It has been ascertained that forty fares were registered and with the

young children that did not have to pay fares, and the motorman and con-ductor and an extra motorman, the probable number on the car was 47.

P. E. ISLAND.

CHARLOTTETOWN, Aug. 4.-Geo

take charge of the installation of a new electric light plant in the village

of Montague. Power will be supplied from water mills about three-quarters of a mile from the village.

W. J. O'Donnell, counsellor at

ford, a gentleman eighty years af age,

has gone on a trip to England.
Finley Doherty of Eldon had one of his arms broken recently by falling

presbytery on the 1st inst, a resolution of regret on the death of the late Dr

Mrs. J. P. Tanton of Charlottetown.

Melrose, N. B. Thomas Crafer, LL.B. of Boston is visiting his home at Mal-

thes.

rican Axe Tool Rakes. ng and Working low prices. at low prices.

& SON. John, N. B.

yat 1 P. M. dur-

ORLD.

RNAI.

Special Contributor. hs; Foreign Coun-DMPANY.

AT HOME.

Members of the Cabto Visit Chicago.

ays it Would be Undignio Accept in Face of Misunderstanding dary Matters.

Aug. 4.-F. W. Fitzsury department has Washington from went at the instance f citizens of Chicago remonies of laying of that city's great ng next October by nley, to arrange for ion, and expected acgovernor general and ada to participate in

admitted that his ofas slightly chilly, Sir authously telling him present conditions it says that in sub-

were as follows: whom I am deeply ery glad to see you, a representative of y local governmen tes, your visit could ore untimely. When first letter I took up his excellency, the and he expressed a visit Chicago, and us to accept the ins. We would have go, and were looking ay with anticipation. tone of your press sh in dealing with ndary question, such s have been made ent, and particulart it would be undigni-

it you, and I cannot ency to go."
said Sir Wilfrid inthe present state of the United States as press, it would not be visit Chicago, as he might in a great gathbe subjected to some indignity

secured Sir Wilfrid's to reconsider the to Chicago. Sir Wilelf strongly in favor e Alaskan boundary

OTTAWA, Aug. 5. house closed at mid-asked the premier ent reported in the tes treasury depart-e had been at Ottawa at the corner stone eat post office build-n October.Fitzpatrick e said that he had a at it would be undig-visit you, and I canbuild be subjected to ness or indignity" is go. Mr. Davin asked ements of Fitspatrick

N, OF JAY, ME.

Journal.) Jay, while sitting in with another gentled over by lig other man, thinkin, n with his umbrella. ank, who left Se

the steamer St. Croix al in an interesting rs Centre, Mass., on presented by the McAvity & Sons with a fine set of

TWO TERRIBLE ACCIDENTS!

One in Maine, the Other in Connecticut.

MT. DESERT FERRY.

1wo Hundred Bangor Excursionists in a Death Trap.

Twenty Dead Bodies Already Rescued and Indentified-Swift Tide Carried Others Away.

Critical Condition of Some of the Saved The Particularly Sad Case of Irving Bridges.

many of them were known to each other, nearly a score of excursionists ran to their death at Mount Desert ferry today. The catastrophe was frightful in the extreme, for it came when scores of persons, young and old, were penned into a trap, to escape from which those who escaped fought with desperation against great odds. It was the worst accident remembered in the history of the state, and espe cially in the career of the Maine Central road, under whose auspices so many excursionists had been brought here. Two hundred of them, or about that number, rushing from the train to the boat, which was to carry them to Bar Harbor, were, without an instant's warning, plunged into the water through a fatal trap. Penned in on three sides by the piling of the wharf, and on the fourth by the boat, they fought for a few minutes, while a hundred or more, stupefied, and fail-ing at first to realize the enormity of the tragedy they were witnessing looked down from the wharf above.

The Maine Central railroad today ran excursions to Bar Harbor from all ctions of its line in Maine, the attraction being the war ships which vere expected today.

All the forenoon long trains, packed with excursionists, were rushing to Bar Harbor. The train which left Bangor at 8.25 consisted of twelve cars, jammed with people. At Mount Desert ferry, the terminus of the line, the a step from the train to the boat. The wharf is owned by the Maine Central railroad and the boat is a part of its gor with physicians and nurses.

plank, forty feet long and ten feet wide, led up to the boat. The step was hinged at the inner end, the outer end being supported by chains, by which it was raised or lowered to suit the tide. The wharf extends on both sides, flush with the end of the gangplank. The plank was of wood. Five t imbers, four by twelve inches, set vertically, ran the length of the plank, and these were crossed by two-inch

It is said that there was no support for the plank between the hinges at the outer end.

When the excursion train from Banwhen the excursion train from Ban-gor arrived at the ferry, there was a rush for the steamer Sappho. The first few passengers had crossed the gang-plank safely, and it is estimated that two hundred people were massed upon the plank. Suddenly they felt the plank give way beneath them. The long timber supporting the plank broke in the middle. The hinges held up one end, and the chain the other, while the broken ends of the plank dropped, and a struggling, screaming mess of humanity was plunged into the water, fifteen feet below the wharf. A few clung to the inclined sides of the plank, but at least one hundred and fifty were struggling in

The piling of the wharf partially penned them in on three sides and the boat lying at the wharf closed the

outer end of the opening.

After the first moment of stupefaction the work of rescue began. Ropes tion the work of rescue began, respectively and life preservers were thrown to the crowd, but in the panic the people the crowd, but in the panic the people another in the water clutched one ar and many sank thus in groups in a death grapple. Many taken from the water were unconscious and were revived with difficulty. Doctors were summoned from all directions, but it was half an hour before the first ar-

The freight house at the ferry was turned into a morgue, the bodies be-ing taken there for identification as

By noon seventeen bodies had been recovered. Three other persons were taken on board the Sappho and died on the way to Bar Harbor.

The positively identified are as follows: Mrs. Wm. Murray of Brewer,

lows: Mrs. Wm. Murray of Brewer,
Irving Bridges of West Hancock, Albert Colson of Levant, Mrs. Alonzo P.
Oakes of Bangor, Miss Grace Summer of Bangor, Joseph Murray of Old
Town, Mrs Hollis W Estey of Ellsworth, Clifford Cushman of Corinth,
Melvin McCard of Corinth, Miss Liz-Melvin McCard of Corinth, Miss Lizzie Ward of Bangor, Charles W. Downes of Ellsworth, F. E. Sweetser, travelling salesman, Portland; Ora M. Lank of Danforth, G. H. Bennett of Brewer, Mrs. G. H. Bennett of Brewer, Mrs. Charles Stover of Ellsworth, Mrs. George Derwent of Bangor, Mrs. A. H. Billings of Bangor.

The exact number of dead will not be known for some time yet, as a strong tide sweeps under the pier, and some bodies may have been carried away by it.

A diver who was set at work with-out delay, was engaged in his search

until 5 o'clock, but only seventeen bodies were found. Coroner D. L. Field of Ellsworth emranelled a jury, which will begin

its session in the morning.

The awful nature of the accident was not comprehended for at least a minute by those who were the last to leave the train, although the scene changed instantly from one of holiday galety to a death struggle. The drop between the solid wharf and the steamer, which was high in the water, was so precipitate that those who steamer, which was high in the water, was so precipitate that those who were on the wharf's edge surging forward to the thirty-foot slip, pressed on over the brink. Some of those whose bodies were afterwards recovered, had died quickly, for they were borne beneath the waves by the weight of the living, who madly struggled to reach life-preservers and lines thrown to them from both wharf and steamer. When the first moment of the calem-

When the first moment of the calem BAR HARPOR, Aug. 6.—With the who were safe, and they drew back lightest of hearts, amid laughter and from the edge of the water. But for exchange of merry comment, for so only another minute, as then the cooler heads in the crowd, more especially among the officers and crew of the steamer, asserted themselves, and the

work of rescue began.

Eye-witnesses differ in their estimate of the number of people who were carried down when the plank broke, but it was the vanguard of the crowd which was rushing from the train to the steamer. Those who fell into the water last were mostly pulled out by main force, but not a few were gotten out by the boats which were immediately manned. But boats could not be handled in the little space between the steamer and the wharf, and in five minutes no living thing was seen on the surface. Those were mo-ments fraught with wild excitemen on land, for each excursionist was rushing in and among his or her neighbors in quest of relatives or

In the hurry and bustle of alighting from the train husbands and wives, parents and children, had become separated, and separation at that mo-ment menat heart-breaking suspense. Mrs. Estey, one of the victims, was one of those who, while only apart from her husband a few feet, lost

her life, while Mr. Estey was saved, although thrown into the water. In the course of the next half hour several bodies were recovered from the water, and these were taken to the near-by freight house and laid out, awaiting identification. It was a train is left for the boat for an eightmile sail to Bar Harbor. The trains
run out on the wharf, and it is but
Steamer Cymbria came from Bar

ror with physicians and nurses.

President Wilson of the Maine Central R. R., was near at hand when the disaster occurred, and he gave or-ders to expend the utmost exertion in

relieving the distress.

Many persons had been injured in the struggle on the edge of the wharf and in the water, and such of those as needed immediate attention were taken to the high bluffs near the station and waited upon by the physi-

BANGOR, Aug. 6.- Sixteen bodies were brought here this evening and taken to the rooms of undertakers.

One, that of an elderly woman, large and stout, is not yet identified.

LATEST BAR HARPOR, Aug. 6.—There were some mistakes in making identifica-tions, the first list including the names of Miss Louisa Bartlett of Bangor, and Mrs. John O'Donahue, mother of Police Officer O'Donahue of Bangor. Both women were later found to be safe, and one of the bodies thus wrongly identified was shown to be that of Miss Lewis of Hampden, and the other was thought to be that of a woman who was engaged in canvassing books for a Boston firm, but whose

safety was afterwards assured. Of the victims, 3. H. Bennet was assistant baggage master at Exchange street station, Bangor. Mrs. A. H. Billings, about 65 years of age, was a well known Bangor hair-dresser. Clifford Cushman of South Corinth, was Milford; Wm. Osborn, Stratford; about 25 years old. Melvin McCard of Daniel Galvin, Ansonia; Conductor East Exeter was a lumberman and guide, and Mrs. Estey was the wife of Hollis Estey, who conducts a laundry

FREDERICTON.

ington, D. C., and F. H. Risteen, to-gether with guides Henry Braith-walte and Ned. Church, were enter-tained at Pine Bluff camp today. On Tuesday next the above mentioned will start on a fishing trip along the

Nepisiguit river.
R. W. McLellan will continue the lege' business of the late Wesley Van-wart. For some time Mr. McLellan had been associated with him in business and is consequently intimately ac-quainted with its details. The life insurance of the late Wesley

Vanwart amounts to \$101,000, of which about \$51,000 goes directly to Mrs. Van-

DENIES THE ENGAGEMENT.

COWES, Aug. 4.—Lieut. Winston Leonard Spencer Churchill, the son of Lady Randolph Churchill, asks the Associated Press to deny the reported engagement of his mother to Lieut. G. F. M. Cornwallis-West, brother of Princess Henry of Pless. The matter continues to be the subject of much conversation among their friends. Neither Lady Randolph Churchill nor Lieut. Cornwallis-West has been seen about since the engagement was reabout since the engagement was re-

Into a Pond Fully Forty Feet Below.

Twenty-seven Killed, All Had Fracture Skulls-List of Those Identified-Many Seriously Injured.

known to have escaped unharmed.

The scene of the accident is mid-

way between Shelton and Bridgeport. The car was north-bound, running toward Shelton. It was in charge of Conductor John Carroll of Bridgeport who was among the killed) and Mo-

was not protected by any guard rails. South of the trestle is quite an incline, on which the car ran at a very high speed. After it ran on to the tree tle, for about ten feet the trucks left the rails, the car continued on the ties for about seventy-five feet, then off the trestle, down into the pond below, overturning completely and upending. When the car struck, the mo tor, which weighed four tons, and the

heavy trucks, crushed into it, instant-ly killing many of the passengers.

Doctors Lynch, Ivers and Johnson
of Bridgeport, who were passengers
on a car a short distance behind, were

also pressed into service to convey persons to the hospital.

and in a very short time twenty-three

The accident was witnessed by Miss Frances Peck, who resides about 400 feet from the bridge. She was up stairs at her home as the car was passing, and she claims it was running at an unusually high rate

Frank Cramer, who was bathing near the bridge, states that the passengers were all singing, and in ost joyful mood as they passed his

The road, which is practically controlled by the Bridgeport Traction Company, was opened for traffic last Thursday. President Andrew Radell was in Derby when he received news of the catastrophe, and he immediate ly drove to the scene. He was com-pletely prostrated when he saw the extent of the disaster.

Hotchkiss, Bridgeport, engineer of fire department: Henry C. Cogswell, Bridgeport, aged 60, employe of N. Y. and N. H. and H., member board of education; Orlando B. Wells, aged 63, John Carroll, Bridgeport; S. Banks, Shelton; Mrs. McDonald, Bridgeport; Winton Lanthear, monorman, Bridgeport; Wm. H. Harvey, 37 years of age Bridgeport; Mrs. J. H. Rugg, Strat-ford; Mrs. Frank Blew, two children boy aged 3 and girl aged 5, Stratford; Mm. McCullough, Stratford; Mrs. Ar-thur Holmes, Bridgeport; Thos. Mc-Nally, 30 years of age, Bridgeport (identification not positive); Peter Ring, 38 years old, Bridgeport; Pat-rivk McDermott, 50 years of age, Bridgeport; Frank Kraff, 25, Bridgeport; Mrs. Patrick Brennan, 50, Bridgeport; Alfred Pitt, 22, Bridgeport; Wm. Cotter, 25, Bridgeport (identification not positive); Irving Doruse, 25, Bridgeport; Mrs. Wm. H. Harvey, Bridgeport; John Galvin, 22,

Among the seriously injured at the Bridger ort hospital are: Margaret Brennan, scalp wound; Mrs Sidney A. Pitt, Bridgeport, right leg fractured twice; Margaret Farrell, right leg amputated above knee; will probably die; George Hamilton, scalp, wound infury to leg; Frank Kratt, Bridge port, contusion about body, left leg crushed; Fred Millercus, scalp wound, bruised about body; Matthew Olbin, scalp wound, cut and bruised gener-ally; Margaret Farrell, New York; Mabel Rug, 5 years, arm broken; W.m.

Mabel Rug, 6 years, arm of arm.
Kelly, Bridgeport, sprained arm.
Fortunately all that were not instantly killed were rendered unconstantly killed were rendered u scenes connected with most disesters were evidenced. All of the persons killed sustained fractured skulls. Wm. Kelley of Bridgeport, who was in company with Miss Farrell, escaped

BRIDGEPORT.

The Most Frightful Local Catastrophe in Forty Years.

Electric Car Plunged Off a Trestle

BRIDGEPORT, Conn., Aug. 6.- The most frightful catastrophe recorded in Connecticut for nearly half a century occurred shortly before 4 o'clock this afternoon on the Stratford extension of the Shelton Street Railway Company, when a loaded car went off the trestle over Peck's mill pond, at Oronoque, about six miles north of Bridge-port, and sunk in the flats, forty feet elow. Thus far thirty-six people are known to be dead, and several more injured. Only two passengers are

latter escaped by jumping.

The trestle is forty-four feet long, of iron, with stone foundations, and

quickly on the scene, and rendered all possible assistance to the injured. Word was quickly sent to Bridgeport and three ambulances and a police wagon were hurried to the scene and the injured were taken to the hospi-

Medical Examiner Cogswell of Stratford improvised a morgue in the main room of the town hall at Straiford, bodies were laid out, awaiting identi-

Mrs. Fred C. Jones, Moncton, is visit-ing her sister, Mrs. W. S. Stewart. Mrs. W. J. O'Reilly and child returned last night from a visit to friends in

peque. F. A. Hortler of the Boston and Maine railway and Mrs. Hortler have been visiting in Charlottetown the guests of Mr. and Mrs. W. W The identified dead are: Joseph Clarke. E. L. Bennett, a prominen journalist of Bay City, Mich., and Mrs LAURIER AND COSTIGAN. (Special to Globe.) TORONTO, Aug. 4.-A meeting representative Catholic liberals held yesterday was a secret one, but it is learned that the chief reason for learned that the chief reason for abandoning the project of a Catholic convention was assurance given by a gentleman present that Sir Wilfrid Laurier would not yield to pressure brought to bear by Mr. Blair and other ministers to secure a portfolio for Hon. John Costigan with a view to future contingencies. However, a large general committee was appointed to call a meeting any time the necessity arises.

essity arises. CECIL RHODES' OPINION.

CAPE TOWN, Aug. 4.—In the house assembly Cecil Rhodes expressed belief that the Transvaal difficult would be "overcome in a few months, and without a shot being fired, owing to the mutual moderation displayed."

He predicted that capital would then flow freely.

NEWFOUNDLAND. ST. JOHNS, N. F., Aug. 3.—Th. French despatch transport Manche which arrived here last evening, struck which arrived here last evening, struck an iceberg while off the coast of Labrador and her her bows stove in. She will go into dock here for repairs, which will occupy about four week. As the vessel is largely constructed of rood, there was no great danger of her sinking, although the injuries received have sunk an iron ship.

Str. Powhatan arrived from New York Saturday night to load deals for

NORMAL SCHOOL.

death by jumping from the car as he felt it swaying to the flats below. soon afterwards the car toppled over. He sustained a severe shock, but was otherwise uninjured. He stated tonight that the cars were not running unusually fast, but that the car was List of Those Securing Grammar and Superior Licenses.

> Also the Leaders in First and Second Class Lists-Normal Entrance and Advance of Class.

unusually fast, but that the car was swaying considerably when it struck the trestle.

A camping party, which included Clifford Calverly, the rope-walker, was in the vicinity, and they rendered considerable assistance. One of the pathetic scenes was that of a lifeless baby reclining in the arms of a dead man, and the infant seemed to be smiling and asleep. Another sad incident was noticed when the three-year-old son of Mrs. J. H. Rugg was frantically appealing to his mother, who was one of the dead. His sister, five year-old, had her left arm broken.

It has been ascertained that forty Closing Examinations for License

Pass List. (In Order of Merit.) Grammar School License. Frank O. Erb—St. John.
David W. Hamilton—Florenceville.
Gus. C. Crawford—Lonsdale, K. Co. Lorne E. Rowley-Marysville. Fred L. Day-St. John. Aarch Perry-Lakeville, Q. Co. Geo. H. Turner-Bale Verte. First Class (Superior) License (June

and July.) (In Alphabetical Order.) Kay of Southport has been sent up to the supreme court for assaulting and beating his next neighbor, Henry Walker. Helena Atkinson-Albert. Mary I. Baker—Woodstock.
Nora A. M. Bourque—Moncton.
Grace B. Brown—St. John.
Edgar H. Crawford—Campbellton. Walker.

One of the pioneers of this province, John Houston of North River, died on the 25th ult. in his 34th year. He emigrated from Scotland with his parents when a mere boy.

The Scotlish gathering will take place at Charlottetown on the 10th inst. Walter P. Doull has been engaged to take charge of the installation of a E. Minnie Day—Marysville.

Harvey P. Dole—Rockville, K. Co.

M. Eliza Dougherty—Fredericten. Beatrice Duke—Hampton.
Angus T. Firth—Glencoe, Res. Co.
Nina L. Fisher—Woodstock.
Edna W. Gilmour—St. John.
Marion L. Hayward—Clivedale, Car.

Joseph E. Howe-Hillsdale. Elia J. Kierstead—Apohaqui. Janie M. Kinney—Florenceville. Jessie I. Lawson—St. John.

The annual musketry practice of the Charlottetown engineers was held yesterday, "Bull's Eye" Anderson made a possible at 400 yards. Etta G. Phillips-Fredericton First Class License. A boy named Robblee of Tryon had 43 candidates passed; of these the one foot almost severed in a hay cutrames of the 12 receiving highest marks are given in order of merit: Herman J. McLatchy-Hillsboro. and formerly of the Summerside high school, has accepted a position in the legal firm of Collins & Corcoran, Bos-Grace B. Brown-St. John. Mary T. Sugrue—St. John. Jessie I. Lawson—St. John. Ten cases of lobsters were stolen from Feehan Bros', factory at Mt. Melville C. Murray-Moore's Mills, Charlotte Co. Stewart a few nights ago.

Miss Mamie McLeod died at her home here on Monday after a short ill-Edgar H. Crawford-Campbellton. Catherine E. Currie-Fredericton.

Olive N. McCann-Montague Bridge, The rush of summer tourists to the P. E. I. John Barnett-Hartland P. King of Rocky Point has arrived Bessie P. Ebbett-Peel. home from North Dakota on his first visit since he left the Island, 32 years Alfred H. Schriver-Central South-

Annie F. Wetmore-Clifton, K. Co.

ago. Mr. King is engaged in the lum-per business in Ellendale, North Da-Second Class License 157 candidates passed; of these the names of the 12 who received highest Malcolm McKinnon of Emnore River marks on papers set for Class II. are given in order of merit: had one of his hands severed in a saw mill a few days ago.

Captain William Richards of Bide-

Frank C, Steeves—Weldon.
Harry M. Daggett—Grand Harbour.
Mary E. Hachey—Bathurst Village.
Ray D. Colpitts—Forest Glen.
Ada E. Allen—Hillsboro.
Anna L. Pinder—Fredericton. Cynthia M. Barton-The Range, Q.

The dwelling house of Wm. D. Mc-Laren at St. Peter's Bay was burned to the ground on Monday. It was in-sured for \$700. Sophie M. Pickle-C. Norton Georgina G. L. Dickson—Chatham. Mary M. Goodine—Hanwell Geo. McMorris—Great Shemogue.
Teresa Oulton—Sackville.
Normal School entrance examin tions, and preliminary examinations for advance of class, July, 1899:

Morrison was placed on the records.

The yacht Septinel, owned by Mr.
Billings of Chicago, is in port. She is fitted throughout with electric light, not and cold water, and a tlephone Number. System. She sails today for Boston.
Sophia Campbell, daughter of Angus Campbell, Little Harbor, Lot 46, has been visiting her home after a trip through Europe and India. She has Entered. Failed. т. ш. ш. Fredericton 21 63 St. John Prof. H. A. Tanton, organist of the Chapel of the Heavenly Rest, New York city, has returned to his duties after a visit to his parents, Mr. and Chatham Geo. F. Owen, who recently returned from Ottawa, is hard at work promoting the interests of the St. John exhibition. Judge Forbes of St. John and W.m. Thomson are on a fishing excursion to the Island. Andover

195 351 16 Names of candidates who lass I (in order of merit).

Daisy Perkins-Fredericton. Janet M. Estabrooks-Sackville. Eunice Bartlett-Bartlett's Mills, Catherine M. McDevitt-St. Vincent's Convent. St. John.

Ada C. Wetmore-Bloomfield, Kings Maurice S. Kirkpatrick, Gaspereaux Station, Queens Co.

Mary M. Howe—Hillsdale, Kings Co.
Chas. J. Callahan—St. George, Char-

Maud H. Ashfield-St. Mary's, York. Bertie B. Steeves-Pleasant Vale, Al-Myrtle E. Russell—Loggieville. Angela L. Riordan—Bathurst.

Gertrude E. Flanders-Maple View, ictoria Co. D. L. Jones-Royalton, Car. Co. Nettie Bearisto-Lakeville, Car. Co. Bessie Carvell-Lakeville, Car. Co. Georgina Dickson—Chatham Lena M. Miller—Dalhousie.

Cora E. McKenzie-Little Ridgeton Fred M. Somerville—Norton.

James B. Carr—Campbellton Names of the twelve candidates who ained highest marks in class II, on

examination papers set for class II. John A. Henry—Salisbury. Fred C. Squires—Bath, Car. Co. Mary Ryan—Chatham. G. Hedley Maxon - Southampton

S. Wilbur Smith—Centreville.

Mabel L. Marvin—Springfield, K. Co.

Mary E. Lawson—Richibucto. Mary E. Lawson-Richibucto.
Annie A. Jackson-Kirkland, Car. Co.
Annie E. Cosman-Midland, Kings On.
M. Blanche Nesbitt-St. Stephen.
F. Arnold Jewett-Waterville, Car. Co.
Joyce E. Crealock—Sheba, Queens Co.

Are You Bilious THEN TRY 0 Parsons' Pills Best Liver Pill Made

IMPORTANT DISCOVERY.

Made by Dr. Allen That is Expected to Revolutionize Cheese Making.

WASHINGTON, Aug. 6.-Dr. E. W. Allen, assistant director of experi-mental stations in the agricultural department, has just returned from a prolonged tour of the west, made for the purpose of inspecting the various stations in that section of the country. He states that one of the most try. He states that one of the most interesting lines of investigation which is being made in these sections is that with regard to cheese making. The station is Wisconsin is taking the lead in this especial work and discoveries have been made there which will revolutionize the Engagean theory that the ripening of cheese is due to bacteria. The American experiments demonstrate beyond doubt that the principal change in the albuminoids which takes place in the ripening process is dependent upon a ferment which is contained in the milk itself, and not owing to the bacteria. It is said not owing to the bacteria. It is said this discovery will have an important bearing upon cheese manufacture in the future.

HORRIBLE MURDER

Pension Office Official at Washington Cuts a Young Girls Throat.

WASHINGTON, Aug. 6,-A horrible murder was committed today in the northeastern section of the city. The murderer was Benjamin H. Snell, a special examiner in the pension office. a man about 45 years of age. His victim was Liza Weissenberger, a girl thirteen years of age, who had been employed in his household until a few. employed in his household until a rew months ago, when she was taken home by her parents, who became sus-picious of Snell's conduct toward Ler. Snell seemed to be infatuated with the child and paid her a great deal of the child and paid her a great deal of attention, which, however, she resented. This morning Snell went to his victim's house, and entering at the front door, passed on through the middle room, where the girl was sleeping, to the dining room door. While standing at the door the mother ordered him out of the house. Snell started to go, passing again through the room where the child was. He bent over the sleeper and drew her from the bed. Awakened drew her from the bed. Awakened suddenly, she screamed in terror. Twisting one hand in the girl's hair, Snell drew a razor across her throat twice. Attracted by the child's screams, the nother ran to the rescue. In a frenzy she grappled with the murderer and was badly slashed on the arm with the razor. The murderer attempted to escape, but was soon captured by the police and locked up in the Ninth precinct station. He refuses to give any explanation of his acts and sa s he remembers nothing

The murdarer is a native of Vermont and was at one time employed in a bank in Montgomery, Ala.. He has a wife and two children.

Going to Re-Decorate?

Metallic Ceilings & Walls



mical—outlast any other style of interior inish—are fire proof and sanitary—can e applied over plaster if necessary—and e made in a vast number of artistic signs which will suit any room of building.

Write us—we'd like you to know all about them. If you want an estimate send outline showing the shape and measurements of your ceilings and walls. Metallic Roofing Co. Limited

TORONTO.

W. A. MACLAUCHLAN, Selling Agent

SHERIFF'S SALE

There will be sold at Public Auction on SATURDAY, the SIXTEENTH day of SEPTEMBER next, at fifteen minutes past twelve o'clock in the afternoon, at Chubb's Corner so called, in the City of Saint John, in the Province of New Brunswick, all the estate, right, title and interest of Hiram B. White, in and to all that certain lot of and the state of the said City of the said City and being in the said City and e, lying and being in the said City, de-

H. LAWRANCE STURDES, Sheriff of the City and County of Saint John