

REMINDEES.

TUESDAY.

EXCURSION TO Lake of the Mountain and Pictou, under auspices of C. M. Church, Portsmouth. Boat leaves at 11:15 a.m. ST. JAMES' CHURCH EXCURSION on steamer Maud at 1:30 p.m.

WEDNESDAY.

I. C. B. U. Pic-Nic at Channel Grove. Boats leave at 10 a.m., 1, 2, 4 and 7 p.m. TENDERS for repairing school house received by Andrew Brown, Ballantyne P.O.

BORN.

FRASER.—At Crayser, Ont., July 6th, the wife of the Rev. J. L. Fraser, of a daughter.

MARRIED.

CAMPBELL-KENNEDY.—At 5 Mayfield Road, Edinburgh, on 18th June, by Rev. John T. Burton, George S. Campbell, of Halifax, N.S., to Helen, eldest daughter of the late David Kennedy, Scottish vocalist.

DIED.

FERGUSON.—After a long and painful illness, on Sunday, the 17th instant, Emma, wife of Alexander Ferguson, and youngest daughter of ex-Policeman Stacey, aged twenty-four years and nine months. Funeral this afternoon at 4 p.m. from her late residence, Wellington Street. Friends and acquaintances are respectfully invited to attend.

AGENTS WANTED.

A LIVE PUSHING AGENT: must be responsible, to handle our mats in Kingston and vicinity. TORONTO STEEL WIRE MAT CO., 33 Wellington St. East, Toronto.

WANTED.

TWO YOUNG MEN who can write well. Apply after five o'clock this evening to HENRY VEINON, City Directory, Windsor Hotel.

A YOUNG JOB PRINTER, who understands Gordon presses, for permanent place at the Whig office; also one good all round Journeyman Jobber.

AN EXPERIENCED DRY GOODS SALESMAN, from twenty to thirty years of age, to go to Western New York. Address "SALESMAN," British American Hotel, Tuesday, July 18th.

TO-LET.

HOUSE, No. 1, Vaughn Terrace, lately occupied by Mrs. O'Brien. Apply at Whig office.

THAT COMMODIOUS DWELLING, No. 202 William St., between Clergy and Barrie Streets, rent moderate, possession immediately. Apply to ISAAC NOBLE.

FOUR TWO STORY BRICK HOUSES, new, on Earl Street, above Barrie; six rooms in each, water works, extension kitchen. Apply to B. BARNEY, 39 Princess Street, or on the premises.

THE DWELLING HOUSE on the corner of Brock and Bagot Streets, suitable for offices or private dwelling; possession immediately. Apply on the premises to T. McMAHON & Co.

FOR SALE.

A SMALL STRAM LAUNCH, 22x5 feet; Shipman coal oil engine; new; all complete; will be sold cheap for cash. Address A. C. KNAPP, Boatbuilder, Kingston.

A FRAME HOUSE, corner of Earl and Division Streets, lately occupied by James Watts, owner. Possession at any time. Apply at Whig office.

DOUBLE HOUSE and TWO LOTS on Beverly Street; garden well stocked with choice fruit trees; easy terms. For further particulars apply to D. DRISCOLL, cor. Wellington and Gore Streets.

A FINE HOMESTEAD FARM in the Township of Kingston, five miles from the city, containing 80 acres; stone residence and excellent buildings and orchard. This property will be sold cheap, as the owner is going west. Apply to H. M. MOWAT, Solicitor, Brock St., Kingston, May 27.

FINE CITY HOME. The undersigned offers for sale that DESIRABLE HOUSE AND LOT now occupied by him on Earl Street. The whole is offered in one block, having about one hundred and twenty feet frontage on Earl Street, and the Upper Lot runs through to West Street. The BUILDINGS on the property are almost new, and the garden is planted with the choicest fruits. For terms apply to THOS. MOORE.

SPECIAL MENTION.

FIRST-CLASS DAY BOARD can be had in good locality. 303 Princess Street, Kingston.

GO TO W. REEVES, King St., to buy your Ties. He has 500 dozens to choose from. Good Ties, 2 for 5 cents.

FOUND AT LAST—A remedy warranted to cure hard and soft Corns, Bunions, Callouses, &c. Hanson's Magic Corn Salve, in boxes, 15c at Wade's Drug Store.

TO PORK PACKERS—Highest Cash Price paid for pork blade bones, tankage, and fertilizing materials delivered at our works, Hamilton. ROWLINS & Co., Fertilizers, Hamilton.

BUTCHERS AND SAUSAGE MAKERS—prime new small hog casings; by tierce, 500 lbs. 15c. per lb.; kegs, 100 lbs. 30c. per lb.; half kegs, \$10.50; prime new English sheep casings, kegs, 50 large bundles, \$32; smaller quantities 65c. per bundle. ROWLINS & Co., Hamilton.

MRS. W. L. BAXTER and daughter have returned to Kingston and are prepared to give instruction on the Pianoforte. Miss Maud Baxter will give lessons at the pupils' residence or her own if preferred. Apply to 102 1/2 Queen Street.

FOR COUGHS AND COLDS.—Grasp a Bottle of the DIAMOND COUGH REMEDY. The first dose frequently stops a cough. Composed of Wild Cherry, Horsehound, Echinops and other valuable ingredients. Pleasant to take. In bottles, 25c. and 50c., at WADE'S DRUG STORE.

WADE'S MANDRAKE LIVER PILLS are purely a vegetable Cathartic, being entirely free from Calomel or any Metallic substance. In case of Liver Complaints, Biliousness, Dyspepsia, Headache, &c., they give universal satisfaction. They are Sugar-coated. One in a dose. In bottles, 25c. at WADE'S DRUG STORE.

D. McEWEN & SON.

Machine, Engine and Boiler Works.

Engines and Boilers for all purposes, from 1 to 100-horse power, and fully guaranteed. Steam Rock Drill and Mining Repairs constantly on hand. Cheese Factory Boilers and Fittings.

Also a number of New and Second-Hand Engines and Boilers.



N. STANLEY'S Celebrated English Spectacles.

A. P. CHOWN, Chemist and Druggist, Agent, Kingston. July 16.

GENERAL TICKET AGENCY.

For cheap tickets to all points, and information pertaining to all Routes, apply to F. A. FOLGER, - General Ticket Agent. Ferry Wharf, Foot of Brock Street, KINGSTON, ONT.

THE THOUSAND ISLAND ROUTE BY

Rome, Watertown & Ogdensburg R.R.

To Utica, Albany, New York, Philadelphia.

Washington, Baltimore and all Points in Northern New York, via G.T.R. and N.Y.C. Rys.

T. HANLEY, Gen. Ticket Agent.

MILL WOOD.

Now that the warm weather has come citizens can get MILL WOOD at the Rathbun Co's yard for \$1.50 per cord, before it is piled and it soon dries fit for use. Carted to any part of the city for 25 cents per load.

FOOT OF QUEEN STREET, KINGSTON.

"British Whig's" telephone is number 123

LATEST TELEGRAPHIC FLASHES.

More Earthquakes.

LONDON, July 17.—Slight shocks of earthquake were felt in Sicily and along the Italian coast at 8 o'clock this morning. Mount Etna is in a state of eruption. No damage is reported.

Not a Happy Joke.

PITTSBURG, July 18.—Lorenzo Kries, of Alton, was sleeping on a raft in the Allegheny river last evening, when some boys, wishing to play a practical joke upon him, pushed him into the water, and he was drowned. None of the boys were arrested.

Pope Loves the Irish People.

DUBLIN, July 18.—Mgr. Persico, papal commissioner, yesterday dedicated a chapel at Wicklow. He said that since he had been in Ireland he had been inspired with admiration for the people. The pope loved Ireland, and sent a commission to inquire into their condition.

Evictions Temporarily Suspended.

DUBLIN, July 18.—Archbishop Walsh is endeavoring to induce the government to suspend further evictions in Ireland until the Land bill has been passed by parliament. He suggests that a conference on the subject be held by the leaders of the various parties.

Making it Hot for Tanner.

LONDON, July 18.—A tory whip has been issued urging the conservative members to attend to-night's session of the house of commons and take part in the discussion of the conduct of Dr. Tanner, member for Cork, in calling Mr. Long "a snob," in the lobby of the house on Friday night.

A Serious Fire.

ST. HYACINTHE, Que., July 18.—A fire broke out last night in the St. Hyacinthe manufacturing company, woolen and carding mills, and totally consumed them. The loss is over \$50,000. The granite mills was damaged from \$5,000 to \$10,000; Royal electric light company suffered a total loss.

The Election of Jones.

CONSTANTINOPLE, July 18.—Russia replies to the circular note in relation to the Bulgarian question that, while there is personally no objection against Prince Ferdinand, as ruler of Bulgaria, it declines to accept the decision of the sultan. Germany, Austria and Italy accept any solution of the question based on the Berlin treaty.

The Election of Jones.

HALIFAX, N.S., July 18.—The latest returns of the Digby election places Jones, conservative, 73 ahead, with only one place to hear from. Jones is elected without a doubt.

HALIFAX, July 18.—The latest returns from Digby makes Jones' majority 22.

The Emperor in Danger.

BERLIN, July 18.—In consequence of a rumour that slips of paper had been found in several places through which the imperial train would pass, endorsed to-night at about midnight, the emperor's train passed, ready, a fictitious special train was despatched before the emperor's. The route from Dramstradt was lined with police and gendarmes. Both trains passed safely without incident.

Mr Gladstone and Home Rule.

LONDON, July 17.—Mr. Gladstone, at a banquet given by the Scottish committee of the National Liberal club, denied that there was any alliance between the liberals and nationalists of which either party need be ashamed. The parnellites were free to join the Tories if they thought such union would be to their advantage. Mr. Gladstone said he would endeavor to promote any settlement that would fulfill two absolute conditions, the first of which was to satisfy the Irish people, and the second to have nothing to do with a settlement that would in any way threaten the greatness of the empire.

SPORTING INTELLIGENCE.

The New York Trotting Circuit—Maud S. Again to the Front—Other Notes.

A lacrosse match, at St. Catharines, on Saturday between the Capitals, Ottawa, and Athletics, of St. Catharines, resulted in favour of the Capitals.

John Teemer will go to Australia about the 1st of October for the purpose of doing battle with William Beach for the world's championship.

Maud S. has been driven twelve single miles this season, the fastest of which was 2.18 and the slowest in 2.27. The fastest quarter was in 31 2/3 seconds, 2.07 gait.

Johnston, the pacer, will race against Harry Wilkes at Detroit, for a purse of \$3,000. Johnston is the fastest pacer in the world, his record being 2:06 1/2. Wilkes has proved himself the king campaigner trotter, and has a record of 2:13 1/2, made in San Francisco last spring.

An item, that 1,421 heat of Nettle, at Buffalo, is the fastest ever made in a mile heat race, is untrue. In September, 1880, Ada Glenn, 4 years' old mare, once owned in Canada, ran a heat in 1.41, the fastest heat on record.

A northern New York trotting circuit has been formed with a total prize list of \$15,000. The dates of meetings are: Watertown, August 16, 17, 18, and 19; Antwerp, August 24, 25, and 26; Gouverneur, August 30, 31 and Sept. 1; Ogdensburg, Sept. 6, 7, 8 and 9; Canton, Sept. 13, 14 and 15; Potsdam, Sept. 20, 21 and 22; Malone, Sept. 27, 28 and 29.

ST. THOMAS CALAMITY.

A THRILLING DESCRIPTION OF THE FATAL RAILWAY COLLISION.

The Collision Not Any More Serious Than the Explosion of Oil, and the Wreck Which the Fire Occasioned—Heroes of the Train Men, and Some of the Rescuers.

ST. THOMAS, July 17.—The accident was the most appalling that has ever happened in the section. A special freight train on the Michigan Central railroad was crossing the London and Port Stanley track near the Michigan Central railway station. An excursion train for Port Stanley, loaded with London and St. Thomas excursionists, rushed headlong into it. Instantly the wreck was one mass of flames. Two cars of petroleum, consigned for Windsor, became ignited, and the fire spread with such rapidity that in a very short time the whole neighborhood was ablaze. The fire brigade for over an hour could do nothing but confine the flames as far as possible to the buildings which were already burning. The sight was one that appalled the hearts of the bravest, and will never be forgotten by those who saw it. Engines approached the wreck from three directions and pulled the burning cars out of the heat. A crowd of eager helpers then turned their attention to the burning cars and human beings. All but the two front cars on the excursion train were shoved out of the road, and the fire in the wreck when one of the oil tanks exploded with a terrific boom, scorching and burning hundreds of persons in the crowd about, causing a dreadful panic. Women fainted and were carried off in all directions, some with broken limbs, and doctors enough could not be found to equal the emergency. After the explosion the work of rescuing the unfortunate victims, pinned under the wreck, commenced, and in half an hour's time the charred remains of nine persons were rescued, all of whom were burned beyond identification, but were thought to be mostly women and children. About 9:30 o'clock the remains of Engineer Harry Donnelly, of London, one of the oldest on the G. T. road, were released from underneath his engine, which had toppled over on him while he was in the act of jumping for his life. The fireman, whose name is not known, saved himself. A number of excursionists who were in the rear end of the front coach, escaped death in the flames, but presented such a shocking appearance that it is feared many will succumb to their injuries. Fireman Pansford, who was on top of a building near the wreck when the explosion took place, was one living mass of flames, and before he could be reached was badly burned. The cause of the accident is entirely the neglect of the dead engineer, against whom the semaphore was turned. It bore testimony to the many thousand people present at the wreck until it was reduced to ashes. The destruction caused by the fire will not be so great as was at first supposed, owing to the strenuous exertions of the plucky firemen, although the loss to both railway companies will be severe.

Fatality Fully Described.

LONDON, July 17.—The Advertiser supplies another and more touching account of the frightful accident. It says: Before reaching the crossing there is a slight curve, and as the train rounded this engine Donnelly, one of the oldest and most experienced drivers on the road, observed a Michigan Central oil train across the track. To reverse his engine and sound on brakes was the work of an instant. But the heavy train failed to answer to the brake, and rushed on to its destruction. The brave engineer never left his post for an instant. When the crash came his hand was still on the throttle, and when the broken and shattered engine was overturned and hurled back into the cars following he was buried beneath the debris. Harry Donnelly was never seen alive again. His bruised and burnt body was recovered from the wreck some hours later.

The first car following the engine, and filled with baggage, was smashed up, and the passenger coach next that was overturned and damaged. Fortunately none of the others left the rails, and the people in them clambered out through windows and doors, caring little for property and thinking only of safety. The overturned car, however, was jammed with people; egress was exceedingly difficult. Almost instantly, too, the wrecked portion of the train was enveloped in frightful flames. An oil car had been smashed, and the oil running out in all directions caught fire from the broken engine. In less than two seconds after the crash the broken cars were burning, and those who were not fortunate enough to scramble out at first met a fiery fate.

The streets of St. Thomas were thronged at the time of the accident, and hundreds of willing people rushed forward to help. By main strength the coaches that had not been derailed were pushed away from the fire and saved. Then those present turned their attention towards extinguishing the fire and made considerable headway.

By this time some twelve or fifteen minutes had elapsed and an immense throng had gathered. Besides the excursionists on the train, hundreds of St. Thomas people had congregated. The oil car next the one that was destroyed stood in close proximity to the fire, and those who noticed this cautiously kept away. Many, however, paid no attention to it, and were close by when, with a roar, the tank exploded and a frightful cloud of fiery spray enveloped the heavens for a hundred yards around. Those near by were knocked down and badly burned, and one man was killed. Scores of people were burned by the falling oil, some severely and some only slightly. As the cloud of fire flew heavenward the immense multitude around made a furious stampede. Men and women ran as if for dear life, thinking they were going to be burned up. Women and children were knocked down and trampled on, and in many cases badly hurt. The scene for a few seconds was a wild one. Then the cloud of fire dropped and went down. People stopped to look and came back, and the injured were helped up. The crowd were quiet again. Almost immediately, however, there was another alarm. The burning oil fell on the surrounding buildings, and in a few seconds flames shot up in two places at once. It was impossible to check them, and building after building was burned. The St. Thomas fire brigade and many willing hands did what they could and succeeded in the end in checking the flames, but not until four or five buildings had been destroyed.

The scene at the Grand Trunk station was one which has not been witnessed since the terrible Victoria disaster in 1881. Fully 1,500 were gathered on the platform waiting for a train to come in. When a car arrived there would be a rush for it, and the passengers within could with difficulty get out. While there were many excited people on the platform the great majority kept cool. A rumour was circulated to the effect that there was only one lady from London among the dead, and those who had relatives at the picnic comforted themselves with the idea that she belonged to somebody else. About 9 o'clock an empty train of nine or ten coaches was sent down to bring up the passengers, and when this came back at 11 o'clock the pic-nickers on board were surrounded as soon as they stepped on the platform. Many of those who got off the train were crying, and the women especially seemed much broken up over the disaster. Many stood around watching for relatives who didn't come. All night long the vigil was kept up.

Narrative of Thrilling Scenes.

LONDON, July 17.—Mr. Henry Angles was the fireman on the excursion train. He was fireman on the train which ran into the Welland Canal at Merriton a year ago, and in which engineer Cox, of this city, lost his life. He said that when within about a mile of the crossing at St. Thomas he noticed that the signal was out for the train to stop, but the engineer did not try to apply the air brakes until within about a quarter of a mile of the semaphore. Then the engineer said that the air brakes did not have any effect on the train. Angles went to the tender to see if the air valve was all right, and found that it was. He jumped on top of the baggage car and put on the brake there. The train was now nearing the crossing at a lively rate, and he saw that his services would be of no further avail and prepared to jump. Climbing upon the tender, he sprang to the ground, and escaped with a few bruises. After leaving the cab he saw no more of his mate until he was taken out from under the boiler of the engine. The head was severed from the trunk, and parts of his arms and legs had been torn off. The flesh on his body and limbs was burned to a crisp.

Mr. John Freed, of St. Thomas, described a particularly touching incident. The fire brigade had turned out to extinguish the flames and rescue those under the wreck. One of the braver members went nearer the fire than his companions and his clothing caught. In a moment he was completely enveloped in flames. He writhed in a terrible manner, and by the time he was rescued his clothes had been completely burned off, and the larger part of his body was charred. He was removed to a house near by and died shortly after in great agony. Another scene: A woman had with difficulty been rescued from a terrible death by burning. She was no sooner out of danger herself than she realized that her child was missing. She cried, "My child is there," and it took the combined efforts of three or four men to restrain her from running into the flames. It was afterwards found she was frightfully burned, and died shortly after.

A Father's Sad Meeting.

Mr. Francis Holman, of the Holman opera company, was very much affected. He came out of the car with a little boy in his arms. He said: "This is the worst thing I ever saw. Here's a boy, the only one left of a family of four who went down this morning. It was hotter than anything you could think of, and when the oil exploded the flames shot up twice as high as the Tecumseh house."

The little boy referred to by Mr. Holman was Wilbur Baynes, the 10 year old son of Mr. John W. Baynes, moulder, of 490 York street.

"Here, Wilbur," shouted a voice, and in a moment the little fellow was in his father's arms.

"Where is baby?" were the father's first words.

"Burnt up."

"Well, where is your mother?"

"She is burnt too."

"And Ethel?"

"They are all burnt up in the car."

When Mr. Baynes realized his bereavement he fell back, and would have dropped only that friends supported him. The scene was one of the saddest connected with the tragedy.

Total Number of Casualties.

ST. THOMAS, July 18.—The total number of casualties reported to this time are fully 100. No further details yet. Many are seriously injured by the explosion, but are lying at their own homes or those of friends, and it is almost impossible to learn their condition. Investigations will be held as to the cause of the accident and upon whose shoulders the blame rests.

THEY HAVE A FALLING OUT.

Mr. Davitt's Latest Speech not Endorsed by the Other Leaders of the Party.

DUBLIN, July 18.—Mr. Redmond, nationalist, speaking at Colgrany, said he deeply respected Mr. Davitt's service, but regretted his latest speech, which amounted to a charge that was little short of folly against the advice given by the Irish leaders, and a charge of cowardice against the people. "The tenants," Mr. Redmond said, "ought not to engage in an unequal struggle against the bayonets of their enemies." Mr. Davitt, replying to Mr. Redmond, said he would accept in accordance with Mr. Parnell's advice, but would not be dictated to by any sub-leader of the Irish people. Mr. Dillon, speaking at Arklow, thanked the people of Colgrany for their admirable adherence to the plan of campaign. He was unable to refrain from expressing regret at Mr. Davitt's speech, finding fault with the advice of the Dublin executive. He desired to defend Mr. Harrington, whose official position precluded him from replying personally. He hoped that in future their petty differences would be settled in the council chamber.

SEVERAL APPOINTMENTS.

Several Appointments in Connection With the College at Last Settled.

TORONTO, July 19.—The following appointments in connection with the university have been settled: Alfred Baker, professor in mathematics; Henry R. Fairclough, lecturer in Greek; W. H. Fraser, lecturer in Spanish and Italian; Archibald B. McCallum, lecturer in physiology; David R. Keys, lecturer in English; John Squar, lecturer in French; William Dale, lecturer in Latin. All the lecturers recently appointed, as well as all others holding the rank of lecturer, are placed on a uniform salary of \$1,500.

Money saved is money earned. Pay your water rate and save discount.

SPANIEL'S FATAL BITE.

THE TERRIBLE SUFFERINGS OF A VICTIM OF HYDROPHOBIA.

The Fear of Madness Growing Upon a Young Man For Six Weeks—The Frightful Consequences—The Dog a Domestic Pet And Not Supposed to be Mad.

DETROIT, July 16.—Anton Michenfelder, president of the Bavarian brewing company, is well known and may be said to have attained the full measure of success as the world goes. A great sorrow has fallen upon his home, however. Some five weeks ago his son Barney, aged nineteen, playfully kicked at his dog, an animal of Irish species. To his astonishment the dog turned and fastened his teeth in the biceps of the arm. The animal was spurred from the arm, ran from the premises and has not since been seen. Dr. Kaiser cauterized the wound and sent the young man home with the belief that nothing serious was to be expected. From the moment he received the bite the unfortunate young man was in constant fear of hydrophobia. He could not be argued out of it. The more he thought of it the worse he became until finally the fear developed the characteristic symptoms of hydrophobia. This was on Tuesday last. First he had chills, subsequently a stiffness of the throat and neck which increasing in severity reached the stage when swallowing became difficult. On Wednesday there was no change, except for the worse, in the patient's throat. Gradually the stiffening increased and swallowing became more difficult. Then there was a sudden and alarming manifestation of hydrophobia symptoms. An abnormal sensitiveness to touch, sound and light developed. On Thursday Michenfelder experienced extreme sensitiveness. This was almost immediately followed by great agitation and thirst, the full symptoms of hydrophobia. About noon the patient became violent and fell into a paroxysm. Whenever water was brought near him paroxysms increased and the draught through the house, coupled with the light, but added to his agony. It was then decided to place him in a room by himself, where there were no currents of air, and but dim light, and where, if there were any further paroxysms, he could be more easily controlled. At 6 o'clock Michenfelder could not even swallow his medicine, the sight of which threw him into convulsions. He also showed antipathy to those who were around him, and seemingly could not endure their presence. He writhed in agony, snapping at the attendants as the convulsion came on, and then sank back weak from exhaustion as the convulsion spent its force. On Thursday night he sank into semi-sensibility. His eyes were wide open and fixed in a ghastly stare. His lips were covered with mucus which exuded from his mouth. Dr. Kaiser called Dr. W. Brodie and Dr. Donald Maclean in consultation, and these physicians were with the patient the rest of the night. On Friday the patient was alive but unconscious and under the influence of chloroform. The attending physicians had no hopes of his recovery.

Another Case of Hydrophobia.

CLEVELAND, Ohio, July 18.—Howard S. Nacherie, a young man employed in barns of Brooklyn street railroad, was stricken with what appears to be a genuine case of hydrophobia yesterday. While at work he complained of headache, and shortly afterwards fell to the ground in convulsions. He was taken home, when frothing at the mouth, violent struggles, inability to swallow water, and other acute symptoms of rabies rapidly developed. Ten days ago he attempted to rescue his dog from the jaws of a strange cur.

DEATH FROM THE HEAT.

A Great Many Cases of Sunstroke—Some People Dying in the Streets.

NEW YORK, July 17.—The heat yesterday was intense throughout the country. The thermometer at various places registered in the shade: Wheeling, W. Va., 103°; New York 99°; Syracuse 100°; Ontario 97°; Baltimore 100°; Washington 98.5°; in Pennsylvania 95° to 100°; in Iowa 98°; in Ohio 98°; in Virginia 100° to 104°; in Wisconsin 100°; in Michigan 94° to 102°; in Missouri 102°.

PITTSBURG—Many cases of sunstrokes, three fatal; work suspended.

DETROIT—Men at outside employment had to quit work.

NEW YORK—Fifty prostrations, many fatal.

PHILADELPHIA—Hottest since 1876; 102° in the shade Saturday afternoon. Thirty cases of sunstroke; fourteen fatal.

LOUISVILLE—99° in the shade. Forty four cases of sunstroke, eight fatal.

GALESBURG, ILL.—Heat 104° in the shade. Four deaths.

FORT WAYNE, IND.—Hottest in years, 102°. Number of prostrations; two fatal.

EFFECTS ON SUNDAY.

PEKIN, Ill., July 18.—The thermometer yesterday indicated 103° all day. Four deaths have occurred in the city and vicinity.

CINCINNATI, Ohio, July 18.—There were reported up to midnight forty-eight cases of sunstroke yesterday, of which eighteen were fatal. The mercury during most of the day ranged from 100° to 104°.

JOLIET, Ill., July 18.—Fourteen convicts at the prison were overcome by the heat yesterday morning and had to be taken from the galleries to the idle house, where it was cooler; sixteen went to the hospital, and two died. The thermometer registered 100° at daybreak, and 113° in the middle of the day.

CHICAGO, Ill., July 18.—At 11 o'clock last night the returns show that sixty-two persons have died either in or on the way to the various hospitals in the city since Saturday morning. These deaths were all the direct result of sunstroke or heat. Hundreds of people are under the care of the police.

ST. LOUIS, July 18.—The thermometer yesterday registered 103° in the shade; eleven cases fatal sunstroke.

TORONTO, July 17.—The following were the registrations of heat on Saturday: Barrie, 95°; Brampton, 97°; Belleville, 85°; Bradford, 98°; Chatham, 100°; Oak, 98°; Goderich, 92°; Hamilton, 100°; London, 98°; Owen Sound, 97°; St. Catharines, 92°; Sarnia, 100°; Toronto, 97°; Woodstock, 98°; Kingston, 85°.

A COOL WAVE COMING.

WASHINGTON, July 18.—The signal office reports that a cool wave is on its way east from Nebraska, Dakota and the Lake Superior region, where the temperature has fallen from ten to thirty degrees, but its effect will not be felt on the Atlantic coast before Monday, and it probably will have lost much of its force on the way to the seaboard.