

Many Killed.

Islanders Revolt Against the Spaniards.

Sultan and Seventy-eight of His Men Slaughtered.

Financial Situation Excited Interest—Mr. McIntyre Questioned Regarding the Mooted G. T. R. Deal.

Mongolians on the Rampage.
Kobe Kono, June 27.—A serious Mongol rising has occurred at Weh.

Talking About Seals.
Kobe Kono, June 28.—Hon. E. J. Phelps, of the United States, returned to his home after a brief stay in the city.

Admiral Gets His Deserts.
Kobe Kono, June 27.—Rector Ahlwardt, the notorious Jew-baiting member of the Reichstag, has been sentenced to three months' imprisonment.

Fighting in the Philippine Islands.
Kobe Kono, June 27.—Advices from Manila show that a desperate fight has occurred on the island of Mindanao, the largest of the Philippine group.

Grand Trunk Management.
Kobe Kono, June 27.—With the arrival of Messrs. Gould and Foxwell in London came Mr. Duncan McIntyre's return from Paris. Mr. McIntyre, however, when approached by a correspondent as to his position here particularly with reference to the mooted Grand Trunk deal, replied that his trip was induced entirely on account of his health.

The Silver Subject.
Kobe Kono, June 27.—General satisfaction is expressed at the action regarding the currency taken by the Indian Government.

A London Cable Says: Rupee Paper is very strong at 71, owing to the action taken yesterday by the Government of India on the silver question.

Los Angeles, June 27.—In the House of Commons today, Mr. Robert McHenry asked the Government whether, now the value of the rupee having been artificially raised by the closing of the Indian mints to the free coinage of silver, compensation would be given to those persons in India who had entered into contracts to pay rupees without knowing that free coinage would be stopped and the value of the rupee raised? Were the people of India, he further asked, consulted in the matter?

Mr. Gladstone replied that all measures modifying a State currency may affect pecuniary values and influence current transactions. He was not aware that it had ever been the usage to make alterations subject to compensation, and he did not see how such a usage could be beneficially established. He was confident that the Government of India was using all the means in its power to ascertain the public sentiment.

The Right Hon. George J. Goschen asked whether the Government of India had to coin rupees as the need arose.

Mr. Gladstone replied that if the published report was not clear on the subject he would ask the India Office concerning it. He had little doubt what the answer would be.

GLADSTONE WINS
In the Pontefract Election—True to the Liberal Cause.

LONDON, June 28.—The bye-election in Pontefract yesterday resulted in the victory of T. Williams Masey, Liberal, who received 1,191 votes, over Elliott Lees, Conservative, who received 1,159 votes.

The vacancy was left by the unseating of Harold Jones Reekitt (Liberal) for bribery. At the last general election, Mr. Jones (Conservative) was elected, but a few months afterward was raised to the peerage.

The constituency is very close, as is shown by the fact that Mr. Masey's majority was but 32. In the February bye-election Mr. Reekitt's majority was 68, and in the last general election Mr. Jones' majority was 40.

Gen. Nicholson, Governor of Gibraltar, died Tuesday of malarial fever.

The Paris correspondent of the London Daily News says the general parliamentary election in France will be held on Aug. 20.

The Denver smelters feel very severely the drop in silver. In case the smelters could close many thousands men would be thrown out of employment.

Excitement has been caused in Madrid, Spain, by the report that the Anarchists intended to blow up the Chamber of Deputies in revenge for arrests made recently.

The Queen of Denmark's health has been failing for some time, and it is not without some anxiety that she is expected to make a visit to the Duke and Duchess of Cambridge.

George Planter, aged 29, was killed, and two other men fatally injured at the Indian Mill, New York, Tuesday.

John Miller, a former supervisor, and present Justice of the Peace and teacher at the public school at Perry City,

Tompkins county, N. Y., has eloped with Estelle Updyke, one of his pupils. Miller is 30 years of age and has a sick wife and three children.

John Wilhelm, of Cleveland, was re-elected supreme grand president, and John W. Kennedy, of Toronto, supreme president of the Knights of St. John at the international conference in Pittsburgh. It was decided to allow the formation of ladies' auxiliaries in connection with the commanderies.

ALL ARE NOW OPEN
Last Department of the Big Fair Completed.

CHICAGO, Ill., June 27.—The anthropological building at the World's Fair was opened yesterday. It is the last department of the fair to be opened.

The attendance at the World's Fair yesterday was 129,735, of which 91,270 were paid admissions.

A Summer Hotel Destroyed.
Troy, N. Y., June 27.—The Sagamore Hotel at Lake George was destroyed by an early hour this morning by fire. The loss is estimated at \$200,000. No one was injured.

Up Go Coal Prices!
New York, June 27.—Eastern coal sales agents have advanced prices for July delivery as follows: Fifteen cents on egg and 20 cents on stove and nut. No decision was reached on the price for broken coal.

The western agents advanced coal 25 cents a ton on all sizes. The estimated output for July is 3,000,000 tons.

A Boulder Chained to the Track.
Ottawa, June 27.—On the Pacific and Atlantic Railway, near Conroy's mill, a few miles from town, a huge boulder was chained to the track. The boulder was made only shortly before the Sunday evening train from Aymer was due. The chain was of the kind used to connect timber booms.

How It Works.
Windsor, June 27.—Windsor customs officers seized Senator Casgrain's baggage this morning just as he was about to drive to Tecumseh. It seems before the Senator purchased it it had been used in Detroit for a time, and the officers claim when the former owner returned it to Canada it became liable to the usual duty on imported goods.

Must Be Sent Back to China.
Philadelphia, Pa., June 27.—United States Commissioner Edmunds this afternoon decided that Lee Kee, a Chinese laborer, "is unlawfully within the United States," and directs that he be removed to China at the cost of the Government. Lee Kee was selected as a test. Of the 1,500 Chinamen in Philadelphia 900 have been registered. What disposition will be made of the remaining 600 is not known.

Buying Census Returns.
Toronto, June 27.—Mr. W. R. Fish, of Prince Albert, N. W. T., is in the city. He was census commissioner for the Saskatchewan district, and relates some interesting stories of how the census was collected in that region. The Indians would frequently demand a sack of flour or a side of bacon before giving the information asked for, and in some parts it cost as much as \$1 a head to extract any answers from them.

A. O. U. W. Grand Lodge.
Toronto, June 27.—The closing session of the A. O. U. W. was held today. Supreme M. W. Shields in the chair. The chairman announced the standing committees. The maximum rate to be paid by grand lodges before the drawing of the fund was settled. A new constitution for degrees of honor for Kansas and Montana was adopted. An appropriation of \$1,000 was granted the retiring M. W. J. E. Burr.

The Financial Squeeze.
Ashland, Ky., June 27.—The Second National Bank of this place closed its doors this morning.

LOCKPORT, N. Y., June 27.—The Lockport and Boston Block Company, having factories in Boston, Mass., and this city, has been compelled to ask for a receiver. Assets, \$300,000.

CINCINNATI, Ohio, June 27.—Louis Snyder's Sons have made an assignment. Assets over \$1,000,000; liabilities less than \$300,000.

First National Bank of this city closed its doors yesterday. Two weeks ago the deposits were \$127,000. The bank will doubtless resume.

Sam Jones' Joke.
Bristol, Tenn., June 27.—The Rev. Sam P. Jones played a practical joke on a young couple who were eloping from Floyd county, Va., to get married. He showed the prospective groom, Mr. Kingles, a telegram purporting to be from the boy's father, saying: "Don't allow my son and Miss Elkins to marry; under age. Arrest them and put him in jail." The telegram was put in the hands of a sheriff pro tem. The boy gave right in, but the girl said she would never do it. Mr. Jones finally agreed to go on the young man's bond for \$50,000 and turned the couple loose. They went into the Wicketts House, where they were married. The boy was badly scared and thought all the while that the evangelist was in dead earnest.

Steamship Arrivals.
June 27. From
Liverpool.....Montreal
Hull.....Halifax
London.....London
Glasgow.....Glasgow
New York.....New York
Pomeranian.....Pomeranian
Copenhagen.....Copenhagen
Father Point.....Father Point
Pomeranian.....Pomeranian

How to Cure a Corn.
It is one of the easiest things in the world to cure a corn. Do not use acids or other caustic preparations, and don't cut a hole in your foot. It is simply to apply Putnam's Painless Corn Extractor, and in three days the corn can be removed without pain. Sure, safe, painless. Take only Putnam's Corn Extractor.

Nothing impure or injurious contaminates the popular antidote to pain, throat and lung remedy and general corrector, Dr. Thomas' Electric Oil. It may be used without the slightest apprehension of any other than salutary consequences. Coughs, rheumatism, carache, bruises, cuts and sores succumb to its action.

A bottle of Angostura Bitters to flavor your lemonade or any other cold drink will keep you free from dyspepsia, Colic, Diarrhea and all diseases originating from the digestive organs. Be sure to get the genuine Angostura, manufactured by Dr. J. G. L. Siegert & Sons.

Awful Alternatives!

The Victoria's Men Faced Death in Threefold Form.

Drowning, Scalding and Mangling by the Terrible Screws.

A Vivid Description of the Appalling Disaster.

Fearful Experience of Those on the Doomed Vessel—Similar Disasters Within the Past Thirty Years.

LONDON, June 27.—A special cable dispatch from Tripoli, Syria, says:
About 3 o'clock last Thursday afternoon the English fleet came in sight of Elmina, the port and town of Tripoli. It was coming from the northeast and making directly for the harbor. The five big iron-clads—Victoria, Camperdown, Edinburgh, Nile and Samsaril—were drawn up in full front. The Victoria was in the center, the Camperdown was her left and the Edinburgh on her right. When they were within five miles of shore Vice-Admiral Sir George Tryon signalled to turn and

FORM IN DOUBLE LINE.
This meant that the Victoria and Camperdown were to go ahead a little and describe a turn—the Victoria turning to the left and the Camperdown turning to the right—then they would advance side by side in the direction from which they had come, the others would swing into double column order and advance two and two behind the leaders. When the order was given the distance between the ships was less than two cable lengths. The execution of the order was easy enough for ships further away from the center, but extremely difficult for the Victoria and the Camperdown, who, in turning their bows, would pass within a few fathoms of each other, even if the movement was executed with the greatest precision. This movement is rarely made, and is chiefly for the purpose of revolving ships on shoaling waters.

Whether because Admiral Markham, of the Camperdown, did not believe this movement was to be tried when the ships were so close together, or because he thought Admiral Tryon had miscalculated the distance, he did not see to executing Admiral Tryon's order, but signalled that he did not understand it. The Victoria and the other vessels did not hesitate. The Victoria began to turn at once, as she still held to the signal. The Camperdown no longer hesitated, but also began to turn. The brief delay, however, had been fatal. The Victoria had nearly turned, and the Camperdown, swinging around, bore down upon her.

THE INEVITABLE CRASH.
Both admirals were quick to act. Admiral Tryon swung the Victoria so as to receive at the smallest angle the blow which both officials saw was inevitable. So close together the vessels were that the Victoria struck the hull of the Camperdown, the Victoria's bow went straight into the armor of the Camperdown, and the armor of the Victoria's bow went straight into the armor of the Camperdown. The armor of the Victoria's bow was pierced, and the armor of the Camperdown's bow was pierced. The armor of the Victoria's bow was pierced, and the armor of the Camperdown's bow was pierced. The armor of the Victoria's bow was pierced, and the armor of the Camperdown's bow was pierced.

As the other vessels were moving to get out of the line, the Victoria and the Camperdown were bearing down upon each other, and a catastrophe involving all the ironclads was imminent. Only the coolness and prompt action of the other commanders prevented a general disaster. The Victoria's bow was pointed all toward the shore. It seemed that Admiral Tryon did not realize the extent of the damage to the Victoria. As no accident of this kind has happened before, he could not know what the effect of the hole in the armor would be. He still doubtless thought that as only one compartment was damaged, the others would keep his ship afloat, and when the Camperdown and the other ships signaled orders of boats, he replied that he did not need them. The Victoria began to

FORGE STRAIGHT FOR THE SHORE
under full steam. It is one of the rules of the British navy that if a ship is in danger of sinking, and there is not far away, she must go on and try to reach the shore. If she goes down as may be raised again. So Admiral Tryon was making for the shore and was widening the distance between the Victoria and the other ships. When the Camperdown's arm struck the Victoria, Admiral Tryon, by navigating officer, two signal officers and the men at the wheel were all upon the bridge, either in full view or in the chart-house. Most of the crew were on the forward deck, looking about, trying to keep cool under the blazing sun of the clear, calm day.

PRINCIPLES WERE PERFECT.
With the crash they rushed into the battery and as far as possible, but when the two vessels separated all returned to their places. Discipline was perfect. The admirals and officers remained steadfast upon the bridge, serving an example. So good was the discipline that within five minutes after the blow a diving suit was brought on deck and a diver was getting into it to obey in order to go below and find out the extent of the damages. The diving suit was brought on deck, and the diver was getting into it to obey in order to go below and find out the extent of the damages. The diving suit was brought on deck, and the diver was getting into it to obey in order to go below and find out the extent of the damages.

REVERED HER BOW
beneath the calm surface of the sea. It was almost instantaneous. There was only a chance for a few wild cries and the Victoria was almost all submerged, how far most, with her fifty-revolving screws whirling clear of the water and high in the air. Two of the deck were plunged immediately into the water. The men forward and

below had no time to rush to the deck, but found themselves groping for doors of rooms filled with water and compressed air. There was a little more time for those in the officers' quarters. They heard the shouts and warnings and rushed to the almost perpendicular deck. Commander J. E. Ellice, lying in his berth sick with fever, started up and dashed to deck in pajamas to find himself immediately struggling in water. A lieutenant swam up to him, put his arm around him and despite the handicap of supporting a helpless man, was able to get away from the side of the sinking ship. The huge hull was drawing in the water as it went down and several hundred men, hurled suddenly into the water, fully dressed, had to battle against the increasing suction.

STILL ANOTHER PERIL.
A moment more and a new peril more horrible descended upon them. The great engine deep in the heart of the hull and enclosed in water-tight compartments was still throbbing at full speed and the great steel fingers of the twin screws were whirling round up in the air. As the Victoria sank the bottom of this maelstrom at the bottom of this maelstrom the screws were revolving like circular knives. The poor creatures battled in vain against the suction. They were drawn down and thrown against the swift blades.

APPELLING SCENES.
Then came a scene which made the officers on the decks of the other warships of the fleet turn away, sick with horror. Screams and shrieks arose and in the white foam appeared reddened arms and legs and wrenched and torn bodies. Headless trunks were tossed out of the vortex to linger a moment on the surface and sink out of sight. All within reach of that vortex lost their presence of mind. Men who knew how to swim ceased swimming and fought with the waves. Men struck each other in frenzy and struck each other off. The deep core of whirling water with the swift knives chopping human bodies at the bottom of it was a horror to daunt the bravest. One man who escaped says that he was caught in a great vortex at least 50 of his fellows fighting with each other and with inevitable death. In a moment or so the knives disappeared and the vortex began to close up. The ship was beneath the surface just as the whirl was shallowed almost to the surface.

IN SCALDING WATER.
Then there was a muffled sound of thunder, the waves were tossed up and steam burst from them. Again the shrieks and screams burst from the swimmers. The boilers had exploded, the sea had rushed into the furnaces and the swimmers were beating waves of boiling fluid. Thus in less than ten minutes death in three awful forms attacked the officials and crew of the Victoria—death by drowning, death by knife-like screws and death by scalding water.

WORK OF RESCUE.
With the first plunge of the Victoria all the boats were called away from all the other ships and came straining over the calm sea to save the strugglers. These boats were soon picking up the fortunate ones who had got out of reach of the terrible vortex. So long as the vortex was there the boats dared not venture near, but they did lift from the scalding water several wretched sailors who were horribly burned. It is thought that more than half of those drowned got out of the ship, but they were caught in the vortex or scalded to death by the boiling water.

THE ADMIRAL'S LAST ORDER.
Admiral Tryon stuck on the bridge and refused to leave it. Just before the Victoria made her under plunge he saw what was about to happen and issued an order for each man to save himself, but the order never got beyond the bridge, for ruin descended straightaway.

MANY ACTS OF HEROISM.
The diver whom he had ordered below to look into damages was still on deck and dressed for his descent except his helmet. He would have been dragged to the bottom by his heavy lead-soled shoes had it not been for a seaman who stopped to cut him loose from his heavy clothes. The diver was saved but the man who cut him free was drowned.

THERE WERE MANY ACTS OF HEROISM, self-forgetfulness and daring. The peril of those in the water was increased by the fact that the sea hereabouts is infested with sharks. It is the duty of the marines when a collision occurs to immediately go below and close all the water-tight compartments. When the Camperdown struck the Victoria, the Victoria's marines went below for their duty, and as a result out of 120 marines on the Victoria, 99 were lost. SIMILAR DISASTERS WITHIN THIRTY YEARS.

Here is a table of similar disasters to British warships during the past 30 years: The Orpheus, off Maunauk, Feb. 5, 1863; lives lost, 130.

The Race Horse, off Che Foo, Nov. 4, 1864; 99 lost.

The Bombay, River Plate, Dec. 14, 1864; 91 lost.

The Slaney, Paracels, May 9, 1870; about 40 lost.

The Captain, off Finisterre, Sept. 7, 1870; 472 lost.

The Eurydice, off the Isle of Wight, March 24, 1878; 318 lost.

The Atlanta, in the Atlantic, March, 1880; 280 lost.

The Warp, Tory Island, Sept. 23, 1884; 62 lost.

The Vasp, in the China Seas, September, 1887; 73 lost.

The Lily, Labrador, Sept. 16, 1889; 7 lost.

The Serpent, off the northwest coast of Spain, Nov. 10, 1890; 173 lost.

The Times says in its editorial: "Among the naval catastrophes of the century which, so far as loss of life is concerned, rank with the foundering of the Victoria are the wreck of the Birkenhead, 426 lives lost, in 1852; of the St. George, 731; the Prince, 587; and the Hero, 529, in 1811; of the Minotaur, 490, in 1810; of the Blenheim, 690, in 1807; of the York, 491, in 1806, and of the Invincible, 464, in 1801.

"These and the foundering of the Captain are, we believe, the only cases comparable with the awful event which we record to-day.

"It may be worth while adding that, with the Royal George, which at Spithead over set and foundered in 1882, there were lost upward of 600—in addition to Rear-Admiral Kempenfelt—officers, men and visitors, and that earlier in the last century the foundering of the Victoria involved the sacrifice of upward of 1,000 souls, an unusually large proportion being midshipmen."

SERVICES IN MEMORY OF THE DEAD COMMANDER.
LONDON, June 27.—Services in memory of Vice-Admiral Sir George Tryon were held to-day in St. Peter's Church, of which Vice-Admiral Tryon was an active member. The services were largely attended. Among those present were Lady Clementina Tryon, widow of the vice-admiral and members of her family, the Duke of Edinburgh, the Duke of Cambridge, Earl Spencer, George J. Goschen, ex-Chancellor of the Exchequer, Mr. Gladstone and a large number of high naval and military officers. The services were extremely impressive.

AN OCEAN COLLISION.
The Cunard Servia Sinks the Big Sailing Ship McCallum.

The Latter Impaled on the Servia's Bow—Superb Sloop—A Narrow Escape.

NEW YORK, June 28.—The first detailed account of the collision wherein the big sailing ship Alexander McCallum was sunk by the Cunard Servia was told yesterday, when five men who formed a part of the McCallum's crew reached this port on board the steamship Alaska, of the Guion Line.

Col. J. Anderson, able seaman, gave a reporter a graphic recital of the mishap which sent his vessel to the bottom.

The night of June 7, he said, found the ship in latitude 46°, longitude 69°, or about 60 miles south-southeast of Nantucket. With midnight came a fog which brought the horizon within a stone's throw of the vessel's side, and it so increased in density that all hands were called on deck for lookout purposes.

The ship, 212 in number, were straining their eyes, when suddenly a faint point of light was seen to hover a moment on the starboard quarter. An instant later a huge shadow was evolved, and then came a shock and the noise of splintering timbers as the stem of the Cunardier crashed through the side of the ship. The Cunardier was traveling at such a rate that the ship was almost severed by the blow.

Then came a superb exhibition of seamanship on the part of the Servia's officers. The engines, which had been slowed a moment previously to the collision, were set ahead again and the forward motion kept the wreck impaled upon the steamship's bow and prevented her sinking.

With a swiftness that would have reflected credit upon the crew of any man-of-war, the two lifeboats of the Servia were manned and lowered. The moment they touched the water the engines were reversed. As the vessel backed clear the water rushed into the frightful wound the prow had made and the boats, which were then on head to pick up the men still clinging to the rigging, had hardly time for the work before the wreck lurched under, leaving a swirl behind her that resembled a small maelstrom.

Mate White was in his state room at the time of the collision, and was held there a prisoner by the bow of the Servia, which cut the compartment in two. When she backed away he was half drowned by the rush of water which poured into the gap. In such a way he managed to extricate himself, and floated to the surface just as his ship showed an inclination to go the other way. Henry Mills, seaman, was never seen. He is supposed to have been below at the time of the collision.

The McCallum was in command of Capt. O'Brien, and was bound from London to New York with a cargo of china. The rest of the crew are still in England, whether they were carried by the Servia, which was outward bound when the collision occurred.

Health Officers in Council.
GUELPH, June 27.—The eighth annual meeting of the executive health officers of Ontario opened in the City Council chamber this morning. Mayor Smith and Dr. Hume, in delivering addresses of welcome, were well received by Mayor (William) Chipman, Dr. Coventry (Windsor) and Dr. McDonald (Hamilton).

Prisoners Revolt.
FOLSOM CITY, Cal., June 28.—Twelve prisoners in the penitentiary here, headed by George Sontag, a brother of the notorious Alvin Karpis, revolted yesterday afternoon. They seized the lieutenant of the guards and carried him with them. The guards fired, killing three persons, all life-terminers, and mortally wounded Sontag.

Suicide at Wallacburg.
WALLACBURG, June 28.—J. G. Brander, brother of A. D. Brander, druggist, of this town, committed suicide at the Queen's Hotel here early this morning by shooting himself in his right temple with a small revolver. The weapon still remained grasped in his hand with one empty chamber. He was apparently laboring under a fit of temporary insanity.

Canadian Banks Involved.
CHICAGO, June 28.—Charges of a serious character have been made against the Northern Pacific Elevator Company and the Red River Valley Elevator Company, which recently went into the hands of a receiver. These companies controlled lines of elevators throughout the Northwest. They borrowed heavily from Canadian and eastern bankers on warehouse certificates. The case is in court on petition of the receiver to deliver the wheat out.

Business Sympathy.
A bright printer's clerk, who was instructed to write a letter of condolence to a firm, the head of which had recently died, did it in this way:

"We are greatly pained to learn of the loss sustained by your house, and extend to you our heartfelt sympathy. We notice that the circular you send us announcing Mr. ———'s death was lithographed in the provinces. We regret that you did not get your way clear to let us estimate for the work. The next time there is a bereavement in your house we shall be glad to quote for your printing, and are confident that we can give you better work at less cost than anybody else in the business. Hoping soon to hear from you, we remain, with profound sympathy, yours truly."

There is something soothing in that last sentence.—(Million.)

Impaired digestion repaired by BEECHAM'S PILLS.

DISPENSING PHYSICIANS' PRESCRIPTIONS

IS WITH US
A SPECIALTY.

MODERATE PRICES.

Cairncross & Lawrence,
Pharmacists and Chemists,
216 DUNDAS STREET,
Branch Store—Cor. Richmond and
Piccadilly Streets.

THE CANTEN CONDEMNED
By the Local W. C. T. U.—Sunday Steamboats Secretary's Spirited Debate.

The W. C. T. U. held their semi-monthly meeting yesterday afternoon. Fifty-seven members were present. As the summer advances the attendance is not so large, though the interest and enthusiasm remains the same. Rev. Mr. Sage, of London West, kindly conducted the Bible lesson.

A communication was read from Miss Tilly, Dominion corresponding secretary, conveying the thanks of the Dominion W. C. T. U. for the invitation to hold their next convention in this city and also the acceptance of the same.

A strong resolution expressing entire disapproval of the way in which the canteen is managed on the military camp ground was unanimously adopted. Also it was resolved that this union greatly regrets that the boats are allowed to run on Sunday, thus desecrating the Lord's Day.

At the close of the business four young ladies, members of the W. C. T. U., entered into a spirited debate. Subject: "Resolved, that the liquor traffic should be abolished by a prohibitory law." Misses Rigby and Brenton took the affirmative, and Misses Treblecock and Piewes the negative. Both sides displayed cleverness of thought and speech, and greatly interested the audience.

As the president, Mrs. Thornley, expects to be out of town for some weeks, a few farewell words were spoken, and all joined heartily in singing "God be with you till we meet again."

ATHLETICS.
SPRINTING FOR BIG MONEY.
GOSHEN, Ind., June 27.—An international 100-yard foot race has been arranged to take place here July 15. The first money will be \$2,500, and diamond and gold medals will be given. The entries so far are: Daniel Budd, Meriden, Conn.; B. J. Coyne, Chatham, Ont.; C. C. Kinzy, Salt Lake; T. J. Morris, Santa Ana, Calif.; James Quirk, Bradford, Ont.

THE WHEEL.
NEW YORK TO CHICAGO.
CHICAGO, Ill., June 27.—H. H. Wylie, the cyclist who has been racing against the record from New York to Chicago, finished his long ride at 12:30 this afternoon. His time was 10 days, 8 hours and 39 minutes.

CRICKET.
Richardson, the Surrey bowler, in the Australians' second inning against South of England, clean bowled Mr. Lyons and sent the old ball a distance of just over 40 yards behind the wickets.

Pen Mightier than Sword.
The course of true love was going smoothly enough with him until the man with the white flannel suit appeared. Then his life became scarcely bearable. In vain did he make covert reference to the undesirability of duels as husbands, and say things about people who force the season. He could not shake her opinion that the occupant of that suit was a most interesting and attractive man.

Then he bethought him of a stratagem, and was observed to wrinkle his brow and say "Ha! ha!" several times in rapid succession. He proceeded to affect a friendship for his rival, and even induced him to accept a slight gift as a souvenir of their acquaintance.

Then he smiled again, for he knew that his rival was permanently out of the way.

He knew his business when he presented him with a balky fountain pen.—(Washington Star.)

AN HON