

R. G. DON & CO.

WEEKLY REVIEW OF COMMERCE IN THE UNITED STATES.

The Great Republic is Blessed with Great Prosperity—Plenty of Money, Lots of Debtors and a Tremendous Amount of Business.

New York, Aug. 4.—R. G. Don & Co.'s weekly review of trade will tomorrow say: July failures have been smaller than in any other month of which there is record, excepting May, and trading failures smaller than in any other month. London again recognizes the financial power of this country. The Bank of England virtually admits that it cannot draw from New York the gold it needs; exchange moves to the importing point; over \$1,000,000 starts from Sydney to San Francisco. London's net buying of stocks has been 40,000 shares, and bills against produce to be shipped are very heavy. New York banks show great increase in deposits and loans, with none in cash compared with last year's, but instead of shipping for wool here at 50 cents secured, and for pig iron at \$30 per ton. Wool shipments from Australia have been surprisingly little below those of last year, but Europe talks of a wool famine, while this country has on hand a sea's consumption or more, besides this year's clip. Cotton goods are unchanged in price, with cotton still at 6.5. Scarcity of bessemer pig has caused two steel works at Pittsburgh to stop a day or two. Cotton goods have been paid for 30,000 tons, with \$17.75 for arley forge, and a rise of 50c. in local. Orders for plates and structural work are refused to meet port points. Bar points in great demand instead of steel, being \$3 to \$4 cheaper, and new eastern mills get all the business they can handle. Connellville eclipses itself with only 550 casks sold, and 191,541 tons coke produced for the week. The week was raised by London to the breaking point, 33 cents being followed by 31, but copper was firm at 15 1/2 for lake, though the London market reached 33,000 tons, the largest since 1897. The lead was 6.6 cent. Orders for boots and shoes are not numerous enough to make a good aggregate. Shipments to date this year have been 114,000 cases greater than last year. Wheat weakness yielding one cent (1/4 the actual) gain receipts at the west of 25,598,189 bushels, June, against 10,508,876 last year. Such shipments make crop estimates worth less, and render accounts of storms in northwestern states important. Failures for the week have been 183 in the United States, against 196 last year; and 23 in Canada, against 21 last year.

HAVANA AFFAIRS.

The Immigration Problem an Important One—Robberies Have Been Suppressed in Brig. Gen. Lee's District.

HAVANA, Aug. 4.—El Dia, of Cabañas, says: "One of the most important questions confronting Cuba is the question of immigration. The influx of foreign capital will call for plenty of labor, without which the country cannot be developed."

El Diario de la Marina says: "The Spaniards, being the best people among us, because of their capacity for work, and because they can stand the climate well, will harmonize with the people of this island, if the latter will of forest old prejudice. It is important to preserve a white majority, which, if universal suffrage were adopted, would be lost." Brig. Gen. Lee visited the governor general today and informed him that there had been a complete cessation of robberies and thievery in the districts under his control. The people of Havana are subscribing to a fund to place a bronze tablet, with an appropriate inscription, in Cabañas fortress, on the spot where so many Cubans were executed during the war.

Senator Yancey, secretary of agriculture, commerce and public works, had a conference with the governor general today regarding the establishment of an official bureau. It is also his desire to organize schools of agriculture. A meeting definite was settled by today's interview.

Two Letters.

Here are two letters in which may be found a world of pathos and sorrow, and yet there is something interesting and new in the situation which they present. The two women were middle-aged colored women and sisters, one being in Topeka and the other in Fort Smith, Ark., and in present times, as we only withhold the names and straighten out the grammar a little. The first is from the Arkansas woman, and it reads as follows:—

For Sister, July 11.—Dear Sister: I write to let you know they are going to hang my son, Jim, on the twentieth of next month. He was found guilty, and there ain't any hope for a pardon. When they hang him I will not have the money to buy him a grave-yard lot, and he will be buried in the poor-house lot, where the doctor men can dig him up and cut him to pieces. The hanging would not be so terrible had it poor Jim could rest peaceful in his coffin. I am crying all the time to think about it, and I write to you to let you know I can't bury Jim in the front yard of your place here. We can sit the place to it won't be much noticed, and Jim can rest in peace where the devil doctors can't get him. Please, sister, I don't think it would cool the sale of the piece much, and I will try to

make it good to you anyhow. I suppose you can't come down to the hanging and the mourning, but how I wish you could. It is awful to think of poor Jim being cut up by the doctors, but that's what happens to them who don't own their own burying-ground.

Your sister, ———— Topeka, July 18.—Dear ———: Your letter gave me such a shudder that I fell over like a dead person and the neighbors came in with camphor and other alleviating things. You could bury poor Jim anywhere in the lot you wanted to, but you see, I don't own the piece any more. It was sold for taxes, and some white man bought it, and Faron Parker he wrote to me that he had back taxes for three years. So it's gone, and I don't suppose the white man what's got it would be willing to let Jim have the resting-place. Those that hangs ought to do the burying where the doctors can't get to the corpse, for it ain't right to destroy the resurrection by dividing out the body. I don't know what the law is about resters, but couldn't you bury Jim when you had to move? He would be safer after he had been buried awhile, for the doctors don't want that kind. I would truly like to be with you at the hanging and the mourning, but you must remember that the Lord give and the Lord take away. Write to me how Jim takes it and what you do about the burying. Love to all.—Kansas City Journal.

Deed of a Fiend.

WASHINGTON, Aug. 6.—A horrible murder was committed today in the northern eastern section of the city. The murderer was Benjamin H. Small, a special examiner in the pension office, a man about 45 years of age. His victim was Liss Weisenberger, a girl 13 years old, who had been employed in a household until a few months ago, when she was taken home by her parents. She was a native of Vermont and seemed to be infatuated with the child and paid her a great deal of attention, which, however, was not reciprocated. This morning Small went to his victim's house, and entering at the front door, passed on through the middle room where the mother was sleeping, to the dining room door. While standing at the door the mother ordered him out of the house. Small started to go, but she again through the room where the child was. He bent over the sleeper and drew her from the bed. She screamed suddenly, and he screamed in terror. Twisting one hand in the girl's hair, Small drew a razor across her throat. Attracted by the child's screams, the mother ran to the rescue. In a frenzy she grappled with the murderer and was badly scratched 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 refused to give any explanation of his act, and says he remembers nothing about them. The murderer is a native of Vermont and was at one time employed in a bank in Montgomery, Ala. He has a wife and two children.

MEMORANDUM NOTES.

MEMORANDUM, August 5.—The Liep and Dorchester held a private picnic at the College "Villa" on Tuesday. The weather was not all that could be desired, but nevertheless the crowd enjoyed themselves. In the evening they drove over to Memramook and held a dance, in which the young people both of here and Dorchester participated until about two o'clock. Three private picnics so far have been held at the "Villa." It is evident that this place has great attractions. The trees on the slopes of the lake are very high and the lake is still and calm. The avenues through the grounds are laid off so carefully and artistically. St. Joseph can feel proud of possessing one of the finest "villas" in the city.

THE TWILIGHT HOUR.

Her little feet have wandered, all the busy, tired day, Along the paths where sunbeams with the shadows love to play. And now, at night, as comes to me, my sleepy little feet, To rest within my arms awhile till she is tucked away. Her little hands are pliant now, they yield to me, and I wonder if you think or know how rich I count each day. When all my hopes and all my love with you are tucked away. —Woman's Life.

SKIRT SAVER S.H.&M. Bias Brush Edge Skirt Binding. protects the skirt—makes it wear longer—the indestructible brush edge woven with long and short sides the welt-edge on bias is inserted between sides of hood, making the binding can smoothly fit the skirt, no other bias binding is so durable—No time you shopping ask to see our binding and you will be convinced that it is the best made exclusively for binding, and is the best in the world. S. H. & M. is stamped on every yard. If your dealer will not supply you, we will. The S. H. & M. Co., 24 Front Street West, Toronto, Ont.

RAILWAY SUBSIDIES.

A GRANT MADE FOR MR. WILLIAM PUGSLEY'S COMPANY.

After Some Discussion—A Million Voted for a Bridge Over the St. Lawrence at Quebec—The Total Cost of the Bridge About Four Million.

OTTAWA, Aug. 4.—The house of commons adjourned at 3 o'clock this morning after passing 23 railway resolutions out of the 71. There was very little discussion on the different items.

Sir Louis Davies was in the house when it met today. He has not yet recovered from his recent illness to be able to attend to his parliamentary duties.

There was a long discussion on an item in the railway resolutions for a railway from Antler station, north of Moose Mountain, Manitoba, not exceeding 50 miles.

Messrs. Foster and Haggart insisted that the subsidy for this road should be given to the Canadian Pacific Railway.

Mr. Blair pointed out that the Canadian Pacific never asked for a subsidy.

Sir Wilfrid Laurier said that the settlers along the route had asked for this railway and that Mr. Davin admitted that the road was necessary. It was customary to give subsidies in this way.

It was not for the special benefit of the Canadian Pacific that the subsidy was to be given, it was for the settlers of the district.

Mr. Foster argued that as in his opinion no other company could build it, then the C. P. R. should be named.

The whole forenoon was taken up with this item, which passed at one o'clock.

When the house met at 3 o'clock a number of subsidies were passed without much delay. A rather lively debate took place upon a subsidy to the Edmonton, Yukon and Pacific Railway Company for a railway from South Edmonton to North Edmonton, and another subsidy towards Yellow Head Pass. The subsidy was for 50 miles.

Mr. Foster said that the promoters of the railway had offered to cover two available passes for connecting continental railways in the north. The only one known in connection with the project was the one proposed by the promoters.

The promoters had also offered to build a new proposed transcontinental road, which would be a great benefit to the country.

The company also got enormous powers on the Liard and Mackenzie and Yukon rivers. It was a great success for the company.

Mr. Oliver, who represents the district through which the railway would pass, was at a loss to know where the opposition was in respect to these subsidies.

This matter was finally referred to the committee of the house, and the minister of railways, though he knew the president of the company, who had pre-empted the route, had not authorized the project.

Mr. Oliver, who represents the district through which the railway would pass, was at a loss to know where the opposition was in respect to these subsidies.

The company had already spent between \$30,000 and \$40,000 and were ready to proceed with the work. The promoters would point out a subsidy of \$1,000,000 for the Quebec bridge.

Sir Wilfrid Laurier gave an outline of the scheme. The length of extension of the approaches would be 3,280 feet. The central span would be 1,300 feet and the clear height 150 feet above all tide. It was estimated that the cost for the masonry would be \$1,200,000 and of the superstructure \$2,400,000, making a total of \$3,600,000 exclusive of the approaches.

The approaches would cost another \$400,000. The capital stock of the company was \$200,000, of which \$50,000 had been paid down. The leasing business was in the hands of Messrs. Davin, Wallace, Oliver, Richardson and Morin.

A discussion took place upon the vote of \$1,000,000 for the Quebec bridge.

The company had already spent between \$30,000 and \$40,000 and were ready to proceed with the work. The promoters would point out a subsidy of \$1,000,000 for the Quebec bridge.

County and three to the C. P. R. or an

Dr. Sprague suggested that provision should be made that the company would not take the money invested by the government. Their earnings should be confined to what they put into it. Mr. Blair said that the proposition was a fair one, and one which he had under contemplation. It depended entirely as to what percentage was to be paid to the company. He would not like to say of hand but about six per cent. would be fair. The item passed. All the railway subsidies were passed and the house adjourned at 1 1/2 m.

SHANNON NEWS.

SHANNON, QUEBEC CO., August 5.—The recent wet weather has been a great hindrance to hayting operations, and hay has fairly commenced the first season of the mowing machine being heard July 20th. The farmers are greatly in dread of rust appearing upon the potato and oat crop, as this disease follows an abundant crop upon the uplands, but the recent rise of water will destroy the potato crop.

An electrical storm passed over our village on Friday evening the 21st and accompanied by a heavy downpour of rain. Mr. George Webster of Wickham was struck, and would come to hand of much damage done to buildings in nearby vicinity. The oldest inhabitants say no such thunder and lightning have so long been known for years.

Mr. West arrived last week from Howard B. Coleman, who is at Sauries City, Alaska, saying that the company which he joined at Boston had disbanded, and that all except two others and himself had gone home. He said he proposed remaining for some time yet, as his prospecting work looked favorable.

Mr. Coleman sent his parents, Mr. and Mrs. J. Coleman, three handsome nuggets of gold, which your correspondent had the pleasure of testing. All join in wishing this energetic young man success in his new enterprise.

Mrs. Berton Belyea and child, of St. John, are visiting her parents, Mr. and Mrs. James Green.

Miss Flossie Belyea of St. John, is visiting friends in Shannon. Miss Orla O'Brien of St. John, who has been visiting friends in Shannon, is in the city. Mr. Harder and son, of Boston, are visiting at J. H. DeLong's.

Mr. W. Palmer and Miss Evangeline Thayer, of Boston, were in town Sunday with their mother, Mr. Andrew McCready. Miss Mattie Coleman, accompanied by her mother, Miss Evangeline Thayer, arrived in town Sunday by steamer Star and spent a few days at Mr. John Coleman's.

Mr. Geo. McLean, who has been ill for some months with spinal trouble, is not yet much improved in health.

Mr. Leslie H. Rogers, who has been teaching school in Carleton county, paid this week a flying visit last week as did also E. W. Robertson of Big Cove, who spent last term on Grand Manan.

Rev. John Hughes of St. John, occupied the pulpit of Belyea's Cove and Monday last. The Rev. Mr. Rogers of the Methodist Episcopal church on Monday.

Messrs. F. H. DeLong and G. B. Jones, our local merchants, report business good for the time of year.

The steamer Star each trip carries three hundred of excursionists to the Washademoak. This is the most popular route on the river.

A Gunner Injured.

BORROW, Aug. 6.—The Canarder U-boat, which ran into a sunken obstruction just below Boston Light, yesterday, when ordered to land, and which returned to quarantine, still remains there, awaiting the result of an examination to be made by Lloyd's surveyor, Oliver Shaw. Although his report will probably not be before tomorrow, it is generally believed that the vessel will return to the dock to have the damage repaired before proceeding.

Run in the Family—"Money you know, is an evil." "Yes, but I don't suppose people are to blame for it when it's inherited."—(Philadelphia Bulletin.)



It is warm and we work that the woman has to undergo who comes to a big family. Those who are only in moderate circumstances have to bear this hardship uncomplainingly. If a woman is in thoroughly good health it does not come so hard, but when, as is frequently the case, the poor woman is suffering from illness, nervousness, debility and disease that are a result of weakness and disease of the distinctly feminine organization, the task is so much.

Under these circumstances, unless the right remedy is used, the poor woman will soon break down completely and fall an early grave. Over 90,000 women have testified to the marvelous merits of Dr. Pierce's Favorite Prescription. Many of their names, addresses, photographs and experiences have been published by permission in Dr. Pierce's Common Sense Medical Adviser. The "Favorite Prescription" cures all weaknesses and diseases of the delicate and important organs that bear maternity. It makes them well and strong. It builds up the nervous system. It makes weak, sickly, nervous, fretful women strong, healthy, amiable wives. A medicine dealer sells it.

My youngest daughter, Mrs. Julia Raphe, has run down with nervous prostration and lung trouble," writes Mrs. Julia Ann Gibson of Fenwick Co., Maine. "I used Dr. Pierce's Favorite Prescription and 'Golden Medical Discovery' and was cured. I can now do my usual work." If you want to read the testimonies and see the photographs of many grateful patients who have been cured by the home-treatment of all diseases. Over 300 illustrations. Send 31-cent stamps, for paper-covered copy. Cloth-covered 50 stamps. Address Dr. R. V. Pierce, Buffalo, N. Y.

LIVING IN LUXURY.

CUBA'S CHARGE AMERICAN RULER'S WITH MISAPPROPRIATION.

A New York Newspaper Says Brooke, Ludlow and Others Have Received Extra Allowances to Maintain Themselves in Style—This is Denied.

HAVANA, Aug. 4.—Considerable comment was caused here this afternoon by the publication of a dispatch from the United States, embodying the charge made by a leading New York newspaper that Governor General Brooke, Brigadier General Ludlow, military governor of Havana, Collector Ellis and Major Davis, sanitary officer at Havana, have been receiving extra allowances out of the Cuban revenues to maintain themselves in luxury. The feeling among Americans in Havana is that this charge is based upon a serious misapprehension of the facts. The suggestion of luxurious living perplexes the Cubans, who are in a position to contrast the discomfortable way in which men holding the high rank held by Generals Brooke and Ludlow, conduct their establishments, with the modest habits of the old Spanish regime.

As to the charge that General Brooke has spent money in repairing the palace, the Americans reply that this old and historic structure had either to be pulled down or repaired, and renovated, and expended about \$100,000 has been expended on it. But, it is pointed out, instead of being, as heretofore, the private residence of the governor general, the palace is now a veritable network of public offices, including one large wing devoted to the mayor, Somoza's office in the municipal offices.

Gen. Brooke's private quarters are unequal to what would be allowed him on any station in the United States. Aside from the official reception room, his apartments are controlled and only modestly furnished.

As to the governor-general's carriage and horses, the fact is that the necessary expenditure in this direction does not come out of the Cuban treasury, but is met by the United States. Gen. Brooke's coachman is paid in the same way.

As the members of his staff say, it is hardly to be expected that an officer of Gen. Brooke's military and administrative status would pay his own transportation expenses.

The answer to the charge can be made in the case of Gen. Ludlow, who has only a few rooms in the city, and is hardly a very rich officer. He has very few servants.

Not many men of equal rank and means in the United States would be so content with what satisfies General Ludlow.

Brigadier General Lee lives in a lowly rented tenement, and Gen. Wilson and Gen. Wood, the military governors of the departments of Matanzas, Sancti Spiritus and Santiago, live most democratically.

As for Col. Ellis and Major Davis, army officers of their rank, who hold high administrative offices, are put to many expenses, especially in this most expensive country, and the opinion is generally expressed that it is only fair to make them a reasonable allowance to cover what is reasonable.

Two More Deaths, But No New Cases in the Soldiers' Home.

WASHINGTON, Aug. 4.—Official reports to the marine hospital service from the Soldiers' Home at Hampton show that the yellow fever situation continues favorable. Surgeon General W. H. Wood reports that there is nothing suspicious in the town of Hampton.

Surgeon General Wyman, in speaking of the situation tonight, inferentially uttered a word of caution against the sanguine views of the cheering of the report of the surgeon-general to the public, prepared by the Korean president of the Seoul Electric Railway Company. The introduction of this trolley line is referred to by our correspondent as "the first step towards civilization in the Hermit Kingdom."

It seemed that a wide departure from the customs of the country would be made when Korean women available themselves of President Yi-Cha-Yun's offer.

Formerly women were not allowed on the streets in daytime, but a curfew bell was rung at eight o'clock in the evening, after which hour the men were required to remain indoors, while the women took their exercise.

The work of building an electric railway from the governor's residence, out through the West Gate, through the heart of Seoul to the new town of Empress Min, beyond the East Gate, was begun last year, and completed in May of the present year. Japanese were employed as workmen, and native Koreans as conductors. For several days in May the cars ran over a portion of the route, and the natives were liberally patronized, and the enterprise appeared to be well established.

On the 26th, however, when the president of the company and a few guests were en route to the imperial tomb, the first accident occurred—the child of a native was caught under the wheels and killed. But it so happened that the population of Seoul had for weeks been indulging in somewhat unscientific speculations as to the cause of a drought which afflicted the land, and now they either thought or pretended that the cause had been discovered. To quote from the Korean Repository: "The electric wires, some say, cut off the influence of heaven; others affirm that as the power-house is built on a sacred spot, there can be no rain until the obstacle is removed."

The people lost their self-control, stoned the company's employees, battered the cars to pieces and threatened to destroy the power-house. At this juncture the authorities gained control and order was restored, but the curious partnership of the trolley and women's rights in the Far East has received a temporary check. [Harper's Weekly.]

IMPORTANT FREIGHT.

Prominent Citizens of Milwaukee Being Hauled Over the C. P. R. Behind Freight Trains—Travel Slowly to take in the Scenery.

REVEREND, B. C., Aug. 5.—The odd spectacle of a Pullman carload of Milwaukeeans being hauled as freight through the Rocky Mountains in Canada is food for current gossip. The party includes Jenkins and Sessan of the Federal court in the United States; Henry Payne, president of the Milwaukee Street Car System and former Republican national committeeman from Wisconsin; Howard Morris, attorney for the Wisconsin Central Railroad; Frank Hoyt and Geo. R. Miller. They are in the private car "Bambler" and only travel during the day. When asked why the party preferred traveling at the end of a "way freight," Judge Jenkins said: "We are out for recreation, and prefer jogging along slowly so that we may see and enjoy the most remarkable mountain. As Judge Sessan remarked a while ago, 'No wonder the Creator ruled the seventh day after arranging all this scenery.'"

The visitors will return east from Vancouver in about 10 days. Their stops in the mountains include Banff, in the National Park, the Lakes in the Clouds and the Selkirk Glacier, where the entire party entered one of the ice grottoes.

ST. ANDREWS.

ST. ANDREWS, Aug. 4.—The ladies of the Presbyterian church held their annual sale and tea in Memorial Hall yesterday. The attendance was very large, and a very substantial sum was realized for the benefit of the church.

The Baptist church of Galois, Maine, held their annual picnic and picnic in St. Andrews on Wednesday. The day was delightfully fine, and about three hundred excursionists enjoyed the beautiful view of the sea from the bank of the river by steamer Rose Standish, and the cool refreshing sea breezes while here.

Capt. E. A. Smith and Mrs. Smith of St. John, have been enjoying a brief stay in St. Andrews this week.

One of Sir William Vanborne's herd of Dutch belted cattle fell over an embankment on Minister's Island a few days ago and was killed.

Messrs. Hart and Greenlaw have moved into their new store recently purchased from G. F. DeWolfe, and have their stock of groceries very tastefully arranged.

Mr. G. King Greenlaw was recently kicked in the breast by a horse, and is still suffering from the injury.

Wesley Vanwart's Legal Business.

FREDERICK, Aug. 6.—R. W. McLellan, a popular and rising young barrister, who has been associated in business with the late Wesley Vanwart for a number of years, will continue the business under the name of Vanwart & McLellan.

Mr. McLellan is a graduate of the U. N. B., and since his admission to the bar has made excellent progress in his profession.

New Jersey Tornado.

ELIZABETH, N. J., Aug. 2.—A tornado swept over this city this afternoon and did great damage. The wind reached a velocity of 90 miles an hour. The roofs of the Lyceum and the Star theatres were torn off, the spires of three churches blown down, a shirt factory and scores of dwelling houses were unroofed. The tornado was about three blocks wide and passed from the southwest to northwest. No loss of life has been reported.

A Chance for Full Testimony.

PARIS, Aug. 3.—It appears that the minister of war, Gen. Gallifet, has absolved all military witnesses at the court martial of Captain Dreyfus, at Rennes, from professional secrecy, with the exception that he has requested them not to divulge the names of French agents abroad or disclose anything which could compromise the foreign relations of France.

Shipping Iron to India.

HARRISBURG, Pa., Aug. 2.—The Pennsylvania Steel Company today shipped 43 carloads of bridge and construction steel to New York, and from there to be sent by ship to India. It comprises one-half of the iron to be used in the building of the huge viaduct across the Coaklet gorge, about 60 miles west of Mandalay.

At the Start.—The Bride (replacingly). "Oh, Jack! I'm everything just lovely!" The Groom (devotedly). "Yes, darling—and aren't you and I just everything?"—(Brooklyn Life.)

FREE

Advertisement for Dr. Pierce's Favorite Prescription, featuring a portrait of a woman and text describing the medicine's benefits for women's health.

C. P. R. EXTENSION.

SENATOR CHANDLER SAYS IT MUST FIND AMERICAN OUTLETS

And Will Endeavor to Secure Control of the Boston & Maine Railway to Obtain Access to the Ports of Boston and Portland—N. Y. Central Also Wants the Line.

CONCORD, N. H., Aug. 6.—The Evening Monitor will tomorrow print the following interview:

Senator Chandler, having his attention called to the rise in Boston & Maine railroad stock, and the rumors about the absorption of the Boston & Maine railroad by some other system, was asked what he thought as to the probability of such a step.

He replied: "The rise in Boston & Maine railroad stock is not remarkable. The lines of that company are exceedingly valuable. Their business is great and lucrative. It will be remembered that when that company was authorized by the New Hampshire legislature to issue five million of stock to pay to its stockholders, it denounced the permission on the ground that it was a watering of stock to the extent of nearly one-half of five millions. Less than three millions of stock judiciously sold would have brought into the treasury of the company the five millions of dollars which it received, and possibly two millions and a half of stock would have produced the five million dollars. Instead of requiring the new stock to be sold at the market rate, the legislature unwisely authorized its sale to the stockholders at par, and it is now worth \$300, the annual increase of its profitable business with revived good times having brought the stock up to \$500.

"Now, as to the absorption of the Boston & Maine lines by some new system, there is no reasonable doubt that such absorption will take place within a short time. The New York Central railroad, having made up its mind to take possession of the Boston & Albany, will not fail to look upon the B. & M. as desirable for extension. It is characteristic of the railroad consolidations now taking place that no small line has any power of resistance against a large system whose owners make up their minds to grasp the small line. They are absolutely helpless in the presence of the capital and powerful lines of the great company. As the Concord railroad with its \$10,000,000 capital, had no power of resistance against the Boston & Maine railroad with its \$90,000,000 capital, so the Boston & Maine with its \$100,000,000 has no chance against the New York Central with its \$200,000,000. The greater globe of water will absorb the smaller globe of water as soon as their circumference comes in contact. It is a question whether the New York Central will desire the Boston & Albany, or if the Boston & Maine will be swallowed up by the great New York combination.

"It is more probable, however, that the Canadian Pacific will seize the Boston & Maine line. The Canadian Pacific has greater need of those lines than the New York Central will have after it obtains access to Boston through Albany. The Canadian Pacific must have access to more important ports than those of the dominion of Canada. It must have access to the ocean through New England, and it is not only needs that access at Portland, but also at Boston. The Canadian Pacific managers have a far-seeing beginning in March next, but his health would not permit him to visit them, and he did not leave India July 15. They will be in England this week. Their work in the Chicago field. Mr. Archibald first went there in 1887, but only one furlough since. Mrs. Archibald has been engaged in the work since 1878. The board spent considerable time discussing the re-inforcement of the mission work in India. The only thing in the way is the financial question, the most important one. All the missionaries are now home on furlough, including Miss Grey, Mr. and Mrs. Charnell, and Mr. St. John. It was decided to return to the work, while Miss Blackadar, who was appointed a year ago but not sent, because of lack of funds, also wishes to take up the work. The question of how to send them was discussed and laid over till the next meeting. It is likely it will be arranged for all to go."

Impartially Partial To the Editor of THE TELEGRAPH.—Erg.—Referring to remarks in today's issue of your paper touching upon the doings of Captain Smith, R. N. R., wherein you state "his side in connection with the Fortia would go to show that only Canadian shipmasters are to be affected by his judgment."

We wish to say that this is not just correct. Take, for instance, Captain Stuart, in the ship John McLeod, which was deeply laden with a cargo of sugar from Manila. The master attempted to enter the port of Halifax between 2 and 3 a. m., the darkest hour of the night, dense fog, wind blowing a moderate gale from the S. W., with a heavy sea running; the ship struck on Sambro and in 10 minutes, together with the cargo, was a total loss.

The owners of the vessel immediately requested the minister of marine to order a most rigid inquiry into this loss, and after much delay, being under the impression that same was receiving attention at the hands of Captain Smith, were quietly informed that what is termed a "preliminary examination" had been held, and further action was considered unnecessary, and the master's certificate was restored to him, apparently principally on the ground that he (Stuart) had lost every cent he was possessed of, which was generally considered to be far from the truth.

Be this as it may, it should never have influenced Captain Smith one way or the other in the discharge of his duties and the fact remains that the owners of the John McLeod, as well as the underwriters were severe sufferers, and any ship master guilty of such an act, should have his certificate cancelled.

can be depended upon to do their duty, unswayed by influence and unbrided by gain, all injury to the community from corporations, and all unwieldy, enormous and unjustifiable conspiracies against popular interests can be destroyed."

TO STOP SHIPMENTS OF ARMS FROM CHINA TO THE PHILIPPINES WILL BE THE RESULT OF A CONSULAR DECISION.

WASHINGTON, Aug. 6.—Hon. John Goodnow, consul-general of the United States at Shanghai, has rendered a decision, as a result of far-reaching importance which will be of far-reaching importance during the continuance of the war in the Philippines. The case is in relation to the steamer Abby, chartered with taking arms from Canton to London. It has been in connection for some time with the owners of the vessel gave a bond that the ship should land the arms purchased at Singapore, but she did not.

The importance of the decision is pointed out by the Shanghai Mercury, which says: "The effect of the decision of Mr. Goodnow reaches much beyond the mere fact of being judgment for the plaintiff, with the penalty of the bond and the cost of the suit. It is the American forces at Manila have had to modern rifles and guns, and it is no secret that the majority of these arms have been landed in the Philippines from Chinese ports. When United States consular officials have received information that consular officials have been the means of stopping shipments of arms to the Philippines, they have been ignorant of such contraband runs, the Chinese officials have likewise been blind to these shipments, though no doubt, aware of such. It is in this regard that Mr. Goodnow has scored such an important point."

It has been decided, on the motion of the customs, that China is to be treated as a neutral country which get to the Philippines through lack of diligence or honesty on the part of the customs or the Chinese officials. The judgment in the Drew vs. Styles case will be the means of checking the chief source of supply of the warlike material that the Philippines have been possessed.

The North China Daily News publishes the decision of Consul General Goodnow upon its importance in the matter of preventing further shipments of arms to the Philippines, and says that it will be far-reaching in its effect in stopping the sending of arms to the Philippines.

Baptist Foreign Missions. The monthly meeting of the N. B. Baptist Foreign Mission Board was held Wednesday afternoon, and after a lengthy session adjourned to re-convene next week at the call of the secretary, when reports will be presented.

Letters were read from the missionaries in the field in India and they gave encouraging reports of the work. Rev. I. O. Archibald and wife are on their way home because of Mr. Archibald's failing health. It was intimated that he should have a furlough beginning in March next, but his health would not permit him to visit them, and he did not leave India July 15. They will be in England this week. Their work in the Chicago field. Mr. Archibald first went there in 1887, but only one furlough since. Mrs. Archibald has been engaged in the work since 1878. The board spent considerable time discussing the re-inforcement of the mission work in India. The only thing in the way is the financial question, the most important one. All the missionaries are now home on furlough, including Miss Grey, Mr. and Mrs. Charnell, and Mr. St. John. It was decided to return to the work, while Miss Blackadar, who was appointed a year ago but not sent, because of lack of funds, also wishes to take up the work. The question of how to send them was discussed and laid over till the next meeting. It is likely it will be arranged for all to go."

Impartially Partial To the Editor of THE TELEGRAPH.—Erg.—Referring to remarks in today's issue of your paper touching upon the doings of Captain Smith, R. N. R., wherein you state "his side in connection with the Fortia would go to show that only Canadian shipmasters are to be affected by his judgment."

We wish to say that this is not just correct. Take, for instance, Captain Stuart, in the ship John McLeod, which was deeply laden with a cargo of sugar from Manila. The master attempted to enter the port of Halifax between 2 and 3 a. m., the darkest hour of the night, dense fog, wind blowing a moderate gale from the S. W., with a heavy sea running; the ship struck on Sambro and in 10 minutes, together with the cargo, was a total loss.

The owners of the vessel immediately requested the minister of marine to order a most rigid inquiry into this loss, and after much delay, being under the impression that same was receiving attention at the hands of Captain Smith, were quietly informed that what is termed a "preliminary examination" had been held, and further action was considered unnecessary, and the master's certificate was restored to him, apparently principally on the ground that he (Stuart) had lost every cent he was possessed of, which was generally considered to be far from the truth.

Be this as it may, it should never have influenced Captain Smith one way or the other in the discharge of his duties and the fact remains that the owners of the John McLeod, as well as the underwriters were severe sufferers, and any ship master guilty of such an act, should have his certificate cancelled.

SHIPPERS, St. John, N. B., August 4, 1890.

PERSECUTED FOR POLITICS.

DANIEL FERGUSON OF ST. STEPHEN HAS BEEN BLACKLISTED.

Discharged From Work at the Nickel Mines Through the Influence of Messrs. Chipman and Grimmer for Political Reasons Alone.

ST. STEPHEN, Aug. 5.—An unpleasant incident of mining business and politics is causing considerable discussion in town on account of the prominence of the parties involved, but more especially the fact that those parties would stoop to such a thing as retaliating on a poor man, a cripple as well, who had voted against those gentlemen who ran on the opposition ticket in the general election last February. The facts of the matter are as follows: Stephen Chambers, who is charged with the sinking of the shaft in the so-called nickel mines, put his force of men at work one week ago last Monday. Ferguson, who was hired as a practical workman, Ferguson, at election times, usually takes a prominent part on the liberal side, and he was not an exception in the case of Messrs. J. D. Chipman and W. C. H. Grimmer, who represent the English company leasing the land on which the mines are situated, told Mr. Chambers they did not want Ferguson to work, but as he commenced work to allow him to continue until Saturday night. When he was discharged, Mr. Ferguson went to see Mr. Chipman and asked the reason of his being discharged. The reply was: "Well, Squire, you know we must look after our friends, and when you were lagging at the big four last winter you did not think of the job." At once it flashed through the mind of Ferguson that this was but a continuation of the boycott he had received ever since the election in February, when a short time after that event he, in his capacity of constable, was called upon to arrest a man named Ferguson, who was a member of the Liberal party, and that he had made promises to all the men at present necessary to carry on the work although he was a member of the Liberal party.

He also states that Ferguson was to blame for being so rabid during election time, and that he included in personalities, and of course must blame himself. Afterwards I asked Ferguson in regard to personalities, and he said he had said anything personal about any of the candidates; that he, with other men, supported Mr. Chipman at the time of his election, after the death of Hon. Mr. Mitchell, and was prepared to support him if he was elected.

Many Conservatives as well as Liberals regret that the incident took place, and, of course, the general majority of people are agitating the calling together of the supporters of the government and the demand for the dismissal of all Conservative officials. Others think that if the mines prove successful the company will be asking for such a renewal of mining leases, perhaps subsidies for railways and other matters, while the local and dominion governments would naturally refuse if the works are to be used for political purposes.

KENTUCKY KILLINGS.

Boy Shot Because He Refused to Move from a Telegraph Pole—Prisoner Kills a Constable.

LONDON, Kentucky, Aug. 6.—Last night at East Bernstadt, this county, while Clyde Thompson, aged 18, son of Deputy United States Marshal George Thompson, was leaning against a telegraph pole, a young man named Holt came along and told Thompson to stand aside, as he was wanted to shoot at the pole. Thompson refused to do so. Again Holt told him, and again Thompson refused. Then Holt drew a 45-calibre Colt and fired at the pole, hitting Thompson, who is fatally wounded, the ball passing through his body, one inch from his heart.

LONDON, Ky., Aug. 6.—News has just been received here from a remote part of Leslie county of the killing of a constable by his prisoner. Last Thursday Jim Belzer went to the head of Middle Fork and placed under arrest a man named Howard, from Harlan county. The two proceeded some distance, when Belzer stopped and entered a house, leaving Howard outside. As Belzer was returning and stepped from the doorway, Howard drew a Colt revolver and shot him through the head, causing instant death. Howard made his escape.

Lord Kitchener's Views of the Sudan. Some of the latest information concerning the present state of the Sudan is to be found in a speech which Lord Kitchener delivered in London the other evening, at a dinner given in honor of the Fishmongers' Company.

He said that progress there was quite as rapid as he had expected it to be in a country which had been practically ruined, in which the ground had almost gone out of cultivation, and in which the original inhabitants either had been massacred or had fled to distant countries. Indeed, the improvement was greater than he had looked for, as the people had already paid or were

paying five times the amount of taxes that had been levied upon them. He had always felt sure that in the Sudan the great thing that was necessary was to improve the communications and to open the country. At Gordon's time it took twenty-five days to go from Cairo to Khartoum, whereas one could now accomplish the journey quite easily in under five days. When the railway was opened the time would be still less. The line to Khartoum had tapped the trade of Central Africa, and had also given security to those vast provinces over which the British flag now flew. In other days it was a question of enormous difficulty to move troops or supplies to Khartoum, but now, in a few days, a train could take 100 tons there with the greatest ease, and it was to the security thus afforded that the trade in the Sudan would be due. They have been working very hard at extending the railway to the Nile, and the line is running for 450 miles up the Nile to the frontiers of Abyssinia, and they had now gone on to the White Nile half-way to Fashoda, while the line from Sudan to Kassala would soon be at Khartoum. Two cables which had been laid across the Nile Nile completed the circuit.

THE DREYFUS TRIAL

Begins at Rennes Today—Counsel and Witnesses Assembling.

RENNES, Aug. 6.—The town is extremely animated today, but everywhere perfect tranquility prevails. Public interest is concentrated upon the arrival from Paris of various personages likely to figure in the trial of Captain Dreyfus. Among these are General de Belfort, General and Regent, all in uniform; M. Godfrey Cavagnac, former minister of war; and M. Casimir Perier, former president of France.

A large crowd which had gathered round the railway station greeted the general with cries of "Vive l'armee!" The republican spectators responded with "Vive la Republique!" but there was no disturbance of order. M. Casimir Perier, who was much fatigued by the long railway journey, decided to walk to the hotel, hoping that he would not be recognized; but his identity soon became known, and a large crowd followed him as he walked slowly along, chatting with the perfect of police and the chief of the secret police, M. Vigier, who met him at the railway station and accompanied him to the hotel. The crowd made no demonstration.

LONDON'S BIRD HOSPITAL.

All Diseases of Feathered Patients Are Treated There.

How many Londoners know of the birds' hospital down at Norwood? A canary with a broken leg, your seedy parrot, your prize pouter with tuberculosis, your racing pigeon with a touch of "liver"—such is welcomed there and restored.

This odd institution is in charge of Professor Mads, who was led to the clearer study of birds' ailments from the fact that his own bird died under the ordinary treatment. He made frequent experiments with medicine, and now, after 14 years of study, he can give the best results of curing almost any feathered creature suffering from accident or ailment.

It is a very valuable racing pigeon a few days ago," said the doctor. "If I came here ill and wasted and when I sent it back it was gaining fat and strength. Yes, a wren and turkey. I have attended both."

He dreamed that the Frenchman's sword still flew.

And again on the hills of haughty Spain His mighty armies shouted.

Over Egypt's sands, over Alpine snows, At the Pyramids, and the mountain, Where the wave of the lordly Danube flows, And by the Italian foothills.

On the snowy cliffs, were mountain streams Dash by the Swissizer dwelling. He led again, in his dying dream, His hosts, the broad earth quaking.

Again Marengo's field was won, And Jena's bloody battle; Again the world was overrun— Made pale at his cannon's rattle.

He died at the close of that darksome day, In the rocky land they placed his clay "And left him alone with his glory."

Slaughter House Commission. The Slaughter House commissioners met Friday afternoon in regular monthly session in their rooms, Magee block, Water street.

Chairman Hay presided, and after the regular routine business had been read, and showed the following killings for the past month:

Winnipeg, Aug. 2.—Crop reports of a most glowing character have been received from all parts of Manitoba and the territories. Grain is in a healthy condition, maturing well, and promises a heavy crop. Harvesting in some sections will begin about August 15, but not be general before the 20th. Barley harvest has commenced in a few localities.

DOMINION PARLIAMENT.

AN ANNUAL GRANT OF SIXTY THOUSAND FOR OTTAWA.

The Minister of Inland Revenue and the Minister of Customs Put on the Same Salary as Other Members of the Cabinet—A Big Surplus for the Past Year.

OTTAWA, Aug. 6.—The greater part of yesterday afternoon in the house was devoted to the discussion of a bill giving Ottawa \$60,000 per annum in lieu of the civil claim it has against the government. The bill was read the third time.

An act to amend the general inspection act in regard to the shipment of western grain, was read the third time in committee on a bill to provide for increasing the salaries of the ministers of inland revenue and customs from \$5,000 to \$7,000. Mr. Wallace renewed the objection which he previously made, and maintained that the salaries were sufficient. He also opposed the bill being made retroactive.

The increase commences from July 1st last year. Sir Wilfrid Laurier did not see why these ministers should not have the same salaries as the others.

Mr. Foster objected to the retroactive features of the bill. The bill was reported and a motion to strike out the retroactive part was defeated by 11 to 27.

Mr. McMullen voted with the minority. The bill was read a third time. The Quebec harbor commissioners bill was read a third time.

Mr. Davis asked the premier if he would say anything in regard to a despatch from Washington. Sir Wilfrid—"I have nothing to say, I move the adjournment of the house."

The house adjourned shortly before midnight. The full returns of revenue and expenditures for the financial year ending June 30 last, have not yet been published, but they will be in a very few days. There will be known that the surplus for the year will be considerably larger than Mr. Fielding's prediction in his budget speech.

The amount of the increased expenditure for the past fiscal year, has been received, while an expenditure of \$5,630,000 was made in payment of accounts for the same period. There is about half a million dollars of revenue in hand from the K. I. railway which has not been taken into account and there are expenditures which have not been reached by the month of July revenue to the extent of \$1,303,811, which was outstanding for the past fiscal year.

During the month of July revenue to the extent of \$1,303,811, which was outstanding for the past fiscal year, has been received, while an expenditure of \$5,630,000 was made in payment of accounts for the same period. There is about half a million dollars of revenue in hand from the K. I. railway which has not been taken into account and there are expenditures which have not been reached by the month of July revenue to the extent of \$1,303,811, which was outstanding for the past fiscal year.

The amount of the increased expenditure is been frequently explained and is due to the deepening of the canal, the new West Pass Railway and other public works necessary for the progress and development of the country.

DEATH OF NAPOLÉON.

Wild was the night; yet a wilder night Hung round the soldier's pillow; In his room there waited a fiercer fight Than the fight on the warlike hill.

A few fond mourners were kneeling by, The few that his stern heart cherished; They knew, by his glared and unheeded eye, That life had nearly perished.

They knew by his awful and kindly look, By the order hastily spoken, That he dreamed of days when the nations shook, And the nations' hosts were broken.

He dreamed that the Frenchman's sword still flew, And again on the hills of haughty Spain His mighty armies shouted.

Over Egypt's sands, over Alpine snows, At the Pyramids, and the mountain, Where the wave of the lordly Danube flows, And by the Italian foothills.

On the snowy cliffs, were mountain streams Dash by the Swissizer dwelling. He led again, in his dying dream, His hosts, the broad earth quaking.

Again Marengo's field was won, And Jena's bloody battle; Again the world was overrun— Made pale at his cannon's rattle.

He died at the close of that darksome day, In the rocky land they placed his clay "And left him alone with his glory."

Slaughter House Commission. The Slaughter House commissioners met Friday afternoon in regular monthly session in their rooms, Magee block, Water street.

Chairman Hay presided, and after the regular routine business had been read, and showed the following killings for the past month:



MEN CURED FREE.

A most successful remedy has been found for sexual weakness such as impotency, varicocele, strabismic organ, nervous debility, all other results of self-abuse or excess. It cures any case of the difficulty, never fails to restore the organs to full natural strength and vigor. The Doctor who made this wonderful discovery, wants to let every man know about it. He will therefore send the receipt giving the various ingredients to be used so that all can see the trifling expense on cure themselves. He sends the receipt free, and all the rest need do is to send his name and address to J. W. Knapp, M. D., 179 Hall Bldg., Detroit, Mich., requesting the free receipt as reported in this paper. It is a generous offer, and all men ought to be glad to have such an opportunity.

SECOND HAND

Machinery for Sale.

One Locomotive Boiler..... 40
One Upright Boiler..... 40
One Engine..... 40
One Engine, Automatic Ball..... 25
One Engine..... 3
One Newspaper Press, #210..... 75
One Newspaper Press, #210..... 75
One Sturtevant Blower, No. 10..... 10
One Dynamo, 7 1/2 Lights, 110 Volts..... 10

Agents for Gilbert Wood Split Pulleys. Compressed Steel Shafting and Hangers in stock.

W. F. & J. W. MYERS,

Waterloo Street, St. John, N.B.

JUST RECEIVED.

Hams, Bacon and Lard. Tea in 3, 5, 10 and 20 lb. pkgs. Coffee in one pound stone jars. Oats, Bran, Feed, etc.

PRICES LOW.

JAMES COLLINS,

208 and 210 Union St., St. John, N. B.

Family Knitter

Will do all Knitting required in a family, home or for factory. Superior Quality Knitting on the MARKET. We guarantee every machine to work. Agents wanted with references for good work.

Price \$2.00 Dundas Knitting Machine Co. DUNDAS ONT.

MAKE YOUR HENS LAY

By the use of our BONE GRINDERS. J. THOMPSON'S Machine Works. 4-8 South street, St. John, N. B. Telephone 288.

CASH

Paid for consignments of Oats and Potatoes.

N. S. SPRINGER, - - St. John, N. B.

Boston University Law School. Full course opens Wednesday, Oct. 4. For circulars address: SAMUEL C. BENNETT, Dean.

740

11th Prince Street, St. John, N. B. Full course opens Wednesday, Oct. 4. For circulars address: SAMUEL C. BENNETT, Dean.

The Burglar Arrsted.

EV. FERGUSON, Aug. 4.—The numerous breaks that have been occurring here within the past year are probably at an end. Marshal Campbell secured the arrest at Eastport today of a young man who has practically admitted that he is the guilty party in all the cases, and he is now safely secured in the St. Stephen lockup. He is a small, slim fellow about 23 years of age and has been under suspicion for some time. His name is Cripps and he has done time for similar work in Maine cities. His parents are most excellent people, who recently came here from Gardiner, Me.

Storm in Massachusetts

LYNN, Mass., Aug. 2.—A severe storm-raged here this afternoon between the hours of three and four. Two separate storms met over this section, accompanied by a heavy downpour of rain. Several large trees were blown down, and damage to the extent of several thousands was done to the electric power station of the Lynn and Boston railroad.

Sir Charles Tupper of For England. MONTREAL, Aug. 2.—Sir Charles Tupper arrived here this evening and will sail on the Parlatian in the morning for England.

FREE!

Which will give you the best results in the treatment of your skin. It is a most valuable and reliable remedy for all skin diseases, such as eczema, psoriasis, and other eruptions. It is sold by all druggists and chemists. Price 25 cents per bottle. Free trial bottles sent on request.

A FATAL PLUNGE.

STREET CAR AT BRIDGEFOOT GOES FROM A FORTY-FOOT TRAMBLE

And Bank in the Flats Below—Thirty-Six Dead Bodies Taken From the Wreck and Many Persons So Injured That They Will Die—List of the Dead.

BRIDGEFOOT, 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 Oroquoque, about six miles north of Bridgeport, and sunk in the flats, 40 feet below. Thus far 36 people are known to be dead, and several more injured. Only two persons are known to have escaped.

The scene of the accident is midway 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 Motorman Hamilton, of Bridgeport. The latter escaped by jumping.

The trestle is forty-four feet long, of iron, with stone foundations, and was not protected by any guard rail. South of the trestle is quite an incline, on which the car ran at very high speed. After it ran onto the trestle, for about ten feet, the trucks left the rails. The car continued on the trestle about seventy-five feet, then off the trestle, down into the pond below, overturning completely and up-ending. When the car struck the water, which weighed four tons, and the heavy trucks crashed in it, instantly killing many of the passengers.

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

A number of other conveyances were also pressed into service to convey persons to the hospital.

Medical Examiner Cogswell, of Stratford, improvised a morgue in the main room of the tavern hall at Stratford, and in a very short time 23 bodies were laid out, awaiting identification.

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

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

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 immediately drove to the scene.

He was completely prostrated when he saw the wreckage, and he was killed in the accident. The identified dead are:—

- John Galvin, Ansonia.
Margaret Farrell, New York.
Joseph Hotchkiss, Bridgeport, engineer of fire department.
Henry O'Connell, Bridgeport, aged 60, board of education.
Olando B. Wells, aged 63, shoemaker.
Elias B. Bradley and wife, Milford.
Wm Osborn, Stratford.
Mrs Arthur Holmes, Stratford.
Daniel Galvin, Ansonia.
Conductor John Carroll, Bridgeport.
B. Banks, Shelton.
Mrs McDonald, Bridgeport.
Winton Leathner, motorman, Bridgeport.
Beattie Toomey, 22 years of age, Bridgeport.
William H. Harvey, 37 years of age, Bridgeport.
Mrs J. E. Bagg, Stratford.
Mrs Frank Biew and two children—boy aged 8 and girl aged 6—Stratford.
William McCullough, Stratford.
Thomas McNally, 30 years of age, Bridgeport (identification not positive).
Peter Ring, 28 years old, Bridgeport.
Patrick McDermott, 50 years of age, Bridgeport.
Frank Kraft, 25, Bridgeport.
Mrs Patrick Brennan, 50, Bridgeport.
Alfred Pitt, 23, Bridgeport.
William Cotter, 25, Bridgeport. (Identification not positive).
Irving Dornes, 23, Bridgeport.
Mrs. William H. Harvey, Bridgeport. Among the seriously injured at the Bridgeport hospital are:—
Margaret Brennan, scalp wound.
Mrs. Sidney A. Pitt, Bridgeport, right leg fractured twice.
George Hamilton, scalp wound, injury to leg.
Frank Kraft, Bridgeport, contusions about body, left leg crushed.
Fred Hilleross, scalp wound, bruised about body.
Matthew Olin, scalp wound, out and bruised generally.
Undertaker Curtis, of Stratford, was notified almost immediately after the accident, and he utilized all sorts of conveyances to convey the dead to the improvised morgue.

Nearly the entire medical force of Bridgeport responded to telephone calls sent in, but when the doctors arrived they were unable to render much assistance, as so few escaped instant death.

The case of the accident will probably not be known until Coroner Doten conducts an investigation. Motorman Hamilton, who escaped death, is suffering from such a severe shock that it is impossible to learn anything from him tonight.

President Radell stated that it was impossible for him to account for the accident. Immediately after his arrival at the scene he made a thorough inspection of the tracks on the trestle, but could see nothing wrong, and the cars were running over the trestle as usual soon afterwards. He denied that the cars were being run at a high rate of speed and claimed that every possible precaution had been taken to prevent such an occurrence.

A TERRIBLE CALAMITY.

PLEASURE SEEKERS BOUND FOR BAR HARBOR FIND DEATH.

A Gang Plank Leading From the Wharf to the Maine Central Breaks and Precipitates a Hundred and Fifty Persons Into the Water—A Score Drowned.

BAR HARBOR, Aug. 6.—With the light of a merry comment, for so 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 passing into a trap, from which those who escaped sought with desperation against great odds. It was the worst accident remembered in the history of the state, and especially in the career of the Maine Central excursionists, had been brought here. Two hundred of them, or about that number, reaching 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. Pinned in on three sides by the planks of the wharf, and on the fourth by the boat, they fought for a few minutes, while a hundred or more, standing on the wharf, looked on in amazement; looked down from the wharf above.

The Maine Central railroad today ran excursionists to Bar Harbor from all sections of its line in Maine, the attraction being the wharves which were expected today. All the forenoon long trains, packed with excursionists, were running to Bar Harbor, the last having left Bangor at 8.35 consisted of 12 cars, jammed with people. At Mount Desert Ferry, the terminus of the line, the train left the wharf at 10.15 for a night-mile sail to Bar Harbor. The train ran out on the wharf, and it is but 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 system.

From the wharf a slip, or gang plank, 40 feet long, was laid up to the boat. The step was hinged at the inner end, and the other end being supported by chains, by which it was raised and lowered. The plank was 12 inches wide on both sides flush with the end of the gang-plank. The plank was set vertically, ran the length of the wharf, and those were crossed by two-inch planking.

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

When the excursion train from Bangor arrived at the ferry, there was a rush for the steamer Sappho. The first few passengers had crossed the plank at 8.35, and it is estimated that two hundred people were massed upon the plank. Suddenly they felt the plank give the way, and they fell. The joy of supporting the plank broke in the middle. The hinges held up one end, and the chains at the other end, and the plank, which was 12 inches wide, set vertically, ran the length of the wharf, and those were crossed by two-inch planking.

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

When the excursion train from Bangor arrived at the ferry, there was a rush for the steamer Sappho. The first few passengers had crossed the plank at 8.35, and it is estimated that two hundred people were massed upon the plank. Suddenly they felt the plank give the way, and they fell. The joy of supporting the plank broke in the middle. The hinges held up one end, and the chains at the other end, and the plank, which was 12 inches wide, set vertically, ran the length of the wharf, and those were crossed by two-inch planking.

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

When the excursion train from Bangor arrived at the ferry, there was a rush for the steamer Sappho. The first few passengers had crossed the plank at 8.35, and it is estimated that two hundred people were massed upon the plank. Suddenly they felt the plank give the way, and they fell. The joy of supporting the plank broke in the middle. The hinges held up one end, and the chains at the other end, and the plank, which was 12 inches wide, set vertically, ran the length of the wharf, and those were crossed by two-inch planking.

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

When the excursion train from Bangor arrived at the ferry, there was a rush for the steamer Sappho. The first few passengers had crossed the plank at 8.35, and it is estimated that two hundred people were massed upon the plank. Suddenly they felt the plank give the way, and they fell. The joy of supporting the plank broke in the middle. The hinges held up one end, and the chains at the other end, and the plank, which was 12 inches wide, set vertically, ran the length of the wharf, and those were crossed by two-inch planking.

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

When the excursion train from Bangor arrived at the ferry, there was a rush for the steamer Sappho. The first few passengers had crossed the plank at 8.35, and it is estimated that two hundred people were massed upon the plank. Suddenly they felt the plank give the way, and they fell. The joy of supporting the plank broke in the middle. The hinges held up one end, and the chains at the other end, and the plank, which was 12 inches wide, set vertically, ran the length of the wharf, and those were crossed by two-inch planking.

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

When the excursion train from Bangor arrived at the ferry, there was a rush for the steamer Sappho. The first few passengers had crossed the plank at 8.35, and it is estimated that two hundred people were massed upon the plank. Suddenly they felt the plank give the way, and they fell. The joy of supporting the plank broke in the middle. The hinges held up one end, and the chains at the other end, and the plank, which was 12 inches wide, set vertically, ran the length of the wharf, and those were crossed by two-inch planking.

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

When the excursion train from Bangor arrived at the ferry, there was a rush for the steamer Sappho. The first few passengers had crossed the plank at 8.35, and it is estimated that two hundred people were massed upon the plank. Suddenly they felt the plank give the way, and they fell. The joy of supporting the plank broke in the middle. The hinges held up one end, and the chains at the other end, and the plank, which was 12 inches wide, set vertically, ran the length of the wharf, and those were crossed by two-inch planking.

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

A TERRIBLE CALAMITY.

PLEASURE SEEKERS BOUND FOR BAR HARBOR FIND DEATH.

A Gang Plank Leading From the Wharf to the Maine Central Breaks and Precipitates a Hundred and Fifty Persons Into the Water—A Score Drowned.

BAR HARBOR, Aug. 6.—With the light of a merry comment, for so 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 passing into a trap, from which those who escaped sought with desperation against great odds. It was the worst accident remembered in the history of the state, and especially in the career of the Maine Central excursionists, had been brought here. Two hundred of them, or about that number, reaching 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. Pinned in on three sides by the planks of the wharf, and on the fourth by the boat, they fought for a few minutes, while a hundred or more, standing on the wharf, looked on in amazement; looked down from the wharf above.

The Maine Central railroad today ran excursionists to Bar Harbor from all sections of its line in Maine, the attraction being the wharves which were expected today. All the forenoon long trains, packed with excursionists, were running to Bar Harbor, the last having left Bangor at 8.35 consisted of 12 cars, jammed with people. At Mount Desert Ferry, the terminus of the line, the train left the wharf at 10.15 for a night-mile sail to Bar Harbor. The train ran out on the wharf, and it is but 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 system.

From the wharf a slip, or gang plank, 40 feet long, was laid up to the boat. The step was hinged at the inner end, and the other end being supported by chains, by which it was raised and lowered. The plank was 12 inches wide on both sides flush with the end of the gang-plank. The plank was set vertically, ran the length of the wharf, and those were crossed by two-inch planking.

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

When the excursion train from Bangor arrived at the ferry, there was a rush for the steamer Sappho. The first few passengers had crossed the plank at 8.35, and it is estimated that two hundred people were massed upon the plank. Suddenly they felt the plank give the way, and they fell. The joy of supporting the plank broke in the middle. The hinges held up one end, and the chains at the other end, and the plank, which was 12 inches wide, set vertically, ran the length of the wharf, and those were crossed by two-inch planking.

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

When the excursion train from Bangor arrived at the ferry, there was a rush for the steamer Sappho. The first few passengers had crossed the plank at 8.35, and it is estimated that two hundred people were massed upon the plank. Suddenly they felt the plank give the way, and they fell. The joy of supporting the plank broke in the middle. The hinges held up one end, and the chains at the other end, and the plank, which was 12 inches wide, set vertically, ran the length of the wharf, and those were crossed by two-inch planking.

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

When the excursion train from Bangor arrived at the ferry, there was a rush for the steamer Sappho. The first few passengers had crossed the plank at 8.35, and it is estimated that two hundred people were massed upon the plank. Suddenly they felt the plank give the way, and they fell. The joy of supporting the plank broke in the middle. The hinges held up one end, and the chains at the other end, and the plank, which was 12 inches wide, set vertically, ran the length of the wharf, and those were crossed by two-inch planking.

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

When the excursion train from Bangor arrived at the ferry, there was a rush for the steamer Sappho. The first few passengers had crossed the plank at 8.35, and it is estimated that two hundred people were massed upon the plank. Suddenly they felt the plank give the way, and they fell. The joy of supporting the plank broke in the middle. The hinges held up one end, and the chains at the other end, and the plank, which was 12 inches wide, set vertically, ran the length of the wharf, and those were crossed by two-inch planking.

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

When the excursion train from Bangor arrived at the ferry, there was a rush for the steamer Sappho. The first few passengers had crossed the plank at 8.35, and it is estimated that two hundred people were massed upon the plank. Suddenly they felt the plank give the way, and they fell. The joy of supporting the plank broke in the middle. The hinges held up one end, and the chains at the other end, and the plank, which was 12 inches wide, set vertically, ran the length of the wharf, and those were crossed by two-inch planking.

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

When the excursion train from Bangor arrived at the ferry, there was a rush for the steamer Sappho. The first few passengers had crossed the plank at 8.35, and it is estimated that two hundred people were massed upon the plank. Suddenly they felt the plank give the way, and they fell. The joy of supporting the plank broke in the middle. The hinges held up one end, and the chains at the other end, and the plank, which was 12 inches wide, set vertically, ran the length of the wharf, and those were crossed by two-inch planking.

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

When the excursion train from Bangor arrived at the ferry, there was a rush for the steamer Sappho. The first few passengers had crossed the plank at 8.35, and it is estimated that two hundred people were massed upon the plank. Suddenly they felt the plank give the way, and they fell. The joy of supporting the plank broke in the middle. The hinges held up one end, and the chains at the other end, and the plank, which was 12 inches wide, set vertically, ran the length of the wharf, and those were crossed by two-inch planking.

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

A TERRIBLE CALAMITY.

PLEASURE SEEKERS BOUND FOR BAR HARBOR FIND DEATH.

A Gang Plank Leading From the Wharf to the Maine Central Breaks and Precipitates a Hundred and Fifty Persons Into the Water—A Score Drowned.

BAR HARBOR, Aug. 6.—With the light of a merry comment, for so 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 passing into a trap, from which those who escaped sought with desperation against great odds. It was the worst accident remembered in the history of the state, and especially in the career of the Maine Central excursionists, had been brought here. Two hundred of them, or about that number, reaching 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. Pinned in on three sides by the planks of the wharf, and on the fourth by the boat, they fought for a few minutes, while a hundred or more, standing on the wharf, looked on in amazement; looked down from the wharf above.

The Maine Central railroad today ran excursionists to Bar Harbor from all sections of its line in Maine, the attraction being the wharves which were expected today. All the forenoon long trains, packed with excursionists, were running to Bar Harbor, the last having left Bangor at 8.35 consisted of 12 cars, jammed with people. At Mount Desert Ferry, the terminus of the line, the train left the wharf at 10.15 for a night-mile sail to Bar Harbor. The train ran out on the wharf, and it is but 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 system.

From the wharf a slip, or gang plank, 40 feet long, was laid up to the boat. The step was hinged at the inner end, and the other end being supported by chains, by which it was raised and lowered. The plank was 12 inches wide on both sides flush with the end of the gang-plank. The plank was set vertically, ran the length of the wharf, and those were crossed by two-inch planking.

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

When the excursion train from Bangor arrived at the ferry, there was a rush for the steamer Sappho. The first few passengers had crossed the plank at 8.35, and it is estimated that two hundred people were massed upon the plank. Suddenly they felt the plank give the way, and they fell. The joy of supporting the plank broke in the middle. The hinges held up one end, and the chains at the other end, and the plank, which was 12 inches wide, set vertically, ran the length of the wharf, and those were crossed by two-inch planking.

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

When the excursion train from Bangor arrived at the ferry, there was a rush for the steamer Sappho. The first few passengers had crossed the plank at 8.35, and it is estimated that two hundred people were massed upon the plank. Suddenly they felt the plank give the way, and they fell. The joy of supporting the plank broke in the middle. The hinges held up one end, and the chains at the other end, and the plank, which was 12 inches wide, set vertically, ran the length of the wharf, and those were crossed by two-inch planking.

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

When the excursion train from Bangor arrived at the ferry, there was a rush for the steamer Sappho. The first few passengers had crossed the plank at 8.35, and it is estimated that two hundred people were massed upon the plank. Suddenly they felt the plank give the way, and they fell. The joy of supporting the plank broke in the middle. The hinges held up one end, and the chains at the other end, and the plank, which was 12 inches wide, set vertically, ran the length of the wharf, and those were crossed by two-inch planking.

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

When the excursion train from Bangor arrived at the ferry, there was a rush for the steamer Sappho. The first few passengers had crossed the plank at 8.35, and it is estimated that two hundred people were massed upon the plank. Suddenly they felt the plank give the way, and they fell. The joy of supporting the plank broke in the middle. The hinges held up one end, and the chains at the other end, and the plank, which was 12 inches wide, set vertically, ran the length of the wharf, and those were crossed by two-inch planking.

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

When the excursion train from Bangor arrived at the ferry, there was a rush for the steamer Sappho. The first few passengers had crossed the plank at 8.35, and it is estimated that two hundred people were massed upon the plank. Suddenly they felt the plank give the way, and they fell. The joy of supporting the plank broke in the middle. The hinges held up one end, and the chains at the other end, and the plank, which was 12 inches wide, set vertically, ran the length of the wharf, and those were crossed by two-inch planking.

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

When the excursion train from Bangor arrived at the ferry, there was a rush for the steamer Sappho. The first few passengers had crossed the plank at 8.35, and it is estimated that two hundred people were massed upon the plank. Suddenly they felt the plank give the way, and they fell. The joy of supporting the plank broke in the middle. The hinges held up one end, and the chains at the other end, and the plank, which was 12 inches wide, set vertically, ran the length of the wharf, and those were crossed by two-inch planking.

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

When the excursion train from Bangor arrived at the ferry, there was a rush for the steamer Sappho. The first few passengers had crossed the plank at 8.35, and it is estimated that two hundred people were massed upon the plank. Suddenly they felt the plank give the way, and they fell. The joy of supporting the plank broke in the middle. The hinges held up one end, and the chains at the other end, and the plank, which was 12 inches wide, set vertically, ran the length of the wharf, and those were crossed by two-inch planking.

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

Advertisement for Lea & Perrins' Sauce, featuring the signature logo and text: 'LEA & PERRINS' SAUCE THE ORIGINAL WORCESTERSHIRE. Agents—J. M. Douglas & Co. and G. E. Colson & Co., Montreal.'

Advertisement for Dr. J. Collis Browne's Chlorodyne, describing its benefits for various ailments like coughs, colds, and asthma, and mentioning its long history and popularity.

Advertisement for 'The Gentlewoman' magazine, highlighting it as 'America's Greatest and Best Journal for Women' with a price of \$2.00 for one year and \$1.00 for six months.

Advertisement for the Telegraph Publishing Co., listing various departments like Special Departments, Extraordinary Offer, and Montreal's Financial Panic.

A collection of news snippets and advertisements, including 'Montreal's Financial Panic', 'The Treaty Shore', 'Col. du Paty de Clam Liberated', 'Liberal Candidate', and 'GOLD PLATED'.

