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oser who must be accorded univervas Francesco Fortuno. He received he composed marches at an early age

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here were at least two kisses impos-



Department of Railways and Canals, Canada.

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accepted.
heque of the successful tenderer neld as security, or part security, Duluth. 10 at 03/4.
ue fulfilment of the contract to be Cans. Lines pfd., 285 at 675% to 681/4 owest or any tender not necessarily Spanish River, 100 at 101/4. By order. L. K. JONES,

authority from the Department be paid for it.—62751.

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************ MARKET REPORTS

TORONTO GRAIN MARKET. Wheat, fall, bushel. \$1 05 to \$... Barley, bushel 0 62 0 64 Peas, bushel 0 80 ... Oats, bushel 0 45 0 46

 Peas, bushel
 0 80

 Oats, bushel
 0 45

 Rye, bushel
 0 65

 Buckwheat, bushel
 0 70

 TORONTO DAIRY MARKET.

Butter, separator, dairy. 0 22 0 23
Butter, creamery, solids. 0 24
Eggs, new-laid 0 23
Cheese, old, ib. 0 15½ 0 16
Cheese, new. ib. 0 13¾ 0 14 WINNIPEG GRAIN MARKET. WINNIPEG, June 16.—Cash close: Wheat—No. 1 northern, 92%c; No. 2 do., 91½c; No. 3 do., 89%c; No. 4 do., 55%c; No. 5 do., 75c; feed, 7cc. Oats—No. 2 C.W., 38½c; No. 3 do., 37c; extra No. 1 feed, 38½c; No. 1 feed, 38c; Nb. 2 feed, 38c. Barley—No. 2 14½c; No. 3, 53½c; refected, 56c; feed, 4.%c.

Barley—No. 2, 14½c; No. 3, 53½c; rejected, 50c; feed, 4½c. Sl 39%; No. 2 C. Flax—No. 1 N.W.C., \$1 39%; No. 2 C. W, \$1.3634; No. 3 C.W., \$1.27%. TORONTO SALES. IBy Special Wire to the Courier] TORONTO, June 17.-Mornin

win City, 15 at 1033/4 to 104. lights, 405 at 1/4. Coronto Rails, 50 at 1281/4 to 1/2. Can. Bread, 73 at 293/4 to 30. Duluth, 10 at 631/4.

Trethewey, 500 at 16. Standard, 6 at 2171 Steel Corp., 225 at 221/4 to 227/8. Nipissing, 200 at 635 to 640. Miscellaneous, 14.

Bath Show Record. "shilling day" at the Bath and

Vest Show at Swansea has broken all records bar one that of 1874 at Bristol. The visitors numbered 46, Fifty years ago they were 56,-000. In a rope-splicing competition teams of men had to cut heavy wire colliery ropes and rejoin then so ly manned by Empress men. that there was no loss of strength, | Fifteen or sixteen men had been Bowles.

(Continued from Page 1)

ot the right disappear?" asked Sir ress come out of the fog, he did not iticipate danger.

dered his ship to go slow ahead. 'Why did you contradict yourself "I thought it all right at the time

The whistles only referred to my hysical condition at the time," exlained witness. "But wasn't it deceiving?" asked Mr Aspinall, to which question the witess answered by saying at that tim

e did not think so The calling of Captain Andersen etx found the object of a bombard- mand of her for three years. He went aid that directly Captain Andersen at three by the chief officer telling ame on the bridge from below the him it was getting hazy and that the witness) realized that a collision was out. He went right up and looked in nen inevitable. Captain Andersen or- to the compass. It showed the ship red the engines full speed astern. was heading west by south. He di

Mr. Aspinall e witness

emarked counsel for the owners of the vibration. He saw the Empres impress.

"How long after the fog came did place. He did not think reversing his ou call him?' was the next question engines had altered his course mor f the cross-examiner. "About ten minutes," was the ans-

er given.

'But you saw it coming. That "Yes." said witness. "Why didn't you obey instructions?" asked Lord Mersey. z

Mr Tuttenes. "Your master did not get on the

ridge until the damage was done," mmented the chairman. He added: "If you had obeyed instructions, he would have come up ong before?"

Witness contended that he could hone from the Empress." ot see that when the fog came down there was any danger that was why ne did not at once call his master He still thought his judgment was

"Had the engines been going ful speed astern long when the collision occurred?" asked Mr. Asqinall, passing on to a new phase of the exam-

"About a minute," thought wit-"Would they ever have been re versed if Captain Anderson had no ordered it?' challenged the C.P.R.'

"I should have done so if the captain had not," claimed Mr Tuftenes. Witness, in reply to queries, said board." e thought the Storstad penetrated he Empress about twelve feet.

"What caused it to go so far in? sked Mr. Aspinall

"But if you were practically starab fashion to accomplish that," sugested Mr. Aspinall.

The witness replied that the drivng power was supplied by the Emess crossing the Storstad's bows. He heard Captain Anderson ring ill speed astern as soon as he came n the bridge, after that he heard the elegraph ring but did not know what

as the order As far as navigation of the ship was ncerned the orders were as follows: "Slow, two minutes afterwards he may not have heard me." top, six minutes later 'slow ahead' and about half a minute afterwards aptain Anderson, 'full speed astern.' "When did you hear the first three ort blasts from the Empress?" ask-

"Just about the time the stop rang." This according, to Mr. Aspinall, meant that the Empress went astern from five to seven minutes before the and Sulphur for darkening gray, collision and the witness admitted ther's treatment, and folks are again

fused to return to the wreck. Wit- advantage. ness said he did not know them at all

'Have you ever seen him since?' asked Lord Mersey. 'I would not know him if I

'Did you ask his name?' 'Then that is all you know about it,' asked Lord Mersey concluding his examination on this point.

used this way. He had thirty of his own available for rescue work. To Mr. Haight, witness said with the boats as they were when they saw each other first, he did not think there was any danger, if he did go a little to starboard, and he interpreted the was any danger, if he did go a little

Financial, Commercial and Real Estate \$_\\$

o starboard, and he interpreted the rules of the sea to give him sufficient way to keep a good steerage. The witness repeated emphaticall

that he had only started his engines in Mr. Tuftenes thought it did, but argued that until he saw the Emno other steamer in the river, but the Empress at the time to complicate Witness was then probed about his matters. He said that he hardly felt signal to the Empress that he was the impact when it came and disagreed opped shortly after which he had with Captain Kendall, who suggeste that the Storstad rebounded after the collision. He also contradicted Capt Kendall's report that a sheet of flame sprang from the Empress when she was struck apparently in her boiler and swore that he only saw spark uch as would be expected from the friction of s'eel striking steel heard no explosion either.

The Storstad Captain. Captain Andersen, master of the Storstad, said he had been in com-Mr. Tuftenes below at II o'clock and was roused npress came out of the fog. He Father Point light was just being shu "Why did you not call the captain not look at the telegraph to see th when the fog first appeared" asked speed the ship was going. At the oment he looked at the compass, the "Because I waited a few minutes Empress came in sight about eight see if it would lift again," replied hundred feet away, some three points on his port how. He telegraphed a But your instructions were to call once full speed astern. He knew hi he captain directly fog appeared?" order was carried out because he fei masthead lights and green lights. Half a minute afterwards the collision took

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Chicago 7.45 a.m. daily.
Equally good service returning. than a point. He did not exactly know how the wheel stood when the oats came together.

Lord Mersey: "Captain Kendal says she was stopped; you say she

was going fast.' 'She was, sir. "Can you explain that? 'What do you think?"

"She must have gone full speed astern and then full speed ahead to cross our bow." "We have discussed it but cannot get any truth. About the time I was called I heard two whistles from the Storstad, bu He said that he blew three blas

when the Storstad went astern. "What was the force of the blow 'I hardly felt it."

'Did you lose your balance He estimated the speed of the Em press at eight or ten miles an hour while his own was a couple of miles. "Can you swear positively she was noving ahead?'

"Positively." "You heard Captain Kendall's evi dence. Does that cause you to change your view?"

"Not at all." "Had the impact altered your

He estimated the swing 8 points "I stopped my engine just as soo as the ship emerged to examine my "The' speed of the Empress," said injuries. My next order was slow ahead and port the helm, as I wanted to get near shore and beach the ship ionary and the Empress was moving in case we sank. The stop of the the would have had to approach you engines was only for a minute. The quicker way to shore was under the port wheel. I heard a hail from the Empress. Some one was shouting 'Don't go astern.' The ships were

very close then. The Empress bow

nad begun to cross our bow.'

"Did you hear the hail more than "A couple of times. Just as the ship came in contact I put her full speed ahead. I replied to his hail, out I did not have a megaphone, s

COMB SAGE TEA IN HAIR TO DARKEN IT

The old-time mixture of Sage Tea streaked and faded hair is grandmothat he would expect her to be stop- using it to keep their hair a good even color, which is quite sensible. Mr. Aspinall referred to witness' as we are living in an age when a claim that an Empress crew had re- youthful appearance is of the greatest

Nowadays, though, we don't have and would not say they acted coward- the troublesome task of gathering ly. He said however that he had heard from a passenger picked up home. All drug stores sell the readythat they were officers of the passen- to-use product called "Wyeth's Sage and Sulphur Hair Remedy" for about Lord Mersey—'Where did you see 50 cents a bottle. It is very popular because nobody can discover it habeen applied. Simply moisten your comb or a soft brush with it and draw this through your hair, taking one small strand at a time; by morning the gray hair disappears, but what delights the ladies with Wyeth's Sage and Sulphur is that, besides beautifully darkening the hair after a few applications, it also produces that soft lustre and appearance of 'Yes.' Witness confessed that some abundance which is so attractive; beof the Storstad's boats had been part- sides, prevents dandruff, itching scalp, and falling hair. Agent, George

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