somebody shouted: All women and children go on the other side of the ship. I believe the captain gave the order. My wife started to run across the deck, and that is the last I saw of her.

His Boy Torn From His Grasp.

I clung to my boy, but some men seized us and dragged us out of the boat, and my place was taken by one of the crew. This boat got clear of the steamer. Before the men at the oars could get full command of her a big wave almost dashed her against the steamer's big foremast, which had gone by the board at the time of the collision. It was almost miraculous that the boat was not swamped, as another boat was got out. I took my boy into it and supposed that he had remained by my side, but just as the boat was lowered, I found that he had disappeared. He had been torn away in the rush and scramble for places. I tried to get back, but the boat went down with a jump and the moment we reached the water the sailors pushed off."

The Boat and Its Officers.

The officers of the Elbe on her last trip from New York for Bremen, on Jan. 15, were: K. Von Goessel, commander; G. Wilhelims, chief officer; A. Neussell, chief engineer; A. Reichert, physician; W. Lohmuller, purser, and H. Pichunder, chief steward.

The Elbe was built in 1881 at Glasgow, and was of 4510 gross tonnage. She was 420 feet long, had 45 feet beam and the depth of her hold was 36 feet 5 inches. She was owned by the North German Lloyd Steamship Company.

There were no Canadians on board. There were ten cabin passengers, 230 steerage and a crew of 180.

The Captain a Trustworthy Man.

Gustav Schwab of Oelrichs & Co., the New York agents of the North German Lloyd Company, in speaking of the disaster, said: "This is very sad news, but it is one of those things that unfortunately will happen at times. I do not know anything of the particulars of the accident. All I can say is that the captain is one of the most trustworthy of men, and one of the longest in the service of the line. I am sure that he did all he could to avoid the accident, and I cannot believe that it was through any negligence on his part that it occurred. He is doubtless lost. In an emergency of this kind from what I know of him he did not look out for himself. His boat did not go down without him. He was one of the finest men I ever knew. He was first in the company's service as fourth officer, and worked his way up to captain. He was about 50 years old and had been in the employ of the company for about 20 years."

Lots of Boats and Rafts.

Mr. Schwab said that the Elbe carried 10 lifeboats and 12 collapsible boats, besides four life rafts. The accident, he thought, must have occurred in a fog, and that immediately after the collision the colliding steamers must have lost sight of each other. The first duty at such a time is to look out for one's self, and doubtless the other steamer being in a leaking condition made for the nearest port.

If the blow had struck the Elbe near the engine-room, as reported, Mr. Schwab said that no manipulation of bulkhead doors could have saved the steamer. The sinking of the Victoria by the Camperdown, Mr. Schwab said, showed that no arrangements of bulkheads, longitudinal and transverse, insured immunity when the opening was made amidships. This is the only serious accident that has occurred to a steamer of this line since 1875, when the Deutschland ran ashore at the mouth of the Thames and a number of lives were lost.

Two Mail Messengers Lost.

The North German Lloyd Company has 60 steamers running on its various lines. Among the passengers on the Elbe were two United States mail messengers in charge of the mail coming to America. They are H. H. Hall of Dennis, Mass., and P. J. Holtzman of this city.

Probably Collided With the Elbe.

Rotterdam, Jan. 30.—The steamer Crathie, from Rotterdam for Aberdeen has returned to Maasluis, her stem having been stove by coming into collision with an unknown vessel at 5 o'clock this morning, 30 miles from Hook, Holland. She is not leaking. It is supposed the Elbe is the steamer with which the Crathie was in collision.

Newfoundland Annexationists at Work.

St. John's, Nfld., Jan. 30.—The inhabitants of St. John's awoke this morning to find the city plastered with large bills, calling upon the people to agitate for the annexation of Newfoundland to the Unite dStates. The placards are unsigned, but it is believed that they owe their origin to the election of Radical politicians in this city, who have been avowing annexationist principles for years past. It is understood that a club, whose object will be the furtherance of the annexation movement, is being formed, and that members of the organization will begin the work of popular agitation in a day or two. The city is in a fever of excitement over the matter. Governor O'Brien is very indignant because of the appearance o the placards, and the officers of the British cruiser Tourmaline, in port here, are making a great hubbub about the insult to Queen Victoria, thus manifested. Supporters of the Colonial Government now admit that the Canadian Cabinet declines to discuss terms for Newfoundland entering the Canadian confederation before the anticipated Canadian general election takes place.

Several additional failures were announced to-day, and it is known that more will follow.

ATTEMPTED MURDER.

Desperate Affray Between Two Manitoulin Island Farmers.

Gore Bay, Jan. 30.—Joseph Bailey, 22, attempted to murder Samuel Wright a few days ago by striking him on the head with an ax. Bad blood existed between the two owing to a law suit. Wright was at the house of James Benedict, Township of Burpee, when Bailey, coming up, struck at him, the ax being buried in Wright's shoulder. The latter drew a revolver, when his assailant decamped. Bailey is under arrest.

The King of Spirits.

Robert Brown's Four Crown Brand Whisky is supplied to His Royal Highness the Prince of Wales and His Highness Prince Bismarck of Germany. Absolutely unequalled for quality or flavor. It is the cheapest you can buy. The Crown Importing Co. 13 Front-street east, Toronto, Sole Agents for Ontario and Quebec. Orders by mail have prompt attention. 246

Toronto Bankers Defeat Dominion.

The Bank League hockey match in the Victoria Rink last night resulted in a goals to 9. Toronto led at half time by 3 to 2. Teams:

Toronto (11)—Goal, Carlye; point, Warden; cover point, Ardagh; forwards, J. Gilmour, Reid, Parsons, Crawford.

Dominion (9)—Goal, Hellwell; point, Bogart; cover point, Francis; forwards, Cosby, Roger, Wily, Bartnell.

Referee—E. Reid, Victoria.

Salada Ceylon Tea is most comforting.

Attempted Suicide With Carbolic Acid.

Hamilton, Jan. 30.—Fred Pownsbey, a cutter, despondent owing to inability to find employment, attempted to end his life last night by taking carbolic acid. His recovery is expected.

"Salada" Ceylon Tea is delicious.

Good for Health.

A most healthful and invigorating beverage is a glass of ale—provided the ale is good.

There are other good ales, but there's not one equal to East Kent.

In color, flavor and body this celebrated brand is far superior to any other.

East Kent ale is brewed by Thomas Holliday, the noted Guelph brewer, and only the purest spring water, East Kent Golding hops and No. 1 bright barley are used in his brewery.

John S. Johnson and Harry Hues left the city last evening for Montreal. Owing to an engagement Trainer Clune was unable to go down.

HIS WHISKERS FOR A THIEF.

HOW HERMAN BRENZEL TRACED DOWN AN ALLEGED FORGER.

The Man, Who Was His Partner, Cheated Cheated Him Out of Several Thousand Dollars and Fled to Toronto—Brenzel Sacrificed His Beard, Turned Detective and Finally Ran Down His Quarry.

Adolph Schulte, alias Fred Tiedman, a German, who since June last has been traveling the streets of the city and the outlying districts peddling pictures and picture frames, was arrested yesterday on charges of forgery and larceny.

The information which brought about the arrest was lodged by Herman Brenzel, a German Jew who arrived in the city on Monday last from New York, and who claims that Tiedman swindled him out of $8000, while other New York brokers and merchants are victims to the extent of $30,000. The prisoner's proper name is Tisman, but he is said to have many aliases.

Alleged History of Crime.

Tiedman has an interesting history. According to Brenzel's story he enlisted in the German army, when the Franco-Prussian war broke out. Subsequently he commenced the study of law, but was convicted of perjury and sent to prison. After his release he came to New York, where he established himself in the brokerage business.

Brenzel says that in 1893 prisoner was arrested, charged with swindling a New York woman out of $1600, but got off because the criminal charge could not be substantiated; then later on, he says a valuable deed entrusted to Tiedeman's care by another New York woman mysteriously disappeared. For a time, it is claimed, he ran a button factory in the American Metropolis, and an employe named Marx alleges that he borrowed from him $700, giving as security a chattel mortgage on property that did not exist. The landlord of the building he rented also claims that Tiedman owed him $50.

A German saloon-keeper in New York, it is alleged, likewise wants to see prisoner, owing to the fact that Tiedman palmed off on him forged cheques to the value of $150; and a 79th-street doctor, it is said, was swindled to the extent of $25 by the same means.

Brenzel's Charges Against Prisoner.

During the later days of his residence in New York, Tiedman was a partner of Herman Brenzel, a broker. In March last Brenzel says Tiedman gave him an indemnity bond for $10,000, purporting to be signed by Mrs. Nussbaum, a wealthy New York woman. On the strength of this bond, Brenzel gave Tiedman power of attorney to collect money for himself and wife on outstanding mortgages. Tiedman collected $8000, and forging a new mortgage for $7000 pocketed the proceeds and skipped. Mrs. Nussbaum's indemnity bond then proved to be bogus, as was a cheque drawn on a bank for $31,500, which Tiedman had, the day prior to his departure, assigned to Brenzel. It then came to light that the fugitive's forgeries would total nearly $100,000, with the past year's frauds aggregating $30,000.

Followed to His Lair.

The date of the flight was May 14, 1894, Brenzel has been working quietly on the case ever since and, satisfying himself that the forger had come to Toronto, he had his long, flowing beard shaved off and his hair closely cropped and then started for this city to locate him. Assisted by Detective Slemin, Brenzel traced his man to 3 Lappin-avenue, where he was living under the name of Adolph Schultz. Detective Slemin and Verney visited the house yesterday afternoon to execute the warrant, which had been sworn out, and found Tiedman crouched beneath the children's bed. Each of detectives took hold of a leg, and with strong pulls the fugitive was finally brought from his hiding place.

Prisoner Embraced By His Accuser.

He was taken to Police Headquarters, where he was confronted by Brenzel, whose appearance was so completely changed by the loss of his beard and hair that Tiedman at first did not recognize him. A humorous scene followed, in which Brenzel embraced the man for whom he had searched for eight months and assured him he was highly pleased to see him once more.

Judge McDougall remanded the prisoner for a week, that witnesses might be brought from New York. Tiedman has employed counsel and will fight against extradition. No money was found on his person or in his house, though some papers were discovered which the detectives hope will lead to a discovery of a great deal of the stolen money.

"Salada" Ceylon Tea is delicious.

Daffodils, Lillies of the Valley, Tulips and Narcissus at Dunlop's to-day. They are cut and shipped from his greenhouses, Bloor west, twice every day, and are always absolutely fresh.

Given Away.

Potatoes 50c per bag, eggs 8c per doz., butter 9c per lb, bread 5c large loaf, granulated sugar at your own price. John Miller & Co., 77-81 Queen-street west. 246

The People's Coal Company have offices at corner Queen and Spadina-ave., corner Queen and Parliament-st., corner College and Yonge. 124

Cabinet Photos.

Mr. J. Fraser Bryce, photographer, 107 King-street west, cabinet photos a specialty. Appointments if desired. 246

Use Cerol high-polish waterproof dressing on your shoes and you will have dry feet. Price 15c. 246

Our prices and weights, exactly as represented, or money refunded—People's Coal Company. 124

THE LAST DAY.

Citizens Have But One More Chance to Buy at Dineens' Reduced Prices.

To-day will see the end of the greatest sale of furs ever held in Toronto.

Starting on the first of January a clearing sale was inaugurated by the firm of W. & D. Dineen. The public were told then just how long the sale would last, and have had plenty of time to make their selections from the magnificent assortment of jackets, mantles, caps, gauntlets and robes.

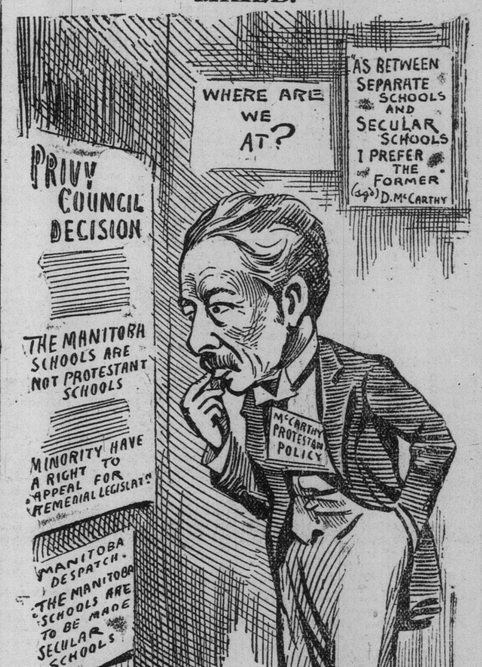
During this the last week, a further reduction in the prices has been made in order that the end of this month may see the last of our furs depart.

Some specially stylish wraps and circulars are being sold at prices which cannot fail to convince customers that a bargain, indeed, is being secured. They range in prices from $10 upwards, according to length and quality, and at these figures it will pay one to invest in a wrap to be kept over until next winter.

Remember this is the last day of this great bargain sale and govern yourselves accordingly. It is a chance to secure good furs at nearly cost price—such a chance as occurs but once in a lifetime.

Fetherstonhaugh & Co., patent solicitors and experts, Bank Commerce Building, Toronto

MIXED.



MR. McCARTHY: In the language of the poet, "Where am I at?"

I would sooner see a Separate school system than a secular system.—D'Alton McCarthy in House of Commons, July 17, 1894.

A COUNTERFEITER CAPTURED

ARRESTED BY DETECTIVES WHILE MAKING THE COINS.

Had a Loaded Revolver at His Elbow, But Was Unable to Use It Owing to the Promptness With Which He Was Surrounded—Large Number of Bogus Coins Found in His Possession.

Detectives Davis, Black and Cuddy made a raid on 101 Jarvis-street, shortly after 4 o'clock last evening, in search of Ambrose McTiernan, where they suspected of issuing counterfeit coins. They found McTiernan seated in a small room at the rear of the store kept by his mother, with plaster-paris moulds before him.

When the officers broke in on the scene he was giving the last touches to a bogus 50-cent piece. On the table were eight of the counterfeit coins ready for circulation, while a loaded revolver rested a short distance from his hands.

The entrance of the officers was too sudden to allow of any resistance, and McTiernan was marched to No. 1 Police Station and his outfit confiscated.

Though the coins were of a very inferior quality and a poor imitation, many of them had been circulated.

McTiernan is rather a handsome young fellow and is well known around town. He always dressed well, but as he remarked to an acquaintance a short time ago was a sufferer from chronic laziness. His mother keeps a small store at 101 Jarvis-street, where the prisoner has been living for a number of years. Some time ago he went to Cleveland where he worked at his trade as a boxmaker, but returned to Toronto and secured a position in Firstbrook Bros.' factory in King-street east, where he had worked previously.

"Salada" Ceylon Tea is delicious.

Rochefort Returns to Paris Sunday.

Paris, Jan. 30.—The Amnesty bill will be voted on by the Senate on Friday, and Henri Rochefort will return to Paris on Sunday. A demonstration is being prepared by Socialists and Radicals, and at least 100,000 persons will go to the railroad station to meet Rochefort.

Fill up the coal bin NOW while the price is lowest. Hard coal at $4.75, delivered in bags—People's Coal Company. 124

Tokay, Tokay.

The demand for California Tokay is unprecedented. Physicians recommend it because the wine is absolutely pure. Price $2.50 per gallon, $6 per dozen, 60 cents per bottle. Wm. Mara, 79 Yonge-street.

ASSESSMENT SYSTEM.

Applications for insurance in the Commercial Travelers' Mutual Benefit Society are daily received from Halifax to Vancouver. The investment is recognized as economical and absolutely safe. 146

Beaumont Jarvis, Architect & Superintendent, Traders Bk. Bldg., Toronto. 'Phone 2474.

Trained Ponies and Dogs Burned.

Bloomington, Ind., Jan. 30.—The winter quarters of Prof. William Gentry's pandora were burned last night. Eleven trained ponies and thirty-five educated dogs, one monkey and $2000 worth of paraphernalia were consumed. Loss $18,000. No insurance.

Quinn Wants to Clear His Underwear.

A big discount off all winter underwear and half hose. Odd garments of natural wool at less than cost of production in England. Our ordered shirt department is busier now than it has been in years. We shrink every flannel shirt that we make, and our white shirt customers tell us that we have a faculty for giving ease to the neck that other makers do not possess.

A pleased customer is our best advertisement. People's Coal Company 124

Ask for Dewar's Scotch whisky, as supplied to her Majesty, Queen Victoria. 246

Endorsed by the medical faculty and prescribed by the most eminent physicians for indigestion, Adams' Tutti Frutti.

WILL MEET FEB. 21.

The Ontario Legislature Has Been Summoned for Next Month—The Date Fixed By the Cabinet Yesterday.

At a meeting of the Cabinet yesterday it was decided to summon the Ontario Legislature for business on Thursday, Feb. 21.

The result of the bye-elections in London, Kingston and Algoma has been to give Sir Oliver a fair working majority, and it was decided yesterday that it would be advisable to call the Assembly together at as early a date as possible.

North Perth Election Trial.

Mitchell, Ont., Jan. 30.—The hearing of the petition against John McNeill, Patron M.L.A., commenced in the Town Hall this afternoon before Justices Burton and Osler. B. B. Osler, Q.C., appeared for the petitioner; Malcolm and Aylesworth, Q.C., for the respondent. Several witnesses were examined relative to the part taken in the campaign by the C.P.A. Patrons of Industry element, but nothing of a damaging nature has so far been elicited. The enquiry will be continued to-morrow. The court adjourned at 6.15 until 9.30 to-morrow morning.

AN ELECTION, SAYS MR. HAGGART.

But the Honorable Gentleman Did Not Give the Date.

Listowel, Ont., Jan. 30.—(G.N.W. special)—The touring Cabinet ministers addressed a large meeting in the Town Hall here to-night. Hon. Mr. Foster, Minister of Finance, made his last speech in this campaign, as he leaves for Ottawa to-morrow on pressing public business. Mr. Costigan will accompany him. Their places will be taken at Leamington to-morrow night by the Minister of Militia and probably the Controller of Customs. Dr. Montague, who has been resting, re-joined the party here to-night. The meeting was addressed by Hons. Costigan, Foster, Haggart, Montague and Ives. In the course of Mr. Foster's speech he expressed the hope that Newfoundland would come into confederation in the near future. Mr. Haggart told the audience that an appeal to the country would shortly be made, but omitted the exact date.

"Salada" Ceylon Tea is delicious.

Have You Seen This?

The "Fad" Crystal Pen writes one thousand words with one dip of ink. Price 10c. Blight Bros., 65 Yonge-street. 246

If you like a bright grate fire order up a ton of Grate Coal from People's Coal Company. 124

MARRIAGES.

KIELY—CARRUTHERS—On the 29th inst., by the Rev. J. J. Gidnane, C.S.B., William E. Kiely, to Maggie E. Carruthers.

CHANDLER—MASSEY—At 79 Spencer-avenue, on Wednesday, Jan. 30, 1895, by the Rev. Canon Brunt of Newcastle, W. Howard Chandler, to Jennie Louise, daughter of the late Charles A. Massey.

DEATHS.

HAHASEY—On the 29th inst., at 282 Yonge-street, Catherine, eldest daughter of Michael Hahasey of Niagara-on-the-Lake.

ST. GERMAIN—At her father's residence, North Toronto, of pneumonia, on Jan. 30, Eveline, beloved and only daughter of Alfred H. St Germain, in the 38th year of her age.

Funeral private.

MILLIGAN—At the family residence, 634 Bathurst, on Wednesday, Jan. 30, Isabella Mitchell, relict of Andrew Sturgeon Milligan, in the 67th year of her age.

Funeral on Friday at 2.30 p.m.

Monumental.

D. McIntosh & Sons, the leading sculptors, have best designs and most complete facilities for turning out best work in monuments, etc., in the Dominion. Showrooms, 524 Yonge-street; works, Yonge-street, Deer Park.