

A DEATH CRASH.

Collision Between Two Steamers on Long Island Sound.

ONE OF THE VESSELS TAKES FIRE

And Passengers Drown or Burn To Death.

LOSS NOT LESS THAN 100.

A Record of Heart Rending Scenes and Incidents.

THE STRUGGLES FOR LIFE

Of Doomed Men, Women and Children, Whose Cries for Help Were Unavailing.

New York, June 12.—The steamboats Stonington and Narragansett were in collision on Long Island Sound. The Narragansett was on her regular trip from New York to Stonington, and the steamer Stonington was returning to New York. The collision occurred about 11:15 p. m. off Connecticut river.

STONINGTON, Ct., June 12.—The steamer Stonington arrived at 6:30 this morning, with about fifty survivors from the Narragansett. The bow of the former was stove in nearly to the water line. She struck the Narragansett on the starboard side, forward of the wheel house. The shock burst the gas tank and in fifteen minutes the Narragansett was on fire, and soon sank. The steamers New York and Providence came to their assistance, and all the boats and life rafts of the four steamers were lowered and put in service. Two hours elapsed before the last passenger was picked up.

On the arrival of the Stonington the village was aroused, and men and women hastened with clothing and assistance. Twenty-five women were on board in their night clothes. One died before reaching here from the water around the burning steamer was alive with people, clinging to rafts and every conceivable thing. Most of the women brought here were in the water several hours. One lady had about \$9,000 in her valise, which was lost. Two ladies on the steamer Stonington died after being picked up. Their remains await identification. It is feared that some of the passengers were in their berths below main decks and did not have time to save themselves. The bow of the steamer Stonington was knocked off.

THE LOSS OF LIFE.

No estimate can be made here of the loss of life. There is a general agreement among the survivors that out of a passenger list of more than 300, a large number must have been lost, as the water around the burning steamer was alive with people, clinging to rafts and every conceivable thing. Most of the women brought here were in the water several hours. One lady had about \$9,000 in her valise, which was lost. Two ladies on the steamer Stonington died after being picked up. Their remains await identification. It is feared that some of the passengers were in their berths below main decks and did not have time to save themselves. The bow of the steamer Stonington was knocked off.

A DETAILED REPORT.

New York, June 12.—The Post extra has the following account of the disaster, from passengers on the Stonington: Soon after the steamer left Providence the weather became thick. By 11 o'clock nearly everybody was a-bed, and all on board were quiet. At about 11:15 there was a sudden crash, and in a moment there was terrible confusion. Men, women and children, in all stages of undress, rushed frantically from their berths to the upper decks. For a few moments everybody thought the boat was sinking, and there was a struggle for life preservers. The officers of the boat said she was leaking forward, but there was no danger. It was then seen that the steamer into which the Stonington had run was the Narragansett. The latter had been struck amidships, and two or three minutes after the collision flames burst out and almost immediately enveloped the entire vessel.

THE SCENE WAS FIGHTFUL.

The shrieks and cries of the passengers on the Narragansett were distinctly audible on the Stonington. They could be seen leaping frantically in all directions. The boats of the Stonington were lowered after a delay of several minutes, and by that time the Narragansett had settled and was sinking. By some blunder the plugs in the life boats were left out, and they filled with water. This caused additional delay, and the men in the life boats did not know how to row them. At last they reached the wreck, and picked up a number of persons clinging on life preservers, tables, chairs, mattresses, planks, etc. The scene was appalling at this juncture. The City of New York came up, and lay off at some distance. She lowered her boats and picked up as many of the drowning passengers as she could find, when all hope of further rescue was abandoned. Many of the passengers rescued were badly scalded, and others were half naked.

A CHICAGO PASSENGER.

Mr. J. H. Wilcox, gives the following account of the disaster: Aroused by the noise of the collision he immediately realized what had happened, and hastened from his stateroom, carrying his pantaloons and coat, but leaving behind \$500 and the crutch which he usually uses, having but one leg. The boat was now on fire, and there was a scene of the utmost terror and confusion. A woman clung herself to the beam, remaining out for a while. Mr. Wilcox judged to be about three hours, when, feeling the approach of the coming storm, he urged the men to hunt for the steamer Stonington, which was still blowing her whistle. As the

A SHEET OF ELAME

shot out of the engine room and immediately it seemed the entire vessel was on fire. This passenger says he endeavored to launch two rafts, but failed, and then leaped overboard and caught a rope of one floating near, on which were five women and one child. The steamer Massachusetts, of the Providence line to Boston, also reached the scene of the disaster and rescued many persons. First Pilot W. N. Pelton, of the City of New York, said it was a half hour after the collision before his boat arrived. The fog was very heavy, but the glare of the burning steamer could be seen through it. The Stonington, on discovering the proximity of the Narragansett, signaled to stop, but the latter did not appear to answer to

only hope to escape being upset, they did so and were saved. The boat's load, including Mr. Wilcox, numbered thirteen.

ANOTHER PASSENGER

says he was lying on a lounge in the captain's room and heard three whistles of an approaching steamer which sounded as if over his head, and in an instant the collision occurred. The Narragansett fell away about a quarter of a mile, and soon an alarm of fire was given. The flames blazed so fiercely and spread so rapidly that the passengers were obliged to leap from the hurricane deck into the water and were seen in every direction clinging to seats and life preservers. The damaged steamer Stonington moved up by the light of the burning vessel and fully 300 persons were saved. This passenger estimates the number of lost at fifty. The cook of the Narragansett places the number at thirty.

W. D. Birk of Pittsburgh, and John Walsh, of Milwaukee, are saved.

Rev. Dr. Lockwood, who died after being taken from the water, was on his first trip west.

The purser of the Narragansett stated that there wasn't more than 300 passengers on the boat, and that the loss cannot exceed fifty, as it is known that more than 200 were brought to this city, and a large number were taken back to Stonington. It is also known that a schooner which came up, sent out boats and picked up several people.

A passenger and a naval cadet were swimming about for over an hour before they were picked up.

SCARED INTO SUICIDE. One young man was seen to deliberately shoot himself when the cries of fire and that the boat was sinking were raised. A report of a pistol was also heard in another direction.

A deck hand of the Narragansett says he jumped overboard as soon as the collision took place and clung to a broken spar. He saw a boat lowered from the Narragansett overturned, and the occupants he thinks were all drowned.

It is said that five minutes after the collision there were five feet of water in the hold, and in ten minutes the steamer burned to the water's edge.

THE SCENES SUBSEQUENT to the collision are described as heartrending. One old lady was struggling in the water, and when they pulled to where she was, it was discovered that she clasped an eight months old infant, her grandchild, closely to her breast. Both were picked up.

The collision, fire, and sinking of the Narragansett occurred within such a short time that many in their rooms asleep at the time must have been lost. The shrieks and cries of terror of men as well as women were terrible.

Clarence Leonard and wife, recently of Booth's theater, were passengers on the Narragansett. Mr. Leonard said, at the time of the collision the lights went out. He cried: "For God's sake, light the gas, that I may save my wife!" Somebody did light the gas, and just then a man ran through the saloon, shouting: "Put on your life preservers!" With some difficulty we found two in the room and tried to fasten them to our bodies; but, being without proper fastenings, when we got into the water they were more of an impediment than use. They worked over our heads and we were without support. But we finally managed to get hold of the ropes of

A LIFE RAFT

and were lifted upon it. The raft was so crowded my wife fainted. She kept cramped on her knees for some time. Dozens of persons were clinging to the ropes around the raft, and making frantic efforts to get upon it. The raft was six inches under water through the weight of persons clinging to it. The raft was finally towed by a row boat to the City of New York.

Mr. Leonard speaks in strong terms against the conduct of the officers and crew of the Narragansett. He says the captain was one of the first to enter a life boat.

A Mrs. Osborn threw her six-year old child from the cabin, picked up from both steamers and was rescued. She had nothing on but her night clothes and the child was naked.

THE SHRIEKS OF THE DYING

and pleadings of those in the water for assistance, was something never to be forgotten. A lady passenger, on the City of New York said when she saw the Narragansett, the vessel was all in flames. She said: "Oh, such screaming! It seemed as if it never would end. It came from the boats and from the water. Everywhere were people floating with life preservers, moaning and crying out in despair. Some of the poor wretches drifted by us out of hearing, and their cries lost in the distance wrung our hearts. We could not help them. Our boats came and went, bringing loads of men, women and children, picked up from both vessels. There were altogether about 150 of them. They said there were as many lost. Some had lost their wives and some their children or their husbands, and their misery was heart-rending. Some of the children rescued were stark naked, while very few of the women had anything on but their undergarments.

It is said the officers did not let the passengers know the true state of affairs, and many women were induced by them to return to their staterooms, thereby losing time and life. The children saved were in the main naked, while women for the most part were in night dresses.

The disaster has caused intense anxiety in this city and throughout New England, where the passengers in general belonged.

Mr. Leonard adds: A deck hand in a life-boat beat the fingers of an old lady desperately clinging to the side of the boat. She begged to be saved, but was finally compelled to let go her hold, and was probably drowned.

A passenger says there were between four and five hundred passengers on board; that all the berths and staterooms were engaged; and that there must have been a great many lives lost. He adds: The Narragansett was running at a pretty fair rate of speed at the time, as was also the Stonington. She struck me amidships, and raked me clear to the wheel. The force of collision caused the Narragansett to list heavily to port, and in less than five minutes she went down as far as main deck and grounded. Shortly after that I saw

shoot out of the engine room and immediately it seemed the entire vessel was on fire. This passenger says he endeavored to launch two rafts, but failed, and then leaped overboard and caught a rope of one floating near, on which were five women and one child.

The steamer Massachusetts, of the Providence line to Boston, also reached the scene of the disaster and rescued many persons. First Pilot W. N. Pelton, of the City of New York, said it was a half hour after the collision before his boat arrived. The fog was very heavy, but the glare of the burning steamer could be seen through it. The Stonington, on discovering the proximity of the Narragansett, signaled to stop, but the latter did not appear to answer to

the signal, and a few moments afterwards the crash came. The captain of the Stonington immediately ordered his crew to set to and save the passengers of the sister boat.

The boats were hurriedly lowered from both steamers and filled with the now frantic passengers. Rafts, chairs and other articles were thrown overboard for the purpose of saving life. In the confusion a great

MANY JUMPED OVERBOARD, and were not seen again. The Narragansett was soon wrapped in flames, and the Stonington left her side laden with about two-thirds of the Narragansett's passengers.

There was no discipline apparent on the Narragansett after the disaster, while the officers and crew of the Stonington are praised for their courage and bravery.

The captain of the Stonington soon learned that his boat was making water forward. The cargo was thrown overboard to lighten the vessel, and a sail placed under the bow.

The first two boats to leave the Narragansett contained only men, principally foreigners. The third boat contained women and children.

PERSONAL INCIDENTS. A child was taken from the arms of its mother who died on the Stonington after being rescued and was saved.

Mrs. E. M. Scule, of Boston, was heard to say to her child: "Nellie, if I jump, will you follow me?" to which the child responded: "I will, mamma." Both were saved.

Charlie Crebner was placed on a raft by his father and saved, but his father was drowned.

None of the Narragansett's books or papers were saved, but her captain estimates the number of passengers leaving New York at three hundred.

Mr. Fredrick Stillson, of Atlanta, Ga., awakened by the noise, ran to her brother-in-law's state-room and called to him. When they went back into the saloon where her two little children were asleep, the smoke was so stifling they could not go in to save them. A moment afterward the flames prevented all possibility of saving the children. Mrs. Stillson lost sight of her brother-in-law in the struggle for life, but both were saved.

Edward Mallory, an old wife lost her only child, a boy 7 years old.

ONE OF THE SADDEST EVENTS

connected with the horrible calamity is the case of Mrs. A. P. Dix, of Brooklyn, wife of a brother of the firm of Dix & Phefy. Mrs. Dix was on the Narragansett with her three children and nurse. All are lost but Mrs. Dix herself.

They were all helped into a life boat. Mrs. Dix tried to lower the boat but water poured in and capsized it. When the life boat righted again some of the women were carried away and the men abandoned the boat. Mrs. Dix, her nurse, baby, little boy and girl clung to the boat, but the boat was turned over in the same way three times and Mrs. Dix saw her baby, her nurse, her little boy and girl washed away.

Her diamond rings are imbedded in the splintered flesh, the skin being torn off her fingers and hands and wrists, by the boat sides, and ropes to which she had clung for life. As soon as the City of New York arrived, word was sent to Mr. Dix. He rushed to the pier and found his wife. The meeting of father and mother who had lost their entire family brought tears to the eyes of everyone.

The other survivors who had not met with so great losses found their own misery for a moment in sympathizing with the wretched man and wife whose children were drowned.

MISS PEAK'S NARRATIVE.

Miss Lizzie Peak of Philadelphia says the steward gave her a life preserver. Everybody was running to see what was the matter. The most of the ladies had time to slip on their skirts. Oh, such screaming. Mrs. Branyan of Boston Heights was with me, and her little girl. We stood on the main deck and screamed as loud as we could. Some men on the upper deck were getting into the boat down. People were jumping down from that deck into the boats, and some into the water. All this time there was great confusion and crying. Everybody was out of their senses—men too. I asked a man, (a passenger) to save me. He pushed me away and said he had enough to do to save himself. By that time the boat was sinking and the water was up to my knees in the main deck. The whole place was lit up by the fire on the Narragansett. We could see the flames distinctly. They were so close I felt as if I should be drowned if I stayed where I was. The water was gaining on me all the time. I went to the rail. The captain and some other men—every one who could help—were getting the last life-boat down.

The captain said to the men to hurry up, but they seemed to have lost their heads. One man lifted me up and put me in before they lowered her. Another lady ran to get in. She slipped and broke her wrist, but got in. Then they lowered the boat, and as soon as she touched the water all the men—the captain and all—jumped in. No other ladies got in. A lady and her baby, not more than eight months old, were left behind on the deck. She begged us to let her in, but the boat had no room for her. She was on the steamer and we had no cars. She kept on beseeching us to save her. The last I saw of her she had her hands raised crying for us to come. We had to go then because the steamer was becoming wrapped in flames. There was only a little spot left where the fire had not reached, and she was standing there crying. The gentlemen took their hats and paddled to get the life boat away from the burning Narragansett. In about fifteen minutes the other life boat was full as ours was, came up with and gave us two oars. A lady, gentleman and three children were then in the water near our boat. They begged to get in, but we told them no, the boat would capsize. They hung on to the stern of our boat. I don't know what became of them after that. We saw two other children, a boy about six years old and a girl a little younger, in the water. They seemed to have no life-preservers. I saw them sink a little distance off. We rowed up to the City of New York and she took us in. I found on the City of New York a good many rescued persons, some were injured, one old lady was helpless. Her foot was hurt some way. Another lady who had been clinging to a rope on the Narragansett had lost all the flesh from the inside of her hand, which was open to the bone. A gentleman had his knee hurt. Almost all of them were drenched, and were shaking with chills. The passengers of the City of New York wrapped them up in blankets and gave them whisky. One gentleman said he had lost his wife and oldest son. He had only his youngest son with him. A lady said she had lost three children. She was weeping so hard! Another lady said she had lost two children. It was said everybody could not be saved. The City of New York was very heavy, but the glare of the burning steamer could be seen through it. The Stonington, on discovering the proximity of the Narragansett, signaled to stop, but the latter did not appear to answer to

THE STEAMER NARRAGANSETT

was repaired last autumn at an expense of \$30,000 and was in excellent condition. New boilers were put in about a year ago. Her value at the time of the loss was not less than \$300,000. She was insured against fire for \$100,000, and there was a marine insurance upon her of \$30,000.

THE BRADFORD FIRE.

The fire was got under control this morning. The buildings destroyed were of the poorer quality of frames on the outskirts of the town. The oil tanks are blazing, but no danger exists of taking fire. The firemen have been on duty for 36 hours and are so thoroughly fatigued they have left the grounds. Citizens have taken their places to-night. The town is again in almost as great a peril as at anytime since the commencement of the fire. The night is lighted up with the brilliancy of day by the blazing tanks. Great excitement prevails. The heat so intense and the smoke so dense people can't go into the burned section.

THE TITUSVILLE REPORT.

The fire has spent its fury, but still rages with considerable fury, disturbing and requiring the continual efforts of the fire department and the detention of outside companies till the danger is past. The fire has been on since 10 o'clock this morning. Mr. David Emery offered the Cory fire department a reward to save it, but in vain, and he presented them \$400 after their heroic, but futile efforts were over. The explosion of the distillate and benzine tanks on the Acme No. 1 grounds put a fearful gloom and excitement to the day's distress. After dusk the Titusville citizens tried the experiment of shooting holes into the various burning oil tanks to let the oil out so as to prevent any sudden overflow, which would defy control, as the creek was rising, the effects of a rain storm which has swept over this section of country during the day. This had a wholesome effect, and there is little doubt that the ravages of the fire will not cross the creek, and invade the town. The fire has spread to hotels and shops; nor is any apprehension felt now for the railroad bridge. Our people in the main will sleep to-night in comparative security, though thousands will remain on duty in keeping watch. The wind is favorable to restraining the fire to its present limits. A number of private dwellings on the hill were destroyed to-day, though of little value. Scores of families slept in the woods, and those streets which were as Broad street was practically deserted. One mother died to the woods Friday night with the corpse of her child in her arms, which had died the day before. Titusville temporarily loses by this accident about one-third of her refining capacity, and works of the most expensive and substantial kind in the country. There is little doubt that Titusville's rank as a refining point will still be retained. Nor will the Acme owners be apt to abandon the place, as they have no other hands. They as well as the people are deeply interested in their maintenance. More careful estimates place the total loss at \$1,000,000, the Acme being the heaviest losers. We have been informed by the owners of the burned works that they will reconstruct on a greater and more improved scale at the earliest possible period.

LATEST DETAILED ACCOUNT.

FORER OF THE COLLISION.

New London, Conn. June 12.—The bow of the steamer Stonington was broken in for a distance of ten feet from her stern. The Narragansett was struck just about the forward gangway, making a great breach into which the water poured in floods. A heavy fog prevailed and the vessels were proceeding at a dozen feet by the force of the concussion. The Narragansett instantly began to fill. As soon as her officers comprehended the nature of the disaster they aroused the sleeping passengers, about three hundred and fifty in number, and made preparations to remove them. The passengers came hurrying on to the main deck and when they learned the peril they were in they became panic-stricken and the most vigorous efforts of the officers to restore order were futile. The many ladies on board were calmer, as a rule, than the gentlemen. There were fewer exhibitions of paralyzing fear among them. The officers made all haste to lower the boats and provide rafts, but half the frenzied passengers could brook no delay, and many sprang overboard and swam or floated close about the sinking craft, making their presence known by despairing cries for help. The Narragansett was provided with light metallic life boats, and three patent rafts. The Stonington had an equal number, and the City of New York had eight life boats and two rafts. All this life saving apparatus was at once put into use.

Before the first boat had been sent off, fire broke through the main deck. In a very short space of time, the whole lower deck was aflame. The scene was then one of indescribable terror.

THE PREVIOUSLY CALM

now became

panic-stricken. One man shot himself in his frenzy, and in the ladies' cabin more than a score of women lay in swoons. The cries of terror and distress were agonizing.

The officers of the Narragansett say about 200 persons were put aboard the New York, and fifty aboard the Stonington. As the passenger list was lost there is no way of learning the names of the drowned.

Just as the last boat left the Narragansett the fire burst forth on the hurricane deck, and in twenty minutes after the collision the Narragansett sank. The upper part of the hog frame, the walking beam and masts are out of water. Her starboard hog frame is badly burned, and all the woodwork of upper deck, save a part of the hog frame, is burned away. She lies in about thirty feet of water. A wrecking steamer was dispatched to the scene of the disaster from New London this morning, and divers will begin work to-morrow, probably.

Five bodies were recovered from the wreck to-day, four men and one child, the latter badly burned in the face.

Large quantities of stuff floated from the wreck to-day and were secured. This morning the keeper of the north Dumpling light picked up a metallic life boat, bottom up, containing a number of life preservers marked "Narragansett." It is supposed that the boat was over-crowded and upset and all drowned. It is thought when the divers penetrate the cabins many bodies will be discovered. Allowing for exaggerations it is believed the total loss will be about fifty.

Such four o'clock eight more bodies have been recovered and taken to Nantux, where coffins will be sent by the steamboat company.

The Stonington's bow was patched up this afternoon, and at five o'clock she left Stonington for New York. She carried very few passengers.

Capt. Nice was not on duty Friday night; first officer Young was in charge of the Narragansett.

THE OFFICERS AND CREW.

Capt. John M. Cushing, of Bath, Maine, states that the deck hands and petty officers of the Narragansett went off in the first boat, disregarding the claims of women and children. He also states that three other boats were manned by strangers and that the captain was not seen after he shouted to the Stonington, immediately after the crash, to hook up alongside.

Some of the bodies at Nantux have been partly identified. One is A. J. Horton, of Battleboro, Mass. One woman is supposed to be Mrs. Wm. Stevens, of Hoboken, N. J., and another Mrs. J. K. Little.

The officers claim signals were made and answered according to regulations.

L. K. Ambler, of Louisville, Ky., is among the saved. Some of the rescued have severe wounds.

Horace Z. Biedel, while in the water, received a pocket book from a drowning man with instructions to give it to the police authorities if he should survive. It contains some money, valuable papers, and what purports to be the last will of Jas. Thompson Hill, dated June 12, 1880.

New York, June 12.—Alvah Randall, a colored passenger on the Narragansett, became insane on the arrival here. He had staid in saving a number of persons. The woman who died after being taken into the life boat was entirely nude. The New York papers have a list of 86 persons lost.

Mrs. T. H. Lyles Super Opera House Bathing establishment, for ladies only, was thrown open to the feminine public of St. Paul, Friday afternoon. The mission of the enterprise, which has been long needed in St. Paul, was demonstrated yesterday, when the best streets, parlors, saleroom and bathing apartments were thronged by the fashion and beauty of the city. The luxury of an exclusive ladies' bath house has been long a desideratum, and the fair sex may congratulate themselves on having the horrors of the heated term reduced to a pleasure by a visit to the most inviting resort of the week.

SUNDAY TRAINS TO WHITE BEAR.

Trains leave for White Bear Lake at 6:45 and 9:55 A. M., 2:30 and 7:25 P. M. Last train leaves the lake at 10:35 P. M.

BEAUTIFUL LAWNES.

200 pieces of New Spring Lawnes, best qualities, at Powers Bros., this week.

DRUID'S FLETC.

The third annual excursion of Lincoln Grove, No. 11, will take place on Tuesday, 23d inst., to White Bear Lake. All friends and members of other groves are cordially invited. Special train to leave St. Paul at 7:45 A. M., calling at St. Paul & Duluth shops and Harvardsville. Tickets 50c, children 25c, can be had at Allen's drug store and at E. H. Millham's book depot, Seventh street.

GAUZE VESTS 25c, REMOVAL SALE.

Here's Your Chance. Special reductions in Dress Goods, at Powers Bros., all this week.

FRAGRANT, AROMATIC, DELICIOUS.

In fact, most excellent in quality, superior in every respect, are the pure Coffees and Teas, sold by Phil D. Hall, 41 Jackson street.

FINEST WOVEN GOLD BRACELETS, JUST RECEIVED AT GEIST'S JEWELRY STORE.

LADIES' WHITE SACS, REMOVAL SALE.

Sunday Trains to White Bear. Trains leave for White Bear Lake at 6:45 and 9:55 A. M., 2:30 and 7:25 P. M. Last train leaves the lake at 10:35 P. M.

KAVANAGH SELLS 30 CHEAP HOME SITES IN WEST ST. PAUL ON JUNE 26th.

HOSIERY ANYLY CHEAP, REMOVAL SALE.

English Intaglio Lockets and Charms, mounted in gold, at Emil Geist's.

BUY YOUR DIAMONDS WHERE YOU CAN GET THEM CHEAP, OF E. LYTLE, 41 JACKSON STREET.

BANQUET.

Colored Lace Banquet, 25 cents and up, all this week, at Powers Bros.

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REMOVAL SALE, NEW YORK BAZAR.

Millsaugh's Improved Yoke Shirt, 43 East Third street, up stairs.

MILLSAUGH & MAYNARD, MAKERS.

SEE KAVANAGH'S 30 LOT SITES IN ANOTHER COLUMN.

LACE MITTS.

100 dozen Lace Mitts, will be sold away down, at Powers Bros., this week.

BUY YOUR GOLD WATCHES AT HALF PRICE OF E. LYTLE, PAWBROKER, 41 JACKSON STREET.

STRAW HATS—STRAW HATS.

Linen Collars—\$1.50 per dozen, at Pannell's, 111 East Seventh street.

THE BEST AND PUREST SEVENTH IN THE MARKET IS REED'S GILT EDGE TONIC.

PICNIC—U. A. O. D.

The third annual picnic to be given by the Lincoln Grove, No. 11, U. A. O. D., will take place on Tuesday, June 22, 1880, at White Bear Lake. Tickets 50 cents.

Up to date 500 dog licenses have been issued. The police will commence to kill unlicensed dogs after this week.

The annual meeting of the Oakland Cemetery association will be held on the 25th inst.

Conley's Variety Theatre closed last evening for the season: It will be reopened August 23d.

Board of Trade will meet for the first annual election at Morrill & Gilbert's office, at 4 P. M. to-morrow.

If the water continues rising, Capt. Cotter informs the Gleaner that he will be compelled to shut down his mill Monday.

The collector of United States customs received \$129 yesterday from William Theobald in payment of duty on wines.

The council committee on public accounts met yesterday afternoon, and examined the usual batch of monthly accounts.

Turnkey Joseph Spill left for St. Peter yesterday, having in charge Patrick Fahey, committed to the hospital for the insane.

The firm of Pfeifer, Heck & Elles paid the sum of \$1,513 yesterday to Collector Bickel for stamps on liquor taken out of the custom house.

The regular monthly meeting of the State Historical society will be held in the rooms of the society in the capitol to-morrow (Monday) evening.

A man named Whitney, employed in Cutter's saw mill, West St. Paul, had one of his fingers taken off by a buzz saw yesterday afternoon.

One of the census enumerators—John J. Williams—has completed his work. His district lay between Summit and Nelson and Marshall avenues.

The bill boards about the city which were prostrated by the heavy gale of wind on Thursday night were being replaced yesterday, and so were the signs, ready for the next blast.

The committee on railroad crossings of the common council will meet at 10 o'clock to-morrow morning at city hall. Final action will