

Humanity Shudders

At the Appalling Disaster in the Mediterranean.

Some 430 Lives Lost by the Sinking of the Victoria.

The Ill-Fated Vessel Goes to the Bottom in 15 Minutes.

After Being "Rammed" by Her Consort, the Camperdown.

Mr. Gladstone Makes the Announcement in Parliament—Intense Excitement and Sorrow Created by the News—The Ball to Have Taken Place in Buckingham Palace Postponed—Description of the Costly Craft that So Easily Collapsed.

LONDON, June 23.—As soon as the officers of the Victoria saw that there was danger of her ship foundering, orders were given to close the collision bulkheads in order to keep the water in the compartment into which the Camperdown had shoved her ram. The sailors tried to obey the order, but the ship was making water too fast to allow of closing the bulkheads, and while the men were still trying to shut them the ship with her immense guns and heavy top hamper turned over and carried them down.

THE STATE OF THE VESSEL.—The Victoria was a single turret vessel, carrying two 110-ton guns, mounted in a forward turret coated with eighteen inches of compound armor. She had one ten-inch gun firing aft, and a head-on auxiliary armament of twelve six-inch five-ton guns. Of artillery of a smaller nature she carried 21 quick-firing and eight machine guns. Her maximum speed was 16½ knots. She could stow 1,200 tons of coal in her bunkers, and her draught of water at ten knots speed was her full complement of coal was estimated at 10,000 tons. Her armor belt and bulkheads consisted of compound armor from 16 to 18 inches in thickness. She was built at Belfast.

THE STATE OF THE VESSEL.—All official telegrams in regard to the loss of the ship will be sent at once to the Queen at Windsor Castle. Her Majesty has ordered the postponement of the State ball which was to have taken place at Buckingham Palace tonight.

MR. GLADSTONE INFORMED THE HOUSE.—Mr. Gladstone was greatly shocked when he received the news of the disaster. He informed the House of Commons of the accident and paid a glowing tribute to the worth of Vice-Admiral Tyrone, who, he said, was one of the ablest and most esteemed officers in the service. Mr. Gladstone said there were 611 officers, seamen and boys and 107 marines on board the ship. It was feared that of the 718 souls 430 had been lost. He was sure the deepest sympathy of the House would be felt for the brave men who had found an early grave in the service of their country, and that it would be extended to their relatives and friends. Lord George Hamilton, formerly First Lord of the Admiralty, indorsed everything Mr. Gladstone had said, and expressed the deepest regret for the calamity that had befallen the country in the loss of so many brave officers and men.

IN THE HOUSE OF LORDS.—In the House of Lords, Earl Spencer, First Lord of the Admiralty, referred to the disaster in terms similar to those employed by Mr. Gladstone in the House of Commons. Among those present were Lord Richard Gifford, Vice-Admiral Tryon's flag lieutenant, and son and heir of the Earl of Clanwilliam. The details of the accident are very meager.

GERMAN SYMPATHY.—LONDON, June 23.—The Duke of Edinburgh has received this dispatch from Emperor William: "Words cannot express our horror. We all sympathize with our British comrades. As tokens of our sympathy your ensign is flying from the main-mast of our vessels, with our own ensign at half mast, according to our orders." The Duke of Edinburgh replied: "The British navy and nation feel deeply the sympathy expressed by your Majesty, and our brother officers of the German navy for us in this great disaster."

A NEWS-RESCUE.—The accident to the Victoria has never been equalled in fatal results in the naval annals of recent times. The foundering of this newest type of warships calls to mind a similar accident, as far as great loss of life is concerned, that befell the English line of battle ship Royal George in 1782. In that year the Royal George, carrying 108 guns, was lying off Spithead. She had been holed over for repairs, when a sudden gust of wind caused her to keel over until the sea entered her open ports. She filled and went down with all on board, including Rear Admiral Keppeler. A number of women were on board at the time, and they, too, were drowned. Altogether about 600 persons lost their lives in that disaster.

COMMANDER TROOP'S WIDOW.—LONDON, June 23.—The Queen has sent Col. Carrington to express her sorrow and sympathy to Lady Troop. On the evening following the afternoon of the disaster Lady Troop, who arrived from Malta three weeks ago, was holding her first reception of the season. Two hundred guests were present. When the news of her husband's death reached her she fell in a faint.

THE DISASTER DESCRIBED.—LONDON, June 24.—A dispatch received at 2 o'clock this morning from Beyrout says that the collision occurred at 5 o'clock Thursday afternoon, about seven miles from Tripoli. The vessels were almost at right angles when the Victoria was struck. Those on the Victoria awoke at the moment of the collision and saw the Camperdown

rescued by boats from the Camperdown and several other vessels. The men below had no time to reach the deck. The sudden heeling of the Victoria caused her to begin to fill immediately and

NO ESCAPE WAS POSSIBLE.—She went down in 80 fathoms of water. It is difficult to obtain the names of the rescued as they are aboard several vessels, and so far all efforts have been devoted to recovering bodies. Shortly after the collision five bodies were taken from the water, one of them the body of the chief paymaster. They were buried last evening with military honors at Tripoli.

THE CAMPERDOWN DAMAGED.—The Camperdown was severely damaged forward in the collision. Temporary repairs will be made and she will then start for home. It is said here that several times the Victoria had shown signs of weakness in her steering gear. One theory is that on account of this weakness she became unmanageable and could not get out of the Camperdown's way.

MEAGER DETAILS.—LONDON, June 24.—Details of the disaster are meager and straggling, owing to the remoteness of the spot where the collision took place.

THE LESSON OF THE DISASTER.—QUEBEC, June 23.—The foundering of H. M. S. Victoria with its terrible sacrifice to the God of War, confirms the opinions of many naval officers concerning the monster war ships of our time. While the Victoria might have been unmatchable as to efficiency in bombarding a seaport town or destroying sea coast defenses, she was decidedly too unwieldy for maneuvering off a seaboard. Naval engineering, it must be remembered, has not progressed as rapidly as naval architecture. The stupendous mass of the 10,000 ton warship cannot be displaced with the momentum a naval officer generally desires. It was thought that the twin screws were the desideratum so longed for. They proved themselves effective indeed, but the delay and waste of energy in propulsion of these Leviathans is still the same. There is no doubt but that the foundering of the Victoria is mainly due to the defects pointed out above. There is no doubt that either the Camperdown or the Victoria could not deduce the impetus received from the engine when the strength of our present ironclads. The present disaster illustrates too well the points of our present warship. If in maneuvering warships can be sunk in fifteen minutes, nothing is left but to prevent them being out under less will prevent them being out under less in the earnest fight. Scarcely anything has been done to nullify the deadly action of the "ram." On the other hand the navies of the world have hardly given a thought to life-boat drill. The result has been the loss of life—a national loss truly—in the foundering of the Victoria. A loss of 400 lives might be pardonable to the merchant marine, but the Royal Navy is seriously responsible. The foundering of the Victoria is a severe lesson to the navies of the world.

THE NEWS AT WASHINGTON.—WASHINGTON, D. C., June 23.—The news of the sinking of H. M. S. Victoria caused a profound sensation at the Navy Department. No marine disaster so accompanied by heavy loss of life has been known in this country for years, the heaviest in kind probably being the loss of the United States steamship Huron off Nag's Head, about fifteen years ago. Such great disasters are fortunately rare in naval history, although the British navy has known of them, as in the case of the Vanguard by the Iron Duke off the Irish coast, and the German have had a bitter experience in the case of the Grosser Kurfurst, a magnificent ironclad, which was in collision and sank when attempting to enter Spithead. Naval officers here feel that one result of this catastrophe will be to emphasize in a striking manner the terrible efficiency of the ram as an engine of naval offense.

TOMPKINS WASN'T THERE.—Cool and Clever Performance of a Missouri Train Robber.—ST. JOSEPH, Mo., June 24.—When the Rock Island passenger train reached Virginia, Mo., last night, a man stepped up to the door of the express car and asked United States Express Messenger Spear if a man named Tompkins was in the car. Spear said he was not. The man asked to be allowed to step into the car and was a note to Tompkins. Spear consented. When the train began to move out, Spear looked to see what had become of the stranger and looked into the muzzle of a revolver in the stranger's hand. Keeping the revolver leveled with one hand the stranger with the other threw a rope around Spear's neck and then bound him hand and foot. Searching the messenger he found the key to the small safe, which he opened and secured \$350. When the train slowed up at the Union Pacific crossing, the robber escaped. The robbery was not discovered until Beatrice was reached, when Spear was found bound just as the robber had left him.

IN DEATH'S SHADOW.—PITTSBURGH, June 23.—The murderer who is soon to be electrocuted.

ABDUCTION, N. Y., June 24.—Murderer Fitzhugh was today told of the refusal of the Governor to interfere in his behalf. He seemed utterly unprepared for the awful intelligence and fell in a swoon. When restored to consciousness he sobbed and moaned piteously, and begged that his wife and his spiritual adviser might be sent for at once.

His wife lives in Buffalo and is without means. Ever since the Governor granted Fitzhugh a reprieve he has taken it as a sure indication that the death penalty would not be imposed in his case. Warden Stout predicts a pathetic scene at the electrocution.

THE CAMPAIGN'S FAST RUN.—NEW YORK, June 24.—The steamer Campania, which arrived at 12:30 a.m. from Queenstown, made the run in 5 days, 16 hours and 37 minutes.

GOODBYE EULALIA!—NEW YORK, June 24.—The Princess Eulalia will sail to-day on the steamer La Touraine. She expressed herself as highly pleased with her experience in America. She will first visit Madrid and report to the Queen Regent, then go to Paris to see her children, and then proceed to London to attend the wedding of Prince George of Wales.

For fine styles and low prices of all kinds of furniture go to Wm. Trafford, 65 and 67 King street. Upholstering and repairing by skilled workmen.

THE NATURAL RESULT.



MR. FOSTER HAS sent his tariff swing so high that it has at last collided with the Public Condemnation tree, and his friend Monopoly is likely to get a fall.

FORWARD MOVEMENT.

The Saloon Blind Will Have to Go.

And Every Vote Possible Must Be Pooled for the Plebiscite—Decrease of Drinkers.

OTTAWA, June 24.—The saloon blind and the plebiscite questions came in for considerable discussion at the meeting of the United Temperance Association. The saloon blind must go, and every vote possible must be pooled for the plebiscite, the decision of the meeting. Provincial License Inspector J. K. Stewart, who is now in Ottawa, is growing day by day. This is evidenced by the returns which point to the unmistakable fact that the people are drinking less than they were a few years ago. Last year the consumption was 2,736, Province against 2,736, the Scott Act was in force in 1888.

In 1888 the Scott Act was in force in 67 license districts. Mr. Stewart says that although the population is increasing, the number of licenses issued is decreasing, having decreased 100 last year. In three years 1,500 persons went out of the liquor business, transferring their licenses to others. This, Mr. Stewart thinks, points to the fact that there is the money now that there used to be the liquor trade.

A. O. U. W.—The Supreme Grand Lodge decides in Future to Exclude Retailers of Liquor.

TORONTO, June 23.—The Supreme Lodge of the A. O. U. W. spent most of today discussing a report of the committee on the exclusion of those engaged in the manufacture of powder, dynamite, also submarine divers, locomotive engineers, firemen, etc. These recommendations were defeated.

The proposal to refuse all applications from retail liquor dealers henceforth carried unanimously.

THE ROYAL SCOTTISH CLAN.—DULUTH, Minn., June 23.—The Royal Scottish Clan which has been holding its biennial annual session here during the past four days adjourned sine die this afternoon.

It was voted hereafter to hold biennial sessions at the next place of meeting.

James Clarke, of Duluth, was elected royal chief; James Sutherland, of Woodstock, past royal chief; Walter Scott, Brooklyn, royal knight; Peter Kerr, Boston, royal secretary; Archibald McLaren, Cleveland, royal treasurer.

THE BUSINESS OUTLOOK.—Summary of Bradstreet's Weekly Review—No General Improvement.

New York, June 24.—Bradstreet says: There is no general improvement or increased ease in the leading money markets.

The number of business failures has increased sharply, the total being 360 (nearly 400 last week, and 159 a year ago. Exports of wheat (four included) continue heavy, aggregating 3,553,000 bushels this week last year.

There are twenty failures in the Canadian Dominion this week, as compared with 20 last week, and 26 in the like week last year.

The Rush to the Fair.—CHICAGO, Ill., June 23.—Paid admissions at the World's Fair to-day, 103,639.

In the bankers' congress in the department of Toronto, and finance, B. E. Walker, of Toronto, read a paper on "Can-Walkers, or the banking system." The Mutual Life Underwriters elected Colin Macdonald, of Canada, president.

TERSELY TOLD.

Francis Spies, merchant and vice-consul of Honduras, committed suicide in New York on Thursday at his residence, by shooting himself through the head. Mr. Spies was 55 years old.

C. Frick, of the famous Carnegie Company at Homestead, Pa., and Ben Butterworth, of Cincinnati, are said to be negotiating to build a large iron and steel mill at Findlay, O., to manufacture Hooker's projectiles. A case they build they will employ 1,000 men.

The liabilities of the Pacific Bank, of San Francisco, outside of capital stock and surplus, are placed at \$1,630,000; assets, if properly handled, \$2,000,000. The bank did not open Friday morning.

A special from New Whitcomb, Wash., says the First National Bank closed its doors on Thursday. The bank officials state that the assets are double the liabilities.

DEEDED AWAY HER PROPERTY.—The Metcalf-Tiffany Suit Revived—The Defendant's Sharp Work.

DETROIT, June 24.—Mrs. Ella Metcalf, as will be remembered, recovered a verdict of \$5,000 in the Wayne Circuit Court on May 5 against Mrs. Belle M. Tiffany for the alienation of the affections of her husband, Dr. Wm. F. Metcalf. Yesterday Mrs. Metcalf began another suit against Mrs. Tiffany together with Mrs. Tiffany's brother-in-law, Burrard E. Tiffany, of Cleveland, Ohio.

Judgment for the amount of the verdict was entered on May 12, but when an attempt was made to collect the money it was found that there was nothing upon which the sheriff could levy. The 11 o'clock on the morning of May 5. Upon consulting the books in the register of deeds' office it was found about 1 o'clock of the same day Mrs. Tiffany had decided everything she owned to her brother-in-law for the consideration of \$20,700, the property all being real estate, in different parts of the city and in Springfield.

The bill filed yesterday asks that all these conveyances of real estate be set aside on the ground that they are only for a pretended consideration and made only for the purpose of preventing Mrs. Metcalf from obtaining what is due her. The judge granted an injunction to prevent Burrard Tiffany from transferring the property.

DORAN'S DOUBLE CRIME.—Killed His Child and Then Threw Himself in Front of a Train—Cards.

ROCHESTER, N. Y., June 24.—Bartholomew J. Doran, a lightweight pugilist of note, who came to this city a week ago accompanied by his wife and 14-year-old boy, suddenly disappeared with his wife yesterday morning. They had engaged rooms from Mrs. C. Hauser, 81 St. Joseph street. The two left the house without saying anything as to when they would be back. Mrs. Hauser became alarmed at their absence and about the child, and instituted a search. She forced open their door, and was horrified to find the dead body of the infant, without a vestige of clothing upon it, lying on top of a trunk. In the room there was every evidence that the occupants had indulged in a night of carousal. Mrs. Doran was found in a state of collapse on the floor. Several bad bruises were found on the front and back of the child's head, Doran's dejected body was found shortly after on the tracks of the Rome, Watertown and Ogdensburg Railway one mile east of Windsor Beach. The woman was found walking on the track and was placed under arrest. She told the coroner that her husband had killed the child the previous night and threw himself in front of a train yesterday afternoon with the above result.

Drowned in a Reservoir.—WINDSOR, Ont., June 24.—Harry Dewhurst, the 17-year-old son of David Dewhurst, was drowned yesterday while bathing in the G. T. R. reservoir near his father's home at Belle River.

Late Canadian News

Robbed of \$700 in a Railway Station—Trouble With Indians Anticipated.

Rev. Dr. W. Jeffers, Methodist, of Belleville, was 81 years old on Thursday. A 4-year-old son of Wm. Irvine, Rawdon, was drowned in a well on his father's farm.

Patrick Dwyer, of Douro, a river driver, was drowned in Clear Lake, near Lakeside, on Wednesday evening.

Prof. Campbell, charged with heresy, has arranged to meet the committee of the Montreal Presbytery on July 7.

A little girl about 8 years of age, daughter of Mr. August Hampel, of Port Hope, was drowned at Peleawau on Wednesday.

The patent medicine man who died in Beeton a few days since, and whose identity is still a mystery, is not O. M. Johnston, of Hamilton, as was reported.

The caravels arrived at Ogdensburg, N. Y., at 11 a.m. Friday. They will remain at Charlottetown day and then proceed to Toronto, where there will be a big celebration.

J. W. Jackson, treasurer of the municipality of Portage la Prairie, has conveyed to the municipality all his real estate, which will nearly cover his shortage of \$10,000.

John Saunter, a recently arrived German, took a trip to Dakota a few days ago and returned to Winnipeg minus \$766, of which he was robbed when sleeping at a station south of the line while waiting for the Winnipeg train.

At Levis, Que., on Thursday night, Jos. Morency, age 35, shot and probably fatally wounded his wife, to whom he had been married only a few weeks. Jealousy was supposed to be the cause. Morency has disappeared.

Advices from Muskoka say an insect has been destroying hemlock trees. Many trees are already dead, and in a few years most of the hemlocks of Muskoka will be annihilated, which will seriously affect the tanning industry.

At Dorchester, N. B., on Thursday, Mrs. Stevens, who has just been tried for causing the death of a young girl named Mabel Hallett by cruelly whipping and ill-using her, was found not guilty. The child was a servant in Mrs. Stevens' house.

The annual camp meeting held by the Mennonite Church of Canada opened at Port Elgin Thursday night with a large audience. The camp grounds are situated on a beautiful grove close to the town and along side of the G. T. R., who stop their trains for the accommodation of passengers.

A Winnipeg dispatch says: There are reasons for believing that trouble will be met with at the treaty payments of the Indians at Selkirk next month. Some changes have been made respecting the changes in the treaty money and many of the Indians are raising objections. They are gathering at Selkirk, and as the ring-leaders appear to be plentifully supplied with firewater, it will be an easy matter to get their brethren to do as wanted.

The Lachine Canal commission has adjourned its inquiry until July 5.

Premier Blair, of New Brunswick, predicts a general revival of Liberalism, probed by the sea as a result of organization.

Frank Moberley, of Collingwood, has submitted particulars of a scheme for the construction of an air line from Collingwood to Toronto at a total cost of \$188,500.

At Arrington, cheese buyer, has contracted for the product of 60 cheese factories in the Belleville district, for the last half of June, the transaction involving \$100,000.

The body of Mrs. John Brennan, age 50, of Diamond Harbor, Que., was found in the morning in a standing position, entangled in some chains attached to boats moored there.

H. M. S. "PINAFORE."—Production of This Popular Comte Opera at the Grand-A Very Fine Performance—The Cast.

H. M. S. "Pinafore" has weathered the vicissitudes of public opinion for nearly two decades, and still rides on the tidal wave of popularity. None of Gilbert & Sullivan's collaborations have so caught the fancy of the millions and retained it so long as "Pinafore." It seems to be a joy to the memory, and the satirical humor and jingling rhyme of the libretto are Gilbert's best. Last night this perennial comte opera was produced at the Grand by the London Amateur Opera Company. It was the initial bow of this organization, and it is a measure of the growing large well-dressed audience, of which the military, under whose auspices the performance was held, formed a considerable part. The red coats, too, lent color to the pretty scene which the lower floor presented.

The first production was necessarily tentative, but it proved to be most praiseworthy and an earnest of future excellence which experience and talent will reap. The chorus was sufficiently large and powerful; was prettily costumed, and sang with the snap and vigor which the score requires. The principals reflected a great deal of credit on themselves. Miss Mutch, as Josephine, and Miss Barnard, as Sweet Little Banturcup, shared honors and honours. That both were "young and charming," goes without saying, and perhaps the best compliment that can be paid them as amateurs is the statement that their dramatic abilities were almost equal to the vocal talent. Miss Beling, as Cousin Habs, rendered her lines admirably. As Sir Joseph Porter, Mr. A. D. Holman, the old favorite, was of course thoroughly at home. The role is not new to him and he invested this richest of Gilbert's comte creations with all its unctuous humor, in addition to a few original mannerisms of his own. Mr. Holman spoke and sang his lines with a ringing distinctness that permitted his hearers to appreciate the wit of the libretto, an example which one or two others should have emulated. Mr. C. W. Davis (Ralph Rackstraw) seemed troubled with hoarseness at first, but warmed up to his work later on and used his fine tenor effectively. Mr. H. Tancock (Capt. Corcoran) was rather stiff in his movements, but his splendid baritone made amends for his acting. As the amiable Dick Deadeye, Mr. W. J. Thorn proved himself a capital comedian; his impersonation was beyond reproach. Mr. Gardener and Mr. McIntosh, though in minor roles, sang with their usual acceptance, and were heard to ap-

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did advantage in the ensemble numbers. Pleasant variations were the sailors' hornpipe of Master David Murray; the graceful serpentine dance, with calcium lights, by Miss Emma Gertrude, of New York, and the mandolin selections of the Arion Trio, all loudly secured in the matter of stage mounting and of costuming the performance was elaborately thorough. The following was the cast:

Sir Joseph Porter, K.C.B., First Lord of the Admiralty..... A. D. Holman
Captain Corcoran..... C. W. Davis
Ralph Rackstraw..... C. W. Davis
Dick Deadeye..... J. W. McIntosh
Boatswain..... W. J. Thorn
Boatswain's Mate..... J. W. McIntosh
Joachim..... Miss Rita Mutch
Little Banturcup..... Miss Rita Mutch
Cousin Habs..... Miss Rita Mutch
First Lord's sisters, cousins and aunts, sailors, marines, etc., by the following chorists: Mrs. Pickett, Miss J. Pickett, Miss F. Hennessey, Miss L. V. Meara, Miss M. Freeman, Miss E. Quick, Miss L. Childs, Miss E. McCarthy, Miss A. Leach, Miss Powell, Miss Palmer, Miss L. Palmer, Miss N. Hannan, Miss J. Nichol, Miss Moffat, Miss J. Webb, W. E. Miller, E. G. Westlake, W. T. Stenbury, H. Leach, Capt. Morphy, Thos. Norman, J. C. Lockhart, A. E. Robson, P. J. Watt, H. G. Scraton, F. Soper, E. H. Hesse, G. E. A. Webb.
Mr. C. E. Wheeler was the musical and the result is a personal tribute to each.

CRICKET

THE CAMP ELEVEN DEFEATED.—An eleven from the camp played the Asylum yesterday and came near to administering a defeat to the home team, the stand made by Smith being all that saved them. Capt. Morphy, for the camp, batted in excellent style, his bowling also being very effective. For the Asylum Smith was the only one to make a stand. The score:

THE CAMP ELEVEN.	
Capt. Morphy, b. Smith.....	1
Capt. Holmes, b. Smith.....	11
Lieut. McTaggart, b. Bacon.....	1
Capt. Morphy, b. Bacon.....	1
Capt. Coyne, run out.....	9
Pie, Ward, b. Smith.....	1
Major McEwen, b. Bacon.....	1
Major Jamieson, b. Smith.....	3
Capt. Wilson, b. Smith.....	3
Pie, Habs, not out.....	7
Extras.....	3
Total.....	27

ASYLUM.

England, run out.....	13
Bacon, L. W. Morphy.....	10
Koe, c. b. Morphy.....	6
Smith, b. Morphy.....	4
Thurhill, b. Morphy.....	8
Pumpkin, b. Morphy.....	8
Flynn, c. Morphy, b. Holmes.....	0
Kitchen, b. Holmes.....	0
Kibba, not out.....	2
Hucks, b. Morphy.....	2
Extras.....	3
Total.....	50

THE WHEEL.

NEW YORK, June 24.—There was a meeting last night in the Astor Hotel of the National Cycling Association to make preparations for the first meeting of the association to be held in this city on July 3 and 4. The meeting will take place on Manhattan Field, and it is thought it will prove to be the greatest cycling tournaments ever given in this country.

George Wants a Sleigh.—OTTAWA, Ont., June 24.—Lady Derby has received the following from the Duke of York: "The sleigh would be most acceptable. Thanks for kindness. (Signed) GEORGE."

The Bisley Boys.—MONTREAL, June 24.—All the members of the Bisley team met in the city to-day. They paraded at the drill shed this morning and were inspected by Col. Dunder of Toronto and Major F. H. Hartt, of the Sixty-second Battalion, St. John, N. B. The members all report on board the Dominion Line ship Sarnia.

Pierce Forest Fires.—DENVER, Col., June 24.—The greatest number of destructive forest fires that ever raged simultaneously in Colorado are now in progress in various parts of the State. The Union Pacific Railway from here to Leadville runs through the fires, and hundreds of men are out trying to save the railroad property.

Mr. Lushforth—I believe I've got 'em again. Mrs. Lushforth—I hope you will have snakes, or monkeys, or some sort of menagerie animals. Those mice you had the last time made me so nervous that I could hardly sleep.

Mr. J. W. Jones has received instructions to sell, by auction on Thursday next, the contents of a twelve-room house at 464 Talbot street. See advertisement column.

HURRY UP AND GET ONE.

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