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The Toronto World.

NEW NOVEL.
KATE VALLIANT
BY ANNIE THOMAS
RED LETTER SERIES
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TWELFTH YEAR. TUESDAY MORNING, SEPTEMBER 1, 1891 ONE CENT

THE AMOURS OF A PRINCE.

THEIR TRAGIC END A SENSATION AL DOUBLE SUICIDE.

Marie de Vetzera's Letters—The Story of the Escapade of a Crown Prince of Austria Suppressed by the Emperor—Baroness de Vetzera Tells All the Facts.

LONDON, Aug. 31.—A double suicide, or a murder and suicide, occurred at Mayerling, Austria, on Jan. 30, 1889, that shocked the world and raised a great sensation. At that time the young Baroness Marie de Vetzera was found dead along with her lover, the Crown Prince Rudolph of Austria.

So many rumors were circulated at the time concerning the young girl that her mother, Baroness de Vetzera, resolved that the whole truth should be known, and to this end edited a story, which was put into the form of a volume, to vindicate her daughter, and 50 copies were printed. The Emperor learned of the intended publication, and orders were issued which caused the seizure of the volumes. The manuscript was saved, and from it the story is told.

It gives a consecutive narrative of the affair in so detailed a way that its accuracy apparently cannot be called into question. An important feature, according to the mother's story, is the infamous part played in the tragedy by no less a personage than the niece of the Empress of Austria. This distinguished lady's actions are given with the fullest of detail, and the pamphlet accuses her of being not only the intermediary but a blackmailer as well. Baroness Marie's last letters to her family are likewise made public, and the story is told how a fortune-teller was made to play a mysterious part in the tragedy.

Briefly summarized, and as told in the young girl's letters, the story is that Baroness Marie Vetzera, then 17 years old, fell in love at first sight with the Crown Prince, and that she frequently met him in the ordinary social way. Finally she intrusted her secret to Countess Larisch, the Empress of Austria's niece, and this lady at once undertook to act as a go-between, while taking advantage of her knowledge of the state of affairs to levy blackmail from the Prince.

At one time the mother of the girl suspected that something was amiss, but Countess Larisch was ready with some plausible tale. The facts of all this are given in great detail in the mother's pamphlet. At last the girl fled to Mayerling, by prearrangement with the Prince, and a few hours later her death was known by the Emperor, but not by the mother, who in vain implored the chief of police and Count Taafe, the Austrian Premier, to cause a search to be instituted for her daughter. The truth of the double suicide or murder and suicide is at last definitely established by this publication. The news of the death was broken to the mother by the Empress of Austria herself.

The pamphlet shows that the Prince's mind had long before been giving to thoughts of suicide, but that Marie did her best to dissuade him from this fatal step. It was not until hope for both of them had fled that she resolved to share his death.

For the first time it revealed the indignities offered to her dead body. How she was carted away in a sitting posture between her two uncles, even a coffin being denied her when moving her; how her mother was persecuted and vilified, how everything was done to lay the blame on the girl, forms a harrowing story as told by the mother. The alleged falsehoods circulated about her are exposed and the daughter's dying messages given.

AMNESTY WANTED.

An Immense Meeting in Phœnix Park in Behalf of Prisoners.

LONDON, Aug. 31.—An immense amnesty meeting was held to-day in Phœnix Park, Dublin, with the object of obtaining the pardon of Irish prisoners under sentence for alleged dynamiting and other crimes of a partly political character. The weather was fine and the sun shone from a cloudless sky. Multitudes attended from Dublin and other cities, bands of music preceding the arrival of each deputation.

The meeting resolved that the time had arrived for the release of all political prisoners now under penal sentences; that whatever error they had committed in seeking to achieve the right by wrongful methods had been sufficiently atoned for by their sufferings, and that the Government ought without further delay to order their release. It was voted that copies of the resolutions should be sent to Lord Salisbury, Chief Secretary Balfour, Lord Zetland and Home Secretary Matthews.

FIVE-DAY OCEAN LINERS.

The Cunard Line Arranges For Very Fast New Ships.

LONDON, Aug. 31.—In asking bids for the new Cunard steamships shafting for the ships is specified to be straight-stemmed, similar in many respects to the latest boats built by the Fairfield Company for the Hamburg-American and Norddeutscher Lloyd Lines. They will have a guaranteed speed of 21 knots an hour in the open sea, and are expected to complete a voyage in five days.

$250,000 Robbery.

LONDON, Aug. 31.—A despatch from Genoa says: An Englishman, name unknown, called at the office of a money changer, Sig. Ghisoli, and asked him to change a £10 Bank of England note. Sig. Ghisoli, fearing the note might have formed a part of a recent Bank of England robbery to the extent of $250,000, took down a list of the numbers of the stolen notes in order to compare them with that of the note offered. When he did this the Englishman walked out and disappeared, leaving the £10 note behind. The Genoese police are looking for him. This is the first public information here that such a robbery had occurred, and the Scotland Yard officials, so far as can be discovered, profess ignorance of such a robbery or decline to commit themselves.

International Grain Market.

VIENNA, Aug. 31.—The international grain market for 1891 opened here to-day, with a large attendance. Herr Haardt, from the Department of the Chief of the Ministry of Commerce, in a speech dwelt upon the special importance of the present market, from the fact that its object was to devise a means of supplying the shortage of grain existing in the large centres.

The dealings to-day were limited. There was no spot business done in wheat, futures were firm. The best barleys sold on the spot at full rates. Inferior grades were neglected. Autumn wheat was quoted at 10.67 to 10.70 florins, spring wheat at 10.27 florins, autumn rye at 10.38 florins, spring rye at 10.58 florins, autumn oats at 6.27 florins, new maize at 6.28 florins. Thirty trucks of old maize fetched 6.35 florins.

Federation of Unions.

LEEDS, Aug. 31.—At a conference here to-day of delegates from the various labor union organizations of Great Britain, representing 50,000 workmen, a motion to form a federation of unions of skilled and unskilled workmen was approved. Subsequently a committee was appointed to organize the federation. Unions comprising membership of 116,000 men have already announced their adherence to the new movement.

English Mining Calamity.

LONDON, Aug. 31.—An explosion of fire damp took place this morning in the Malage colliery near Badminster, Somersetshire. The explosion occurred at 3 o'clock, when only a small force of men was in the mine. The concussion shattered all the windows in the houses near the shaft and wrecked all the shaft working. The bodies of seven dead miners have been recovered and two others are missing. About a dozen men are seriously injured.

SLAIN BY NATIVES.

A French Expedition Attacked and Many of Its Members Killed.

PARIS, Aug. 31.—The Government has received a despatch announcing the Fourneau expedition to explore the Valley of Sanga Bayen, Central Soudan and the French Congo, was attacked by natives, with the result that 16 were killed and 31, including Fourneau himself, were wounded. All the merchandise and many rifles belonging to the expedition were lost. The expedition was obliged to slowly retreat, being harrassed by the natives.

The Sick Man Yields to Russia.

LONDON, Aug. 31.—The Standard's Constantinople correspondent says: "The Sultan has yielded to all Russia's demands respecting the Dardanelles, which henceforth will be opened to Russian vessels whenever closed to others. The Sultan has abjectly apologized for the recent detention of a Russian vessel, has dismissed the officers responsible therefor and was promised an indemnity for this."

Gorst to Succeed Raikes.

LONDON, Aug. 31.—Henniker Heaton has telegraphed from Brindisi advising the selection of Sir John Gorst for Postmaster-General.

Chat From Over the Sea.

Mr. Spurgeon has had another relapse.

Baron Stumm, one of the largest employers of labor in Germany, has decided to pay higher wages to all his employes while the dearness of food continues and to increase the pensions allowed the widows of employes and others.

An immense land slide is in progress in the Valley of the Drave, Austria, forming a dam across the Lienzer Gorge. The inhabitants of mountain slopes escaped and a host of men are working day and night to make a passage for the imprisoned water.

A cyclone which has just passed over the San Manro, Castiglione and Gassino districts of Italy, has caused great distress. A number of persons were injured, and the crops in the path of the storm were destroyed and houses were damaged.

DOMINION RIFLE ASSOCIATION.

The Annual Meeting at Ottawa Auspiciously Begun Yesterday—Toronto Winners at the Butts.

OTTAWA, Aug. 31.—The annual meeting of the Dominion Rifle Association opened here this morning, the weather being favorable for shooting, although there was a slight breeze during the forenoon.

Firing in the Macdougall Challenge Club match commenced at 10 o'clock sharp, there being over 20 competitors. A fair wind was blowing, with a very nice light, and the competition was keen.

The principal winners were:

Cup and $30 Staff-Sergt. F. Mitchell, 10th Royals	47
$25 Pte. C. A. Windatt, 45th	46
20 Staff-Sergt. J. A. Armstrong, G.G.F.G.	46
15 Lieut. Flowers, Halifax G.A.	46
15 Staff-Sergt. J. Roiston, 30th	43
10 J. K. Fairburn, Toronto	43
10 Sergt. A. Bell, 12th Batt	43
6 Col.-Sergt. N. B. Sanson, Q.O.R.	43
6 Sergt. A. Elliott, 12th Batt	42
5 Col.-Sergt. A. D. Throop, Q.O.R.	41
5 Sergt. W. Ashall, Q.O.R.	41
5 Sergt. J. Agnew, Q.O.R.	41

Manufacturers' Match.

$30 Lieut. Elliott, 12th	35
25 Pte. Carter, 93rd	34
15 Sergt. H. C. Blair, 18th	34
15 Lieut. J. F. Crean, Q.O.R.	34
10 Sergt. E. P. McNeil, Q.O.R.	34
10 Pte. N. Morrison, G.G.F.G.	33
10 Corp. N. E. Matthews, Q.O.R.	33
8 Lieut. J. H. Laurie, "C" I.S.C.	31
8 Sergt. J. O. Shorne, Q.O.R.	31
6 Sergt. J. D. Forman, 12th Batt	31
6 Pte. E. Westman, Q.O.R.	31
5 Col. Sergt. A. D. Crooks, Q.O.R.	30
5 Col.-Sergt. W. B. Sanson, Q.O.R.	30
5 Staff-Sergt. Washall, Q.O.R.	30

EXPORT TRADE IN FLOUR

Alleged to Be at a Standstill Owing to High Price of Wheat.

"We have had some cable enquiries for flour," replied a well-known exporter to a query of The Werld, "but we have been unable to do business for some weeks, nor can we at the present high price of wheat. The advance in wheat has been about equal to 3s, while flour has only gone up about 2s. I am willing to do a little brokerage, but as for exporting my own flour it is out of all question while present conditions prevail."

"That's so," chimed in a well-known wheat exporter. "You put the case just about right. A farmer telegraphed an offer to sell me wheat to-day, but he wanted 7c per bushel more than it was worth. I wired back that if he stuck out for any such price he would have to keep his wheat, I would pay 93c. and no more. Why I can buy wheat in Toledo and lay it down in Montreal at $1.06, and you can bet I am not going to buy Ontario when it would cost me $1.12 by the time it reached Montreal."

Turf Notes.

It is probable that Joe Bergen will come up from Gloucester to ride. He will be as successful a jock as his brother, the famous Marty Bergen.

To run a mile in 1.40 a horse must cover 52 4-5 feet each second. The distance a horse strides in such a performance depends altogether upon the size and action of the horse.

The running of a dead heat takes a horse from the maiden class if the dead heat is not run off. Horses running a dead heat that is not run off incur all penalties attaching to the winner of a race.

Pierre Lorillard and Mike Dwyer are running neck-and-neck for the title of "biggest bettor on the American turf."

Vocalite wears several bandages on her hind legs to cover the wounds made when Wigwam jumped on her in a recent race.

Isaac Murphy received $1000 for his win with Rey Del Rey in the Omnibus, while "Dare Devil" Fitzpatrick put a $2,000 check in bank as a result of his great victory on Marion C. Who says it does not pay to be a successful jock?

Dramatic Notes.

Miss Annie Lippincott of the "Birds of a Feather" Company is a daughter of Kate Greenaway, the artist.

Mr. Herbert Hall Winslow, the playwriter, is in the city watching the production of his piece, "Birds of a Feather."

"Old Chum" Plug Cut Smoking.

Needs no recommendation. It speaks for itself. A high grade tobacco at a reasonable price. D. RITCHIE & Co., Montreal.

The oldest Cut Tobacco and largest Cigaret manufacturers in Canada.

Hats Blocked the Sidewalk.

People passing along the north side of King at the corner of Yonge on Saturday last had great difficulty in dodging through the immense piles of great hat cases that were being delivered by the G.T.R. teams in front of Dineen's hat store. This is the firm's early fall importation direct from the great hat centres of Europe, all of which will be opened and ready for sale early this week.

"Derby" Cigarets.

For five cents you can buy the "Derby" which (with the exception of the Athlete) is the equal of any other brand in the market sold for double the price. D. RITCHIE & Co., Montreal.

Oldest Cut Tobacco and largest Cigaret manufacturers in Canada.

Catarrh—Hay Fever—Catarrhal Deafness

A New Home Treatment has been discovered whereby the worst cases are permanently cured by a few simple applications made fortnightly by the patient at home. Send stamp for circular. J. G. Dixon & Co., 343 West King-street, Toronto.

"Hyde Park" Cigarets.

A marvel of manipulation in the cigaret manufacture. All the rage in London, Eng. Try them. D. RITCHIE & Co., Montreal.

THE MAYOR WILL SIGN TO-DAY

THE PROPERTY OF THE CONCERN WAS APPRAISED YESTERDAY

To See if Any of It Has Escaped—Mr. Phillips Thompson Has Ended His Enquiry—Brief Examination of Witnesses Yesterday—Ald. Hallam Says the City's Bargain Is a Poor One.

As will be seen by the letter printed below, Mr. Phillips Thompson intends retiring from the litigation which he instituted a short time ago. In conversation Mr. Thompson said that he was not at all discouraged by the results of the enquiry so far as it has gone. The suit, however, promised to extend to unexpected limits, and demand sacrifices of money and time that he was not in a position to make. As no one else appears disposed to come to his assistance he simply stops the suit. While everybody believes that the contract has been obtained by improper means, what is everybody's business is nobody's business, and consequently the work of the discovery of evil lags. The public will probably content itself with punishing at the polls the false stewards.

Before Examiner Bruce yesterday Mr. Shilton re-examined E. A. Macdonald and examined Ald. Hallam and J. Abner Holt. There was nothing important in their statements.

Ald. Hallam stated that Mr. Everett introduced Mr. Blanch Mahler to him, but that he had little conversation with him, as he (Ald. Hallam) was busy at the time.

The alderman thought the contract was a poor one for the city, and when asked why he voted for it replied that he had done everything he could to get a better one, then thinking this was the best that could be got he voted for it. He was asked "Do you know of anything improper, strange or suspicious in the award of the railway franchise to the Kiely-Everett Company?"

Ald. Hallam: No, except there were some very sudden conversions, which were somewhat incomprehensible to me.

Can you tell us the names of the converts?

Ald. Hallam: I cannot from memory.

Ald. Verral tendered himself for examination, but Mr. Shilton did not desire to examine him. Any alderman who feels the necessity of an examination can procure it by moving for an enquiry in council.

J. Abner Holt maundered for many minutes until Mr. Shilton got weary, but nothing was elicited from him.

PREPARING FOR THE CHANGE.

Messrs. Blake and Biggar Return to Town.

Messrs. James Gunn, James Hardy and C. L. Fellows are busily preparing an inventory of the street railway chattels and hope to have it completed before noon to-day, at which time it is expected that the Mayor will have signed the agreement.

At 10 o'clock there will be a conference of the Mayor, Fellows, Blake, Mr. Biggar and perhaps some of the representatives of the company. The chief purpose of the meeting is to allow Mr. Blake to express his views on the changes made by the council in the agreement as drawn up by himself.

During the time that the city has had control of the road—about 3½ months—there has been a net profit of $30,000. To this must also be added improvements and repairs that have been made in cars and tracks, as well as an outlay of $8000 in new horses.

A Lady's Spirited Criticism.

Editor World: I have read with pleasure the fair and comprehensive statements in your columns of the case of Phillips Thompson v. the City of Toronto in the Street Railway matter.

But will you kindly give me space to enter a protest against the lukewarm response of the social reform clubs to Mr. Thompson's appeal for money to defray the expenses of the case.

This case was undertaken, as we all realize, as an actual duty of the advocates of social reform.

The only alternative for Mr. Thompson was to trust in the generous support of his colleagues or the passive letting go of an opportunity now available that most. It is true that quite a deal of enthusiasm was shown at the subsequent meetings of the different clubs and at most a vote of sympathy and pecuniary help was unanimously passed. But what has it all amounted to? By personal application Mr. Thompson received the sum of $36.

No avail for members to plead poverty!

No avail for them to urge conflicting duties!

The duty of the moment is the one for us to attend to. Any man who can afford a coat in which to attend these club meetings and a hearty meal to enable him to stand up and spout about his devotion to "the cause" ought to contribute towards this actual putting into practice of the principles of this cause. It is all well enough to meet together week after week and talk and talk and talk as we do now, but when it comes to actual deeds is it not well for each one of us to stand up like men and prove, by no matter how much self-sacrifice, that he is something more than a mere twaddling blatherskite.

VERITAS.

Mr. Thompson's Position.

The following letter was received on Saturday afternoon, but was omitted in Monday's issue through an oversight.—Ed. World.

Editor World: Kindly permit me to announce through your columns that as the funds at my disposal for the prosecution of the suit against the city for an injunction in the street railway matter are exhausted, I cannot possibly proceed with the case unless the citizens will supply the requisite means. When I instituted the action I never contemplated carrying on, at my own expense, a protracted and costly litigation. I undertook simply to start the ball rolling—to keep the matter open and in the meantime to develop such evidence tending to show corruption as could readily be procured, in the hope that when a beginning had been made sufficient interest would be excited to secure by public contributions means to pursue an extended investigation. The suspicious circumstances already elicited confirm the impression that the sale of the franchise is the result of bribery. The examinations already held have indicated the direction which further investigation should take, and disclosed the need of a thorough and searching enquiry. This would involve an expense entirely beyond my means. The amount so far received to forward the investigation has been comparatively trifling, and in default of sufficient money being subscribed to enable me to pay current legal expenses I shall reluctantly be obliged to discontinue proceedings.

PHILLIPS THOMPSON.

Cheap Fares Imperilled.

Editor World: Allow me to call your attention to an alteration in the agreement which materially departs from the tender which was accepted and which was not in contemplation of the aldermen when they in council first accepted the tender. Clause 17 provides that the council may at any time surrender the right to cheap fares and receive in exchange therefor 2 per cent. of receipts. This provision was contained in Kiely-Everett's alternative tender, which was not accepted. Emboldened as they have been by the action of the pliable and purchased majority of the aldermen, as the adjustment of the terms of the agreement progressed they put in one clause after another that would give them a means hereafter of grinding more dollars out of the people and this clause, especially objectionable, has on a division of the aldermen been retained because, apparently, it is harmless. If that clause were not there the council could not surrender the cheap fares at any time, no matter how freely boodle were scattered amongst them, but being there any particularly weak council that the syndicate may find during the course of the 30 years may be manipulated. With that clause in the agreement the people must be constantly on the watch year after year in order to preserve their rights, whereas if it were not there, they could rest content that come what would they would have cheap tickets. As sure as that contract is signed, so sure will that grasping syndicate renew in a few short months its efforts to abolish cheap fares. Have they not already been trying to "work" the Knights of Labor? Who can say that before the year is out they will not "work" the council again?

SENEX.

But One Champion of Righteousness.

Editor World: I am glad to see that one more effort is being made to defeat the disgraceful deal that boodle aldermen propose to make with the street railway. Although I am convinced that thousands of the electors are favorable to the petition now being circulated asking the Mayor to withdraw his assent, yet I am also convinced that there are many of the people who look only to the newspapers for their information and their opinions, and who are consequently unaware of the general disfavor with which the sale of the franchise is regarded. One daily, and one only, The World, has taken an independent stand in this question throughout. Other of the Toronto dailies have again and again refused to admit to their columns letters from the people protesting against the deal with that syndicate, and they have mutilated and distorted every report of matters of a public nature necessary to be reported, and which were against the syndicate.

The consequence of this is just what the syndicate has designed—the people are misled and deceived, and even a few honest aldermen are led to suppose that the charges of bribery are unfounded.

Time was when newspapers were justly regarded as honest exponents of matters of general and public interest; now this is all changed and honest journalism is fast coming to be one of the lost virtues. With a prostituted press upholding an iniquity such as is the street railway deal, those who attack this corruption have uphill work indeed.

ST. PATRICK'S WARD.

SMUGGLING SYNDICATES.

General Spaulding Says the Immigration Laws Are Violated in the Northwest.

ST. PAUL, Minn., Aug. 31.—Assistant Secretary of the Treasury Spaulding is in St. Paul en route to Washington. Spaulding has just come out of the wilds of British Columbia and the northwestern border of the United States. One subject which has in particular engaged his attention is the illegal entry of Chinamen into the United States from British Columbia and Canada, and the smuggling of merchandise across the border.

"There is no doubt that the Chinamen are coming into the United States in considerable numbers," said Secretary Spaulding. "Of course every one knows that the entry of Chinese laborers into this country is prohibited by act of Congress.

"There are organized syndicates in British Columbia and Canada that make a business of carrying these fellows across at so much per head, and they are finding it a profitable business. One syndicate receives a consignment of Chinamen, carries them a certain distance and turns them over to another firm until they have been safely landed on this side. I have no doubt that many contracts are made direct at Hong Kong by the agents of these syndicates.

"A treaty with Canada soliciting her aid in our efforts to stop the smuggling might be productive of good results in the interior."

A Steamer Seized.

PORT TOWNSEND, Wash., Aug. 31.—Captain Tozier of the U.S. revenue cutter Walcott to-day seized the American steamer George E. Starr, belonging to the Union Pacific Company and plying between Port Townsend, Puget Sound and Victoria, on a charge of smuggling Chinese into the U.S. from British Columbia. Several Chinese were found on the vessel, and when arrested they said they had been taken aboard at Victoria by officers of the vessel. The officers of the steamer were arrested.

Canadians Sent Home.

WASHINGTON, Aug. 31.—The Superintendent of Immigration has directed the return of William Blank, Henry Orr, John Tettersall and K. McLeod, Canadians arrested at Pembina, N.D., for alleged violation of the alien labor contract law. They said they were "farm hands."

Secretary Wills Again On Deck.

Secretary Wills of the Board of Trade arrived home from Europe yesterday morning, and within a few minutes after he stepped from the train at the Union Station he was at his post of duty. As he stepped across the floor of the rotunda to open the calling of which you hear all my return. I have had a pleasant time, but the best thing of all is to find myself back in Toronto again." Mr. Wills has only been away a little over a month, but during that time he visited England, France and Switzerland, traveling in all by sea and land some 8000 miles.

Last Chance.

For the balance of this month we will clear out the balance of our summer stock to make room for our new goods. Read our price list: Summer shirts, only 25c; cashmere socks, fast dye and high-spliced heels, only 25c; 25c vest will buy ties worth 50c; white shirts 50c, 75c and $1 each, over 20 per cent. lower than ever offered. French Balbriggan shirts and drawers only 50c, regular price $1 each. Silk umbrellas, steel rod, $1.33 and $1.50. Bonner's, corner Yonge and Queen-streets.

The Academy.

The many patrons and fun-loving theatre goers of the Academy will have the pleasure of witnessing Frank M. Wills and his "Two Old Cronies" company, on the opening of the season, at the Academy on Thursday next. This is a musical farce comedy, composed of taking specialties, bright dialogues and plenty of sparkling music. The orchestra, under the efficient leadership of Mr. A. S. E. Flynn, are daily rehearsing, and bid fair to be the most popular organization in the city.

Upon the maturity of a 7 per cent. guaranteed income bond of the North American Life Assurance Company the full face thereof becomes payable and an amount ranging from 10 to 50 per cent. is guaranteed in addition thereto; also a full share of the profit accumulations, or, if the holder desires, he may withdraw the profit accumulations and receive a guaranteed income of 7 per cent. annually during life, the face of the bond being payable at death. Upon the decease of the holder at any time the amount of the face value of the bond becomes payable. 246

Do you know a good cigar before you smoke it? If so, do you know where to get it? If you want to get the pick of the West Indian, and other crops and the benefit of expert judgment in the choice of a cigar, No. 67 King-street east, nearly opposite Toronto-street, is the place par excellence. Smokers sundries and the thousand and one things kept only by first-class jobbers and retailers can be purchased at Hopkins' at the closest possible figures. 2

"Guaranteed Havana Filler."

The cheapest rubbish made into cigars in many cases is branded on the cigar box or label "Guaranteed Havana Filler." The guarantee may be readily understood when the public are informed, which is a fact, that Havana fillers can be bought from twelve cents per pound upwards. The only *safe* guarantee, and the *only one we offer* to smokers, is brands of cigars that have stood the test for nearly half a century, that are recognized as honest goods, and always reliable, as is attested by the many millions of Cables, Mungos, El Padres and Madre e Hijos that are sold yearly, and for which the demand is constantly increasing.

S. DAVIS & SONS, Montreal.

The Sheffield House Importing Company (Registered).

65 Yonge-street (below King). English Spoons and Forks, Side Dishes, Solid Silver Ware, Fish Knives and Forks, etc. C. E. Robinson, Manager.

If you want a tourist suit well made at reasonable prices try Watson, the tailor, 88 King-street east. 246

SANTIAGO SURRENDERS.

The Last Act in the Drama of Revolution in Chili.

NEW YORK, Aug. 31.—The Herald's cable from Valparaiso, Chili, says: "The Chanaral Regiment of the Congressional army took formal possession of Santiago to-night and practically the last act in the drama of revolution which has torn Chili to pieces for the past seven months is closed. The capital city was in the hands of a blood-thirsty mob last night, and while it was unable to satisfy its murderous instincts it did destroy a vast amount of property. As soon as the news reached Santiago yesterday of the overwhelming defeat of the Government troops on the height of Placilla and the far-off Valparaiso, and the people knew that Balmaceda's power was gone and they had nothing to fear from his wrath, their enmity to his government broke forth. The cry was raised that the President should be killed and a mob started for his house. It grew in numbers and fury as it went through the streets, and by the time it reached the executive mansion was ripe for any bloody deed. Short shrift would have been allowed to the President had he been caught. He knew that he would have little chance for his life if he remained in Santiago, and at the first receipt of the news of his defeat he hid himself, and the blood-thirsty desire of the mob was balked. Then the mob's desire for revenge found vent in the application of the torch. Soon Balmaceda's house was a mass of flames. Before it had been destroyed the mob marched off to the house of Senor Godar, the ex-Minister of the Interior, and an ardent Balmacedist, and set his house on fire. Then the residences of Balmaceda's mother, General Barbosa, who was killed at the battle of Placilla, Senors McKenna and Eastman, the Government newspaper offices and the houses of several prominent officials were burned to the ground.

The city was panic-stricken. Business was suspended, and people outside of the mob kept close to their houses. The city was lurid with light from the burning buildings. The police, the fire department and the army were demoralized and made not the semblance of an attempt to maintain order. Balmaceda, when he heard of the fall of Valparaiso, sent for General Baceudano, commander of the Government troops in Santiago. A council of war was held, at which President Balmaceda, the generals, and other leading Balmacedists were present. The situation was thoroughly canvassed, and it was decided that a further continuation of the struggle was hopeless and that the surrender of the capital was the only proper course. There are all sorts of rumors about the movements of President Balmaceda. It is stated on good authority that he went by a special train yesterday to Talcahuano on Conception Bay and that there he will make connection with the Condell and Imperial, and in one of these vessels he probably will remer, make for Buenos Ayres or Monte Video. If this is so he will in all probability escape.

MANGLED BY A LION.

A Circus Clown Almost Scalped in a Montreal Street Procession.

MONTREAL, Aug. 31.—While a circus procession was patrolling the streets to-day two lions in one of the cages commenced fighting, and the clown, James Lowlen, in attempting to quiet them got too close to the cage, and was caught by one of the lions. The enraged animal, pulling him against bars with one paw, hit him some terrible blows with the other, laying bare the scalp, cutting his neck in a fearful manner and wounding him severely about the face. Fortunately the other employes rushed in and rescued him, or he would doubtless have met a fatal wound. A doctor was called in and expressed the opinion that the wounded man would recover if erysipelas does not set in.

SALLY, THE CHIMPANZEE.

She Dies in the London Zoological Gardens Greatly Lamented.

LONDON, Aug. 31.—Sally, the famous chimpanzee of the London Zoological Gardens, is dead. She had been the most popular figure in the Gardens since Barnum took Jumbo to America. Sally could actually count up to the figure seven and would take the arm of a person with whom she was acquainted and walk up and down in public. Scores of scientific men have studied her. The late Charles Darwin was well acquainted with her. She was never married.

I saw her principal keeper to-day. He cried like a baby over her death. For eight years Sally has never been alone; keeper has guarded her every minute in watches of eight hours each. She is to be stuffed.

Fast Run on the C.P.R.

WINNIPEG, Aug. 31.—The C.P.R. "flying special" arrived here this morning at 8 o'clock and left again at 9. Run from Banff to Winnipeg, a distance of 920 miles, was made in 23 hours, including stops, making an average of 40 miles an hour. The run from Canmore to Gleichen, 123 miles, was made in 2 hours and 23 minutes, and from Gleichen to Medicine Hat, 125 miles, 2 hours and 25 minutes, including stops. At times a rate of 70 miles an hour was attained, and 50 and 60 miles an hour were quite frequent. The regular express, which arrives at 4.30 this evening, left Vancouver 24 hours ahead of flyer, so that it was beaten by 32½ hours.

Fakes, Prizes, Seductive Offers, Etc.

We have none of the above-mentioned things to offer the consumer to induce him to buy our manufacture.

Our offers are an unbroken success of nearly half a century in our business.

A superior article at a fair price.

A reputation for honest goods, the best value in the market. Brands of Cigars such as have been a household word with smokers for many years, and which to-day stand unequalled in quality or value, as is attested by the millions of "Cable," "Mungo," "El Padre" and "Madre E Hijo" Cigars that are sold annually.

"A word to the wise is sufficient." S. Davis & Sons, Montreal. ed

Two Years in Penitentiary.

HAMILTON, Aug. 31.—John Callahan, who pleaded guilty to theft of $12,000 from the Street Railway Company, was to-day sentenced to two years imprisonment in the Provincial Penitentiary. The prisoner returned all the money he had stolen.

Express Agent Robbed.

WINNIPEG, Aug. 31.—The Dominion Express agent at Nelson, B.C., was held up on Saturday and robbed of $2000.

Six Hours in Buffalo,

Via the Michigan Central Railroad, in conjunction with the palace steamers Cibola and Chicora, forms the favorite route between Toronto and Buffalo, via Niagara-on-the-Lake, passing the Niagara Assembly Grounds, Paradise Grove, Clifton, Wesley Park, Canadian Fen Park, Niagara Falls and Falls View. 246

We have a beautiful line of Mackintosh's waterproofs in stock in all sizes from 48 to 60 inches. A. White, 65 King-street west.

"Hyde Park" Cigarets.

A marvel of manipulation in the cigaret manufacture.

The superior of any other brand in the market. Try them and judge of their merits. D. RITCHIE & Co., Montreal.

Taps From the Telegraph.

The bank at Cardena, Ka., was held up by two men yesterday and $600 stolen.

Absolute denials are authorized to-day of the reports that the Vanderbilts had obtained control of the Union Pacific.

At 4 o'clock the workmen employed removing debris at Park-place found two bodies in a vault. J. A. Lyman took a lantern and made a thorough exploration of all the vaults under the sidewalk and could find no other bodies.

Charles Ross, a New York butcher, 35 years old, was on a ladder trying to hang up a side of beef on a hook, when he slipped and fell and was impaled on a lower hook. He bled to death.

PLUNGED INTO THE CANAL.

TERRIBLE RAILWAY ACCIDENT AT HAMILTON BEACH.

Two Men Lose Their Lives—The Engine and Nine Cars Piled in the Canal—The Body of the Fireman Found—The Bridge Was Not Swung—Who is to Blame?

HAMILTON, Aug. 31.—Shortly before midnight last night a serious railway accident occured at the canal at the beach, involving the loss of two lives and much damage to rolling stock.

On Sunday afternoon a train of 23 coal cars left Fort Erie for Toronto, drawn by engine 259. Conductor Campbell was in charge, and Engineer William Hall was on the engine with Fireman W. J. Crouch. The train took the short cut across the Beach from Stoney Creek, instead of coming around the end of the bay. The night was stormy and a gale was blowing from the east. Engineer Hall had been along there before, but he seems to have got mixed with the lights and the noise and darkness. There is a heavy grade northward towards the bridge, and he ran up at a high rate of speed.

There is a very stringent rule that every train must come to a stop before reaching train must come to a stop before reaching the bridge, but Hall says he did not think he was so near the canal until it was too late to do anything. Then he shouted to his fireman and jumped.

An Awful Plunge.

Engineer Armstrong, who operates the bridge, had heard the train approaching and was just preparing to close the bridge when, to his horror, he heard the train come thundering on towards the open chasm. "It was all over in an instant," said Armstrong. "With a tremendous plunge the great engine shot over the brink and disappeared beneath the black water. Nine cars went tumbling after it, crash after crash, the lights were extinguished, and a terrible silence followed. For a few moments the few men who rushed to the scene were paralyzed by the occurrence, not knowing in the storm and darkness what to do. Then the cries of a drowning man were heard in the canal as if the swimmer was being swept along by the current towards the bay.

Two Trainmen Drowned.

When the train crew got together it was found that the fireman and a brakeman named Robert Shaw were missing. The fireman probably jumped into the canal, for it was his cries that were heard, and this morning his body was found about 50 feet from the ferry, where he had sunk. The brakeman was on the cars, and it is thought his body is under the wreckage. Both men came from Point Edward, as do all the rest of the crew. Shaw is a married man and his friends live near Dorchester. Crouch was single.

On the news of the disaster being telephoned to the city a wrecking train with a gang of men was sent. A coal car hung suspended over the brink of the canal, and the water beneath a few rounds of coal and wreckage were visible above the surface. The engine went down completely out of sight, and then the cars popped over on top of it, one after the other, until the wreck was piled as high as the surface of the water, which is about 20 feet deep at that point. The train must have been running at a high rate of speed, for its momentum carried the cars clear across the canal. Luckily, however, there remains an open space between the wreck and the north pier wide enough for the steamers to pass if they feel their way carefully.

Clearing the Wreck.

By 2 a.m. a large gang of workmen with flaring torches were hard at work clearing the approach to the bridge.

After pulling the overhanging car on the track, it was found that the rails were all right and the bridge was swung into position, making the road open for traffic again by 5 o'clock. The most of the wreckage is still in the canal and it will be a big task clearing it out. Superintendent Stiff is going to send to Kingston for a marine wrecking outfit and a steam derrick. The coal will have to be dredged up and lightered, and the heavy engine lifted on to a flat boat with the derrick. The cars that went down are smashed to pieces and some of the car boxes floated away.

There will be an inquest on the bodies of the killed, in order to find who is responsible. The bridge-tenderer is exonerated from any blame in the matter, as every train is ordered to stop before reaching the bridge and wait until signalled to come on.

The Grand Trunk Railway people borrowed a complete diving suit from the Waterworks Department yesterday to be used by Mr. A. Coghill in connection with the accident at Burlington Canal.

KILLED BY A TRAIN.

A Market Gardener and His Team of Horses Cut to Pieces.

About 10 o'clock last evening a market gardener named Willis was killed on the Grand Trunk Railway track near the Humber. Willis, who is alleged to have been intoxicated, allowed his horses to wander along the track. A passing train smashed the wagon and killed the horses and driver. The body of Willis was taken to Duck's hotel.

More Trainmen Killed.

PRINCETON, Minn., Aug. 31.—On the Eastern Minnesota Railway three miles west of here this morning freight No. 22, bound for St. Paul, was running in two sections. A dense fog prevailed and the second section, consisting of an engine and a caboose, crashed into the first section. Conductor Young, Brakemen Cardie, Colin Campbell and James Baker of Malica, who were in the rear car, were killed.

A Dozen Perished.

EVANSVILLE, Ind., Aug. 31.—A wreck occurred on the Carrolton branch of the Louisville, Evansville & St. Louis Railway this morning. Four lives were lost, 13 persons were badly and 18 slightly injured. The flange of a forward truck of the engine broke while the train was going 30 miles an hour. The train was on a trestle and plunged down the embankment. The fatally injured will swell the death list to 10 or 12.

ONLY EIGHT SURVIVORS.

The Sea Gull's Fatal Voyage—Eighteen of the Crew Drowned and the Survivors Found Starving on a Raft.

NEW YORK, Aug. 31.—The steamer Arizona which arrived to-day brought with her eight members of the ship Sea Gull which was wrecked in a terrific gale of wind on the African coast. There were 26 all told in the Sea Gull's crew, and of these all were drowned save the eight men picked up by the Arizona, which included the first mate, cook and six of the crew. When the Arizona found them they were floating on a small raft in the middle of the Atlantic and frantically waving signals of distress. All of them were terribly emaciated from hunger and exposure and some were hardly able to stand when lifted to the Arizona's deck.

The Terrible Typhoon.

VANCOUVER, B.C., Aug. 31.—The steamer Empress of India brings news of a great typhoon in Japan that caused the loss of 200 lives. The typhoon began on the evening of Aug. 16 and lasted until the following night. The German vessel Helena Rickmers was driven ashore from her anchorage and wrecked. Twenty or thirty of her