THIS MORNING'S NEWS.

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She was badly hurt. Maine boys in Yale '92. Greenwood Garden opened. Dedication of the Diamond Island Hail Heavy traffic on the street railway. Portland men with Forepaugh, Forepaugh's show. Deaths and marriages.

Page 6. Wit and Wisdom. The suburban winner. The great bicycle meet.

Marine news. Financial and commercial. Brief Jottings. ersonal.

The Hampton boat race. The Longshoremen's outing. The glorious Fourth. A down east yachting trip. Mischievous boys. A small blaze. He teased the elephant. Accidents. Fire on Free street.

THE WEATHER,

Miraculous escape of Wm. Watson

Fair Today with Rising Temperature. Boston, July 4.—Local forecast for New England for Tuesday: Fair; rising temperature.

> Local Weather Report. PORTLAND, ME, July 4, 1892.

. विश्वनरामात्रा स्वाप्त्रके । व	8 a. m.	8 P. M.
Barometer	63.8 49. 59. NW 18 Cloudy	64.0 43. 47 W 5 Cloudy
Mean daily ther 64.0 Max. vel Maximum ther 70.0 Total pr Minimum ther 59.0	wind	30NW 1.14

SPECIAL NOTICES

BAKER'S

ABSOLUTELY PURE FRUIT

Double the Strength of Ordinary Extracts. ABSOLUTELY PURE.

FULL MEASURE. (No short weight panel bottles) Although costing a trifle more than brands of questionable merits, are so far superior in

STRENCTH and FLAVOR use. Sold by grocers everywhere. Tu,Th&S

SPECIAL TELEPHONE CONNECTION

Garments Cleansed

 $\mathbf{D}\mathbf{YED}$ PRESSED READY FOR WEAR, No. 13 Preble Street.

Foster's Forest City Dye House



SAVED HER LIFE.

Mrs. L. A. Haskell of Charlestown, Mass., Rescued from the Grave. Mrs. L. A. Haskell was a dreadful sufferer from nervous debility. Life was gradually wasting away. She could barely walk. Became but a shadew of her former self. Prominent physicians could not help her. Weeks in the country were of ne avail. Turned her footsteps sadly homeward. Family and friends felt amxious. Thought she must die. A friend recommended Hidden's Magnetic Compound. It proved an angel helper. Twas the Goed Bamaritam in the hour of need. It rescued her from the very brink of the grave. Under date of Jan. 24, 1892, she says: "I am new in very excellent health—a living testimonial to the rare werth of Hidden's Magnetic Compound." They all tell the same story. Patients improve from the very first dose. The flush of health returns. They are soon well and strong. Our compound is not a sarsaparilla. Do not confound it with such mixtures. It is a valuable all the year 'round medicine. It cures nervous diseases, paralysis, rheumatism, heart disease, diseases of the blood, liver and kidneys, and stomach troubles of every name and nature. Hidden's Magnetic Compound sells on its merits. It does not require to be boomed. A trial wins it new friends everywhere. Composed of carefully selected and scientifically prepared roots, herbs and barks, it is a natural medicine. It cures in the natural way. If you try it once you will always recommend it. It is the coming medicine. Druggists. 31. BUY 17, TRY IT, TWILL DO YOU GOOD. If you are sick do not delay. Try A. Haskell of Charlestown,



MISCELLANEOUS.

AYER'S Hair Vigor

Restores faded, thin, and gray hair to its original color, texture, and abundance; prevents it from falling out, checks tendency to baldness, and promotes a new and vigorous growth. A clean, safe, elegant, and economical hair-dressing,

Everywhere Popular

"Nine months after having the typhoid fever, my head was perfectly bald. I was induced to try Ayer's Hair Vigor, and before I had used half a bottle, the hair began to grow. Two more bottles brought out as good a head of hair as ever I had. On my recommendation. my brother William Craig made use of Ayer's Hair Vigor with the same good results."—Stephen Craig, 832 Charlotte st., Philadelphia, Pa.

Ayer's Hair Vigor

Prepared by Dr. J. C. Ayer & Co., Lowell, Mass. Sold by Druggists Everywhere.



MRS. MARY TYLER.

SIX YEARS OF AGONY Tortured by Demons! RHEUMATISM NEURALGIA

Cured by Four Bottles of DANA'S.

A Miracle in Hermon, Me. DANA SARSAPARILLA CO.

GENTLEMEN:—I take great pleasure in stating that after suffering severely for THE six years with RHEUMA-THE TISM and NEURALGHA which affected my whole system, particularly my head and limbs. During all this time nothing seemed to relieve the agony I endured until I tried DANA'S SARSA-PARILLA. I have taken only four bottles, but the result has been WONDERFUL. I have gained consideration of the strong and WELL. I CONSIDER MYSELF CURED. I am 65 years of age.

CURES we take the setter in any way CURES use this lett you see fit.

Gratefully yours,
Hermon, Me. MRS. MARY TYLER.
We, the undersigned, certify to the truth

of Mrs. Tyler's statement.
EIMBALL & BISHOP, Merchants. DANA SARSAPARILLA CO., BELFAST, ME.

NO SWEAT SHOP tenement-house-made cigar, but manu factured by well paid union labor in our own clean factory.



TRADE MARK BECOMY, Boston eodlw

PINE TREE DRIVING PARK. The Fourth Celebrated by Gardiner Love of Horseflesh.

GARDINER, July 4.—The Pine Tree Driving Park connected with the Pine Tree stock Farm at Farmingdale was opened to the public for the first time today. About 4000 people were at the races. The track was very good considering the hard rail last night. The sum-

Auctioneer by Gen. Withers, C. A. Hoyt Winthrop. 1
Manchester, W H Fairbanks, Augusta. 2
Jip, A. S. Church, Augusta. 3
Time—3.06, 2.49, 2.49½.

Gen. Briggs by Messenger Wilkes,

2.27 Class. Walter D., B. F. Maxim, Wayne......2 1 Cunard, Jr., by Cunard, C. T. Stack-

The famous stallion Nelson owned by C. H. Nelson of Waterville, trotted an exhibition mile in 2.23. The stallion Haley, three years old, owned by W. D. Haley, South Gardiner, one of the fastests of Nelson's sons, trotted an exhibition mile in 2.381. The Pine Tree track promises to be one of the fastest in the

Miss Nora Kelleher Drowned.

SACO, July 4.—Miss Nora Kelleher Saco, aged 26, while bathing in Biddeford Pool, this afternoon, was drowned. Her body was recovered.

OUR SMART RIDERS.

They Took Nearly All the Prizes at the Saco Meet.

THERE IS REJOICING AMONG THE PORTLAND CYCLISTS.

The Team Race They Won Handily and the Road Race was Given to Them by Gargin's Magnificent Spurt - In the Other Events] in which Portland Men Figured, They Were Generally Successful.

Special to the Press. SACO, July 4.—Success stamped every feature of the York County Wheelmen's races here today. The weather was delightful, although a strong wind prevented very fast time. The track was in superior condition, the best racing track for bicycles there has ever been in Maine. The Portland men showed up nobly. Members of the Portland Wheel Club took first prizes in every event they entered and won the team race easily. Four first prizes were captured and many seconds. Frank M. Liscomb brought the state record down to 2.514, and in addition will receive an elegant diamond ring for thataccomplishment. The Biddeford band furnished music, and altogether it was a thoroughly enjoyable and lively occasion. The York county wheelmen extended hospitalities in a most gracious manner. Portland was largely represented in the attendance, and warmly cheered their victorious boys. As many as 40 or 50 wheelmen, some accompanied by ladies, went out from the Forest City. Mile Ordinary Novice

was the first race on the programme and the full number of entries appeared to start. Ralph Webber of Saco had the best of his opponents almost from the beginning, and was an easy winner in 3.35 3-5, but the effort proved too much for him, and he fell fainting on the track at the finish. Fred Cobb of Biddeford was second; Herbert Dyer, Saco, third, and Will H. Norton, Biddeford, fourth.

Twenty Mile Road Race was then started, half a mile on the track and 81 miles toward Portland. on the road and return, finishing with three miles on the track. On leaving the track, H. Gargin of Portland was in the lead, John G. Lawrence of Saco, second, and Ralph D. Littlefield of Saco, third.

For the half-mile novice safety (state record), three starters appeared. Frank G. Leavitt of Saco, at once took the lead, maintaining it the entire distance with out question, finishing first in 1.201-5, prize, lantern, luggage carrier and horn; Harry A. Rowton, Saco, second, umbrel-

The 100 yards amateur dash next ocsecond, Parker Pingree of Saco, third; Theo. Boynton, Portland, fourth; Wm. H. O'Brien, Portland, fifth. The mile safety, 3.10 class, and interesting event. Once and threequarters around the track the three racers kept closely bunched, but on the

E. G, Scully of Portland,

made a fine spurt and won easily in 3.06 3-5, prize, suit of clothes; W. W. Tarbox. Saco, secod, umbrella; L. P. Houston, Portland, third, box of cigars. The mile ordinary, state record, had three starters, and proved to be a pretty contest between Frank G. Leavitt of Saco and W. E. Tobie of Portland. Webber, who fainted at the close of the first race, started in this event, but had to fall behind. Down the home stretch Tobie made a vigorous effort to even up with his opponent, but could not succeed. Leavitt crossed the tape a wheel ahead in 3.20 2 5, winning a gold medal; Tobie

second, patent leather shoes.
Chas. M. Farley, Great Falls, N. H.,
won the 100 yards professional dash in 103-5 seconds; John Jennings, Saco, second; D. H. Barry, Lewiston, third.

At this point the result of the 20 mile road race was announced and amid cheers Lawrence rode upon the track, followed almost half a mile behind by H. showing up. Then Gargin commenced a long, remarkable spurt, which only ended when the tape was crossed at the finish; a spurt three miles in length and which enabled him to gradually but sure ly close up the long distance between him and Lawrence. As lap after lap was rolled off he was seen to be steadily gaining, but no one believed he would be able to overcome the long lead of half a mile which Lawrence had. But see, it is the last lap of the three miles on the track, and then came the noblest spurt of all. Before the home stretch was reached Lawrence was passed, and down the track came Gargin, Lawrence at the last falling back exhausted. Gargin wor in 1 hour, 20 minutes and 29 seconds good time considering that the roads must have been in poor condition on account of recent rains. First prize, \$20 overcoat; 2nd prize, John G. Lawrence, travelling bag. Gargin broke his saddle while on the road and lost considerable time. That he should win after that is

remarkable. The quarter mile safety flying start was for blood from the beginning. There were seven entries and all started.

Liscomb Took the Lead

and kept it to the finish, though not without having to do lots of hard work, winning in 362-5 seconds, fast time. First prize, medal; 2nd prize, E. G. Scully, collar and cuff case; 3rd prize, travelling toilet case.

Willie Davis, Biddeford, won the half mile foot race in 2.23 1-5. First prize box of cigars; 2nd prize, James McGuire Biddeford, umbrella. The mile safety, state record, was very closely contested and in many respects the most exciting event of the day. The previous record was 2.54 and this was

set as a time limit to be reduced. Brown

pretty fight for the lead. When the tape was crossed at the half Brown was ahead with Liscomb a close second, followed by Tobie and Scully. L. C. Gilson gave out on the second lap. At the finish F. M. Liscomb pulled out ahead, taking 1st prize, medal; 2d prize. F. M. Brown, biprize, medal; 2d prize, F. M. Brown, bi-cycle shoes; 3d prize, W. E. T. Tobie, alarm clock, all of Portland.

Linwood Berry of Saco, won the 220 yards amateur dash, securing the silver

cup. The half mile open safety was Decidedly Close

with F. M. Brown the winner by a quarter wheel, F. M. Liscomb, second. Down the home stretch Liscomb and Brown were neck and neck but with Liscomb seemingly having the advantage, but Brown made a magnificent spurt and managed to lead by a foot or two when the tape was crossed, winning an oak chair given by Atkinson; 2d prize, F. M. Liscomb, rattan chair; 3d prize, L. C.

Gilson, box cigars.

Next was the half mile boys' safety won by, Arthur P. Fairfield, Saco, in 1.38 4-5, prize, bicycle lamp, Herbert A. Jose, Saco, second, bicycle lamp. The two mile safety was full of fight,

Gibson and Tobie struggling for first place on the first three laps, with Brown and Liscomb coming along behind at a leisurely pace, catching up glasses of water from their trainers as they passed them. But when it came to the last lap these two began a strong spurt, when Liscomb's wheel collided with Brown's throwing the former out. Brown pegged away on a fine spurt coming in considerably ahead of Tobie. Time 6.30 3-5; first prize, medal; second prize, W. E. Tobie, bicycle shoes; third prize, L. C. Gilson meerschaum pipe.

Chas. M. Farley of Great Falls won the

professional 220 yards dash in good

One of the most interesting was the two-mile team race between the Portland Wheel Club and York County Wheelmen, three men in each team. Brown, Liscomb and Dean rode for Portland land; Tarbox and G. M. and F. G. Leavitt for the York County's. Liscomb took first place and Brown second for the Portlands on every lap, so that the Wheel club ran up a total of 54 points to 34 for the home wheelmen, securing the prize of a handsome picture and one chance on a beautiful cup when must be went the company to the prize of the company to won twice before it can be owned by the

The mile running horse race was wor easily by F. W. Kinney's chestnut gelding Shiloh, tame 2.10 1-5. W. H. Little-field's brown pony Dick was second.

This ended one of the most successful racing tournaments ever held in Maine.

Next will be some fine races in Port-

land on the 23d, when those who won to-day will have to struggle hard to retain

IN HARD LUCK

New England Rowing Association's Annu al Regatta. LYNN, Mass., July 4.—The rain and

strong wind Sunday night nearly ruined the annual regatta of the New England Amateur Rowing Association in Lynn harbor today. The tent erected on Nahant Isthmus to store the craft of the contestants was collapsed by the wind at 3 a, m. and six boats demolished. They shell of the Crescents and the single shell of A. A. Frates of the Cumberland Rowing Association of Portland. The water ch tide at 7 At noon the wind went down and at the special meeting of the association at Hotel Nahant it was voted to pull off all but the double sculls. This was postponed. At 4.15 p. m. the regate started. The race was witnessed by 20,000 people. The canoe race of one and one-half miles was won by W. P. Perkins of the Vesper Boat Club of Lowell; no time taken. In the single sculls, seniors, J. W. Burgen of the Bradford Boat Club was first in 11 minutes, 30 seconds. In the single sculls, intermediate, one and one-half miles, Edward Hayes, of the Bradford boat club won in 11 minutes, 34 seconds. W. S. Merrill of the Cumberland Rowing Association, Portland, failed to turn the three-quarter buoy. In the single scull juniors, one and one-half miles, John Cosgrove of the West Lynn boat club was first, in 11 minutes 35 seconds. The four oared working boat race, seniors, one and one-half miles, was won by the Bradford boat club in 9 min-utes 45 seconds. In the senior four oared shells, one and one-half miles, the Bradford boat club also took first in 9 minutes and 30 seconds. The four oared working boat race, juniors, one and one-half miles, the Neponset rowing club won, time 9 minutes, 50 seconds. In the junior eight oared shells, one and a half miles, straightaway, the Columbia Rowing Association was first in 10 minutes. The last race, for senior eight oared shells, the Columbian Rowing Association won by about 30 lengths, in 9 minutes, 45 seconds.

Hanlan Beats Hosmer,

HARTFORD, Conn., July 4.—Edward Hanlan defeated George H. Hosmer in a three mile shell race on the Connecticut river this afternoon.

RAISED A CHURCH ROOF. And Livermore Falls Methodists Narrowly

Escaped Harm.

LIVERMORE FALLS, July 4.—A cyclone Sunday lifted the roof off the Methodist church, the congregation barely escaping the wreck. The storm formed a waterspout 50 feet high when it crossed the Androscoggin here. Several people mi-

raculously escaped death.

A heavy cyclone formed at Livermore Centre about 4 this afternoon, moved easterly, blowing down James Atwood's and Frank Lindsey's farm buildings. Sweeping across the river, it mowed a path through through the woods 60 rods wide and blew down Mr. Morrison's barn and one at Twelve Corners. The cyclone was followed by a thunder shower

Mr. Blaine to the President.

WASHINGTON, July 4.—Ex-Secretary Blaine has sent the President a cordial acknowledgement of the receipt of his telegram of sympathy and condolence at the time of the death of his son, Emmons Blaine. The telegram was sent the day young Mr. Blaine died, but was not re-ceived by Mr. Blaine until he returned to set as a time limit to be reduced. Brown and Liscomb of Portland were bunched all along the course, and had many a gray Bar Harbor after the funeral in Chicago.

The summaries follow:

GRESHAM'S NO.

It Was Too Big Even for the People's Party to Disregard.

SO WEAVER OF GREENBACK FAMI HEADS THE TICKET.

At One Time Yesterday the Convention Went Wild Over a Rumor that Gresham Had Consented But Later News Spoiled that Sensation and at the Eleventh Hour the Delegates Fell Back on

OMAHA, Neb., July 4.—The People's party delegates from Georgia and several other states, yesterday, declared in favor of Senator Kyle of South Dakota, for President. Mr. Washburne of Massachusetts, national committeeman and Messrs. Taubenrek of Illinois and Branch of Georgia, were managing the Kyle boom last night. Practically all the New Englanders came to the convention in a neutral frame of mind, and Senator Kyle was taken up by most of them as likely to prove the strongest candidate. Gen. Weaver was objected to by this element as being weighted with defeat as a Greenbacker presidential candidate. Despite the Kyle boom, the Weaver fol-Despite the Kyle boom, the Weaver followers have kept up a courageous front. Mr. Brown, one of the most prominent of the Massachusetts delegation, is said to be one of the managers of the Weaver forces. Today Delegate Taubenreck rerectived the following despatch from Senator Kyle. Senator Kyle:

"I have wired Louecks and Washburne that I could not accept. If the convention determined on me, I presume I cannot refuse, if necessary to harmonize."

The following telegram was received from J. A. Hauser of Indiana, candidate for lieutenant governor on the People's

"I have just seen Gresham. If unanimou he will not refuse."

Tremendous excitement was caused by this message. "Your success seems assured," was the message sent to each "Your success seems assured," was the message sent to each of the three leading candidates by his supporters just before the hour set for the battle to begin in earnest. Gresham's friends seemed increasingly enthusiastic. General Secretary Hayes of the Knights of Labor said the Knights had determined to stand by Gresham. George Wesh ed to stand by Gresham. George Washburne of Massachusetts was unqualified-ly claiming the nomination for Kyle on the first ballot, and Gen. Weaver's dis-ciplined corps declared their candidate

was as solid as a rock.

Permanent Chairman Louecks, stand-

ing on his one leg, Swinging His Crutch at arm's length, waved the assemblage to order. His speech was a surprise and a disagreeable one to perhaps a majority of the convention. Its impetuosity and fire elicited cheers every few words. Mr. cupied attention and proved a good contest although the time was not remarkable. Linwood Perry of Saco came in first in 11 seconds, and won the silver cup. Thos. Mullen, Great Falls, N. H., eacond Paylor Biggreat Salt and the double scull the contest and proved a good contest although the time was not remarkable. Linwood Perry of Saco came in first in 11 seconds, and won the silver cupied attention and proved a good contest although the time was not remarkable. Linwood Perry of Saco came in first in 11 seconds, and won the silver cupied attention and proved a good contest although the time was not remarkable. Linwood Perry of Saco came in first in 11 seconds, and won the silver cupied attention and proved a good contest although the time was not remarkable. Linwood Perry of Saco came in first in 11 seconds, and won the silver cupied attention and proved a good contest although the time was not remarkable. Linwood Perry of Saco came in first in 11 seconds, and won the silver cupied the crescent Boat Club, A. C. Dowlet is the greatest of all revolutions. Being propelled by that silent power of educations. The province of the crescent Boat Club, the eight cupied to the crescent Boat Club, and the double scale alternation and the double s gratulate ourselves we are progressing all along the line. The slates have not been fixed up by this convention, we are all at sea, but the result will be the choice of the people, renominated by this convention [applause], not the choice of the machine elements of the nation. There is a spirit abroad here that a man nomi-nated by this convention must not only stand fairly and squarely upon our platform of principles, but he must also have burned his bridges behind him. [Ap-plause.] We want no doubtful man to ead this movement. We must know he

has been with us long enough to have Mr. Vandervoork of Nebraska offered an amendment striking out that clause of the rules providing that after the second ballot all candidates except the two leaders shall be retired and inserting the provision that when voting began the can-didates should be voted for until there was a choice. This amendment prevailed by a large majority, so the rules as to bal-loting are in accordance with the custom-ary rules in national conventions of this nature. Chairman Branch of the resolunature. Chairman Branch of the resolu tions committee, offered a resolution stating that through some oversight the ticket agents of the Union Pacific railway did not receive instructions to allow delegates to the convention the usual reduction in fares and providing that a committee of three communicate with the railway officials to have the mistake rectified.

Mr. Marion Cannon of California protested against the resolution as exhibiting a want of independent spirit.

His Vehement Denunciation

of the roads brought his audience to their feet several times. He said: "It is not by accident that the Pacific coast delegates were overlooked. Our request for the customary courtesy was denied deliberately and with insolence. The Democrats and Republicans secured half fare but we, the producers of the earth, have

been refused equal terms."

Mr. Dean of New York moved that the matter be brought before the interstate commerce commission to see whether the law permitted the railroads to discriminate in favor of one national politi-cal convention against another. He proposed using the matter for campaign pur oses. The motion was carried.

Омана, Neb., July 4.—Gen. Weaver was nominated for President late tonight.

IN EASTERN MAINE. They Rang Church Bells and Went to the Races.

(Special to the Press.)

BANGOR, July 4.—The Fourth in Eastern Maine passed quietly. In this city bells were rung, a salute fired and the usual amount of fire crackers burned. A big excursion down the river to Fort Point by the Ancient Order of Foresters and friends on the steamer Katahdin was enjoyed by 600 people. The sprinting race at Fort Point between Prescott and McNamara excited great interest and much betting. Prescott won. The ex-cursionists had other sports. In Bangor

THREE MINUTE CLASS-PURSE \$150.

RUNNING RACE, HALF MILE HEATS, BEST 2 IN 3.

2.40 CLASS-PURSE \$200. J. P. Tucker, Bangor, blk m Gypsy G... 1 C. T. Page, Orono, blk g Orono Boy... 2 G. H. Bishop, Bangor, g g Dagger F... 3 Chas. Dustin, Bangor, b m Jennie Rolfe. 4 F. Prescott, Newburg. s g Newburg... 5 Kittle Hanson, Passadumkeag, ch g Lant. 6 Time—2.48, 2.44½, 2.44½.

FREE-FOR-ALL—PURSE \$250. C. G. Andrews, Bangor, b s. Naumkeag...1
Chas. Varney, Bangor, blk m Lady Rock-E. P. Dearborn, So. Newburg, b m Dot-Time—2.37, 2.36, 2.32%.

MR. FRYE AT WOODSTOCK. An Inspendence Day Oration on th

American Ship.

PUTNAM, Conn., July 4.—Today Henry G. Bowen of the New York Independent gave his 22d annual literary festival in Roseland park, Woodstock. An audience of about 3000 people enjoyed the occasion. Hon. Charles A. Russell, Senator Platt of Connecticut, Hon. Thomas J. Morgan, Secretary Tracy, Senator Frye, and Col. Elliot Shepard were the speakers. Mr. Frye's subject was the American ship, and in the course of his speech referring to the depression of the American shipping industry, he said: I assert that not protection, but the

entire absence of it, has wrought the ruin of this most important national industry, and believe that this is susceptible of demonstration. The wonderful ca-reer of England illustrates it. To attain her present position upon the ocean she pursued persistently a most remarkable protective policy. She permitted the importation of bulky articles in British importation of bulky articles in British ships only; allowed no foreign ships to engage in her domestic trade, and permitted no transportation of merchandise from one British colony to another in foreign vessels; allowed no imports into any British possession by foreign vessels except those belonging to the country of growth, production or manufacture and then only when three-fourths of the crews were citizens of the same country. crews were citizens of the same country. She allowed no vessel to receive British registry except those built in her own dominions, entirely owned, officered and three fourths manned by her subjects, and never opened her registry to foreign built ships until 1849, a change of policy then necessary. She could not possibly supply her own shipping; timber had become exceedingly scarce and year except the supply supply the supply server. come exceedingly scarce and very expensive, while iron had hardly become a factor in the problem. She then bought some of our ships; found shortly that the experiment of iron ships was a success; at once devoted her entire attention to building them. From then to now she has encouraged iron shipbuilding, compelled all of her subsidized lines to build steamers of iron or steel, rebuilt her navy of the same materials, very largely in private yards, to induce the establishment of great shipyards and their maintenance. She never opened up her coastwise trade until she knew that no nation could obtain any share of it in competition with her; until she believed that we in response would open ours and she, with her immense advantages, could successfully compete for it.

In 1835 England inaugurated her subsidy policy for the establishment and main tenance of great steam lines on all the important routes of ocean traffic, and has paid out over \$250,000,000 to carry it out. She has commenced by paying about \$2,000,000, gradually increased, until in 1854 the annual expenditure was \$5,950,000. Her payments decreased during our Civil War. She then feared no competition of ours; but soon after its close, when we were making an effort to recover lost ground by the act of February, 1867, granting subsidies to the Pacific Mail, they at once increased until the year 1870, when they amounted to \$9,107,741. Finding that our effort was only a spasm, the gradully reduced, until in 1889, the last year for which I have the report, she paid \$3,210,434.

The first American steamer put on the route between New York and Liverpool, was the "United States." built in 1847; she made one round trip. The Cunard company being then heavily subsidized, could and did reduce freights from eight pounds to four.
In 1838 the first British steamer crossed

the Atlantic to our ports. In 1839 the Cunard line commenced regular service. England gave it an annual subsidy of \$425,000. In 1850 this subsidy was increased to \$550,000, then to \$735,000, then in 1852 it was made \$850,000, then in 1852 it was made \$850,000. The Collins line subsidized by us, was put on to this route in 1850. England didn't hesitate a moment to increase her subsidy to the Cunard Line for the sole purpose of driving off

our line. The competition reduced freights 50 per cent., and in eight years we ended the subsidy and the Collins Line died. The steamers of the Peninsula and The steamers of the reminsua and oriental Steamship Company receive as subsidy \$1.26 a nautical mile, besides mail pay to India and Australia. To establish lines to the West Indies, Brazil. the River Plate Country and the west coast of South America, Great Britain paid the Royal Mail Steam Packet Com-

pany \$1,3500,000 annually.

Now I do not propose to argue to intelligent men that England, in the payment of these euormous annual sums, had in view the encouraging of her merchant marine, rather than the carrying of her mails. The sums paid, the manner of paying, conclusively prove it to any mind open to conviction. Since the Crimean war England has seen the necessity of a naval reserve, and is pay-ing now annually to a large number of fleet passenger steamers from \$35,000 to \$50,000 each, besides mail pay. What has been the result of this prohibition, protection and encouragement of England? She built in 1889 85 per cent. of all the vessels launched in the world that year. She owns today over one-half of the tonnage and nearly one half of the 34,000 steam and sailing ships of the

whole world. BRIEFLY TOLD.

Capt. Lawlor and his 12 foot ocean greyhound have reached St. John, N. B.

THE GLORIOUS FOURTH.

A Bad Day for Those Who Tempt Fate in Balloons.

TWO MEN WERE KILLED IN BOS-TON HARBOR YESTERDAY.

it Augusta, Me., Mme. Patti Found Her self in the Kennebec and Was Unconscious When Rescued-At Waltham, Mass., an Aeronaut Got Stuck in the Trees and Was Finally Hauled Onto a

Boston, July 4.—A balloon ascension

from the Common this afternoon, one of

the features in the celebration of the Fourth prepared by the city government, had a sad ending. The aeronaut, Professer Augustus Rogers of Malden, met his death almost instantly, his assistant, Thomas Fenton, dying later, and the third occupant of the balloon being now in the hospital suffering from the shock aud inhalation of gas. An immense crowd gathered on the Common this afternoon to witness the ascension. Soon after 4 Professor Rogers, his assistant, and Delos E. Goldsmith, a representative of the City Press Association, stepped into the huge airship "Governor Russell," and began the ascent, assisted by the cheers of the vast crowd. The balloon rose but a few hundred feet and then sailed away to the south. When over South Boston it rose to a considerably higher attitude, continuing the journey directly out to sea. When about five miles down the harbor and off Thompson's island, Professor Rogers, who did not relish the thought of an ocean voyage. not relish the thought of an ocean voyage, attempted to open the valve and land on the island. In his efforts to do so he made a rent in the side of the balloon. The immense bag began to descend at a terrible rate and, as it struck the water terrible rate and, as it struck the water seemed to entirely collapse. Rogers sank at once and his body has not yet been recovered. Fenton and Goldsmith struggled manfully and succeeded in catching hold of the basket and held on for their lives. Their predicament was seen by some laborers on Thompson's island, who immediately put out to the spot in a row boat and managed to drag the two men into the boat. Both were in a greatly exhausted condition. Fenton's condition was the most precarious. ton's condition was the most precarious, he having inhaled quantities of gas and water. By this time the tug Nathaniel P. Doane, which had been in use by the judges of the city sailing regatta, was on its way up the harbor. The tug saw the trouble and went to the rescue. The two men were transferred there to be two men were transferred there to be brought to this city. Mr. Fenton slowly sank and died before the tug reached the city: Goldsmith was brought to the city hospital, where it is stated he will recover, although he is suffering tonight from the shock and from quantities of gas he inhaled.

BAD DAY FOR BALLOONISTS. Mme. Patti Came Pretty Near Being

Drowned on the Kennebec. AUGUSTA, July 4.—Independence Day was celebrated here by a firemen's parade, horse racing and a balloon ascension by Madame Patti of Boston. Owing to dampness the balloon was largely filled with steam and came down with Patti in the Kennebec river. Here she was entangled by the ropes and in the swift current had a miraculous escape from drowning. She was unconscious when a boat picked her up, but was resuscitated

THE LAST OF THE TRIO Taken from His Balloon by People on

after half an hour.

Near by Roof. Boston, July 4.—Frank P. Shattuck of Boston attempted to make an ascension at Waltham this afternoon in one of Professor Rogers's balloons. When the fastenings were cast off the balloon was carried up by a brisk wind. After rak ing through the tree tops it became caught in the telegraph and telephone wires over the Park theatre building, on which were many people. Mr. Shattuck was in a perilous position but finally a lurch of the balloon brought him near enough to the roof so that those who stood there rescued him from the basdet,

coming down three miles away. Mr. Shattuck was severely shaken up and

The balloon sailed off to the southeast

The Dead Aeronaut. MALDEN, Mass., July 4.—Prof. Augustus A. Rogers, drowned from his balloon today in Boston harbor, was born in Wolfboro, N. H., in 1830 and came to Boston in 1862. He resided in Malden 13 years and was a private detective in Boston for 10 years. He was employed by ton for 10 years. ne was compactly of the Eastern railroad in the capacity of the same time. He private detective at the same time. He had been an aeronaut since 1870. Today's ascension was his 113th. He had made 15 ascensions from Boston and been precipitated into the harbor two or three times. In the past six or eight years he has been engaged in sending up hot air balloons, having a woman jump from them with a parachute. He managed three ascensions today, one at Augusta, Me., one at Waltham, Mass., and another, the fatal one, at Boston.



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