the House of Commons of the accident, and paid a most glowing tribute to the worth of Vice-Admiral Tryon, who, he said, was one of the ablest and most esteemed officers in the service of her Majesty. Mr. Gladstone said there were 611 officers, seamen, and boys, and 107 marines on board the ship. It was feared that of this total of 718 souls, 430 had been lost. He was sure that the deepest sympathy of the House would be felt for the brave men who had found an early grave in the service of their country, and that it would be extended to their relatives and friends.

The Right Hon. Lord George Hamilton, formerly First Lord of the Admiralty, endorsed everything that Mr. Gladstone had said, and expressed the deepest regret for the calamity that had befallen the country in the loss of so many brave officers and men.

In the House of Lords, Earl Spencer, First Lord of the Admiralty, referred to the disaster in terms similar to those employed by Mr. Gladstone in the House of Commons.

The news of the calamity has caused the most intense excitement, not only among those who had friends on board the ill-fated ship, but among all classes of the population. The Admiralty office in Whitehall was besieged by relatives and friends of the officers and crew, reporters seeking further details of the disaster, and throngs attracted by curiosity. So dense was the crowd in the vicinity that the Admiralty officials were compelled to summon the police to restrain the crowd.

No information has been received at the Admiralty since the receipt of Rear Admiral Markham's first official telegram.

Lord George Hamilton said this evening that without a doubt the Camperdown's ram had cut away the plating on the Victoria outside of several of her transverse bulkheads. Had this not been the case the bulkheads could have been closed and the water kept in one, or, at the most, two compartments, and the vessel would still have floated. But with the plating torn off, or cut away outside of several of the bulkheads, the inflow of water would have been enormous, and there would have been no time, even if it would have availed anything, to close the bulkheads.

Lord George further said that he thought that with the plating torn off the water must have entered the ship in a solid mass, and thus entering on one side caused the vessel to capsize almost immediately. The blow from the Camperdown, he thought, must have been delivered slantingly, to have done the damage he thought had been done. The damage would be all the greater to a ship with her bulkheads pierced. She would thus be worse off than a ship with no bulkheads. The cause of the collision, he said, was as yet a matter of conjecture, and he declined to express an opinion on this point.

An interview was also had with the Right Hon. Arthur Bower Forwood, a well-known shipowner, senior partner of the firm of Leech, Harrison & Forwood of Liverpool, and Forwood Brothers & Co. of London, who was formerly Secretary to the Admiralty. Mr. Forwood said it was a wonder that such an accident had not occurred before. The Victoria had a longitudinal bulkhead running through her, besides a number running across ship. She was thus divided into compartments on each side of the longitudinal bulkhead, without communication between them. In his opinion what had occurred was this: The Camperdown had struck the Victoria a ripping blow, glancing along the side and opening out the plates above several of the compartments. The water was then admitted into a number of the compartments on one side of the ship, causing her to capsize by its great weight. The longitudinal bulkhead was a good thing in its way, Mr. Forwood said, but it did not serve to avert disaster. The immediate cause of the collision, he added, cannot now be exactly stated. The squadron appears to have been manœuvring, probably within a space of three miles, leaving a small area for each vessel to move in. A misreading of signals may have caused the accident.

The Duke of Edinburgh has received this despatch from Emperor William II.:

"Words cannot express our horror. We all sympathize with our British comrades. As token of our sympathy your ensign is flying from the mainmasts of our vessels, with our own ensign at half mast, according to my orders."

The Duke of Edinburgh replied:

"The British navy and nation feel deeply the sympathy expressed by your Majesty and our brother officers of the German navy for us in this great disaster."

In discussing the disaster this evening Lord Brassey, some time Secretary of the Admiralty, said that the sinking of the Victoria supplied a strong argument against building more big men-of-war. It was evident, he said, that the Victoria's armor afforded her no protection from the Camperdown's ram. While not convinced that smaller vessels were safer than the larger ones, he thought it wiser to distribute the country's naval strength among many less pretentious men-of-war rather than among a few monster battle ships. It was poor policy to put so many eggs in one basket.

A court circular issued this evening says that the Queen received the news with the deepest grief, and that "her heart bleeds for the many homes plunged in mourning." The Queen will publish to-morrow a special letter of condolence with the families afflicted by the disaster.

The Queen has sent Col. Carrington to express her sorrow and sympathy to Lady Tryon. Last night Lady Tryon, who arrived from Malta three weeks ago, was holding her first reception of the season. Two hundred guests were present. When the news of her husband's death reached her she fell in a faint.

The state concert and other royal functions on the programme for next week have been postponed. The Lord Mayor has opened a relief fund for the benefit of the needy families who lost members in the disaster.

The morning newspapers all publish leaders extending condolence to the friends of the drowned men. Every leader eulogizes Admiral Tryon. The *Daily News* says editorially:

"America will thrill at the news, coming, as it does, when the New York cheers for our squadron have hardly died away. Are we to pay so much in millions and broken hearts only to learn that the compartment system is a delusion and a snare?"

The *Times* says: "The inquiry into the causes of this disaster must be searching and exhaustive; the punishment, if blame be found to exist, adequate and unflinching. Only so can the lesson of the great calamity be turned to account.

"The true lesson is not that manœuvres at sea are too hazardous, but that only by incessant practice of evolutions at high speed can the navy be fitted for the necessities of war."

DESCRIPTION OF THE SHIPS.

Both Among the Mightiest Fighters in the British Navy.

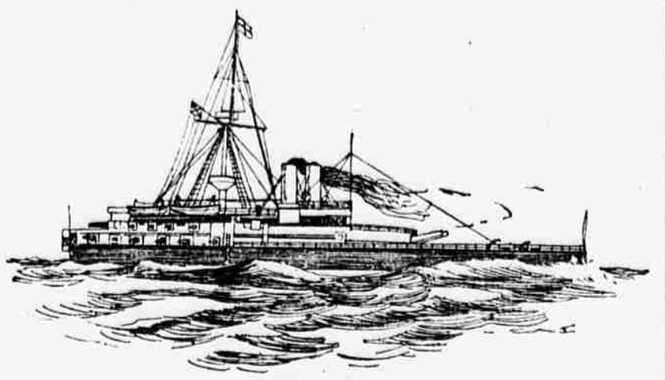
Although in some respects old-fashioned compared with the Royal Sovereign, the Hood, and the other recently constructed ships, both the Victoria and the Camperdown were believed to have few equals and scarcely a superior among line-of-battle ships. The Victoria was so large that when she was launched on the Tyne the river had to be dredged before she could be taken to Chatham dock yard. She was 340 feet long, 70 feet broad, and of 25 feet 9 inches mean draught. She was of 10,470 tons displacement and 14,000 horse power. She was protected by armor 18 inches thick, and her armament consisted of two 110-ton guns, one 30-ton, twelve 5-ton, twelve 6-pounder quick-firing guns, nine 3-pounders and several machine guns of smaller calibre. She in addition had a powerful ram and eight torpedo tubes. She could travel at the rate of 16.75 knots.

When she was launched Sir William Armstrong compared her with the Victory, Nelson's famous flagship, as follows:

"The armament of the Victory as she fought at Trafalgar consisted of thirty thirty-two-pounders, thirty twenty-four-pounders, forty twelve-pounders, and two sixty-eight-pounder carronades, making in all 102 guns. The heaviest of these guns was under three tons, while the heaviest on board the Victoria will be 110 tons. The largest charge of powder used on the Victory was 8 pounds, while the largest charge to be used on the Victoria will be 900 pounds. The heaviest shot used on the Victory was 68 pounds, while on the Victoria it will be 1,800 pounds. The weight of metal discharged from the broadside of the Victory was 1,150 pounds, against 4,750 from that of the Victoria. But the power of the broadside discharge of each ship is better indicated by the quantity of powder expended than by the weight of metal discharged; and while the broadside fire from the Victory consumed only 325 pounds, that from the Victoria will consume 3,000 pounds. In point of range, accuracy, penetrating power, and shell power, the difference is so great in favor of the Victoria that a comparison would be ridiculous."

The Victoria was rather low in the water, having eleven feet freeboard, and the forward deck being cleared to give sweep to the great turret guns, she had something of the appearance of a monitor forward. Aft of her turret she carried a plain superstructure, heavily protected by compound armor, in which was placed the secondary battery, and on the top and rear of this superstructure was the ten-inch gun in its barbette.

The Camperdown has a displacement of 10,600 tons, an indicated horse power of 11,500, and a speed of 16.75 knots. She has four 67-ton guns and six 5-ton, besides smaller armament. She was conspicuous in the naval manœuvres of 1891 in Vice-Admiral Culme-Seymour's fleet. Her crew consists of 690 men.



THE VICTORIA.

Neither the Victoria nor the Camperdown had been in commission ten years.

WASHINGTON, June 23.—The news of the sinking of the Victoria caused a profound sensation among naval experts here. No marine disaster accompanied by such heavy loss of life has been known in this country for many years, the heaviest in kind probably being the loss of the United States ship Huron, off Nag's Head, about fifteen years ago. Persons who saw the beautiful and stately Blake, flagship of the British squadron, at the naval review, thought that she was a great ship, but she was of secondary importance when compared with the ill-fated Victoria, for while the Blake was a large armored cruiser, the Victoria was a full-fledged battle ship, nearly 1,600 tons larger than the Blake. She bore about the same relation to the Blake that our own new battle ships, Indiana and Oregon, do to the armored cruiser New York. Indeed, the Victoria was of about the same dimensions as the Indiana, but the latter being of a newer design, is a more formidable craft than the English ship, which had her sister in the Sanspareil.

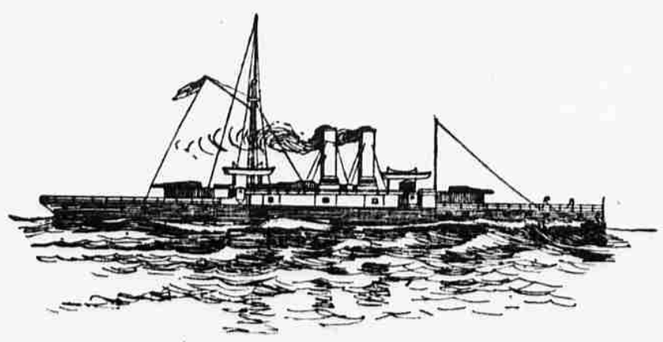
The Victoria, in her construction, embodied every safeguard known, up to the recent date of her completion, for the protection of the life of her officers and crew. She was a compartment ship, and was supposed to be unsinkable in any ordinary collision. The Camperdown, which dealt this fatal blow, was about the same size as the Victoria, and the ship has never been built that could withstand the impact of 10,000 tons of steel moving at ordinary speed.

Naval officers here feel that one result of this catastrophe will be to emphasize in a striking manner the terrible efficiency of the ram as a weapon of naval offence, for although there was no intention of using it offensively in this case, when it is presumed the ships were engaged in simple manœuvres, its availability in time of wars has been amply demonstrated.

ADMIRAL TRYON.

Conspicuous for His Services in Building Up the Naval Reserve.

Sir George Tryon, K. C. B., was the son of T. Tryon of Bulwick Park, Northamptonshire, and was born in 1832. He entered the navy at the age of 16 and was made a commander when he had served twelve years. He was made a Captain in 1866 and a Rear Admiral in 1884. He was wounded while serving in the naval brigade before Sebastopol in the Crimean war and received two medals for bravery. As director of transports in the Abyssinian war in 1862 he received mention in despatches for his services. He became private secretary to the First Lord of the Admiralty in 1871, acting permanent secretary in 1881, and permanent secretary in 1882. He



THE CAMPERDOWN.

was naval aide-de-camp to the Queen from 1879 to 1884.

On being made Rear Admiral, he was put in command of the Australian stations. After an unsuccessful attempt to get a seat in Parliament from Lincolnshire, he was made Admiral Superintendent of Naval Reserve in 1888. In the naval manœuvres of that and the two following years he commanded one of the opposing fleets, and on Aug. 20, 1891, he was made Commander-in-Chief of the Mediterranean forces. Admiral Tryon was created C. B. in 1886, and K. C. B. in 1887. He married in 1869 the Hon. Clementina Charlotte Heathcote, daughter of the first Baron Arcland.

The late Admiral will be chiefly remembered by his efforts to build up the Naval Reserve when its superintendent. He did much to encourage officers of the merchant marine to enlist in the Reserve, and was instrumental in having the steamers of the White Star and Cunard lines subsidized by the Government so that they might be made available as cruisers in war time.

OTHER BRITISH NAVAL DISASTERS.

A Long List in Which Sailormen and Ships Were Lost.

The record of war vessels lost by wreckage, and in times of peace, is doubtless longer and more disastrous than that of the battle ships which have been sunk in action. Neptune has destroyed more war ships than Mars. For the loss of many a noble ship and its brave crew human carelessness, as seems to be the case with the Victoria, alone is responsible. From the records of the British navy can be compiled a long list of vessels which have fallen victims to the elements, or to bad seamanship, or both combined. Looking down the centuries, some wrecks stand out conspicuously from having been made famous in song or story. The list of these is not a short one, even if confined to large vessels.

Going back less than two hundred years, one meets with almost the worst wreck, or rather wrecks, of all in the loss of four vessels of Sir Cloudesley Shovel's squadron off the Scilly Islands. In the Admiral's ship, the Association, seventy guns, more than 800 men were lost, including many persons of quality, as people of rank and birth were called in those days. There were but few survivors from the other three ships. This dreadful disaster occurred on Oct. 22, 1707. Sir Cloudesley's monument in Westminster Abbey has served to keep it in remembrance.

All on board perished when the Victory, 100 guns, sank near the Isle of Alderney on Oct. 5, 1744. The Thunder, 74 guns; Stirling Castle, 64; Defiance, 64, and twelve smaller ships were lost in the same storm in the West Indies in 1780.

More than 600 persons went down with "Brave Kempenfeldt" in the Royal George, man-of-war, 108 guns, off Spithead on Aug. 29, 1782. While the vessel was keeled over to repair a pipe, a sudden gust of wind washed the sea into her ports and she sank. Cowper has perhaps immortalized the disaster.

Three hundred and sixty lives were lost when the Minotaur, 74 guns, was wrecked on the Hank bank, Dec. 22, 1810.

The most dire disaster of all, since the ships of the Spanish Armada were lost on the shores of the tight little islands they had come to subdue was when the St. George, 98 guns, Defence, 74, and the Hero stranded on the coast of Jutland on Dec. 24, 1811. Admiral Reynolds and the crews, numbering 2,000 in all, perished, with the exception of 18 seamen.

The Birkenhead, although a troop ship, and not a man-of-war, deserves mention here from the memorable scene that was witnessed when she was lost off Simon's Bay, South Africa, on Jan. 7, 1852. The troops with whom she was laden were drawn up on deck while the women and children were hurried to the boats. They presented arms to death when she went down, not a man leaving the ranks to indulge in a fruitless struggle for existence. Of the 638 persons on board, but 194 were saved, and they were only saved by the self-sacrifice of the rest.

The first of the modern English ironclads to come to grief through wreck was the Captain, which sank in a squall off Finisterre shortly after midnight on Sept. 7, 1870. Only eighteen of the 490 persons on board were saved. Among those who perished were the Captain, Hugh Burgoyne, Capt. Cowper Coles, the designer of the ironclad, and not a few notable naval officers. The vessel capsized and went down in three minutes. Her sinking was attributed to too low freeboard, heavy topweight, masts, and hurricane deck. She cost £440,000.

H. M. S. Vanguard, a double-screw ironclad of 3,774 tons, was struck by the ram of the Iron Duke in a fog and sunk off the coast of Wicklow on Sept. 1, 1875. The crew, 400 in number, were saved. Capt. Dawkins of the Vanguard was dismissed the service, and Lieut. Evans of the Iron Duke was removed from his command.

The frigate Eurydice, a training ship, sank in a squall off the Isle of Wight on March 24, 1878, and 300 men perished.

A disaster similar in many respects to that of yesterday occurred in the English Channel off Dover on May 31, 1878. German vessels, however, not British, were its victims. In a smooth sea, on a clear day, the Kaiser Wilhelm ran into the Grosser Kurfurst, sinking her so speedily that 300 of her crew were lost. The Grosser Kurfurst had slowed up and the Kaiser Wilhelm struck in trying to pass her.

THE RAM IN NAVAL WARFARE.

One of Admiral Ammen's Latest Utterances on Their Value in Engagements.

As a result of the Victoria disaster renewed attention will be given, naval experts say, to the ram, as a special implement in naval warfare. The United States has taken the lead in this direction and has already launched and nearly completed the famous Ammen ram, the Katahdin, designed by Admiral Ammen, now retired. Admiral Ammen has written much in advocacy of the principle of the construction of this kind of craft, and one of his latest utterances on the ram in naval warfare, printed in the *Seaboard* of June 8 of this year, contains the following:

"As rams, such vessels would be so greatly superior to ordinary battle ships as now constructed, and to the armored cruisers in facility of manœuvre, that they would not use guns against them. In the face of such rams the old constructions would be obsolete. Several weeks ago a telegram came from Malta that a torpedo boat had run into the battle ship Nile, and injured her to such an extent as to fill her forward compartment with water. The Nile was docked without delay, and nothing more has appeared in the newspapers in relation to this singular occurrence. The many collisions of armored vessels and the consequences have abundantly established the fact that armor is of no avail against a ram, but that so light a weight as a torpedo boat should bring to grief so heavy a weight as a battle ship is indeed a revelation of which there is more to learn.

"The one pressing necessity with us is to secure an effective coast defence; until then our assertions of what we will do should any other power annex the Hawaiian Islands, or take military possession of the American isthmus, are merely idle words. In the event of a war, with our present and prospective means of defence, we would have either to abate our pretensions or suffer the punishment that could readily be inflicted on us were all the navy that we possess and now in progress of construction quadrupled in force.

"And we fleets and squadrons of rams, the battle ships and armored cruisers of a hostile navy would not feel safe on our coasts. Were we to attempt to meet them gun for gun, it would be an expensive and a losing game; we could not concentrate an inferior force in the face of an enemy, but a ram force would move with impunity at any and all times. Rams with guns such as I have indicated could go to the uttermost parts of the earth, and would meet no adversaries on the high seas that would be able to successfully encounter them. Compared in cost, vessel for vessel, with the battle ship of to-day, they would be much less, would be far better sea boats, would last much longer, and fewer of them would be required."

HER MODEL AT THE FAIR.

Crowds Gather About the Miniature of the Ill-fated Battle Ship.

CHICAGO, June 23.—The most conspicuous naval exhibit in the Transportation building is a model of the ill-fated war ship Victoria. It occupies a commanding position in the main aisle, close to the elevator shaft, and for the special convenience of visitors a double stairway with brass railings has been erected in front of the model. Everything is shown in perfect design and material, even to the great torpedo net, from stem to stern.

When Thomas Baker, Secretary of the Irish Committee and superintendent of the British exhibit in the Transportation building, was informed by the reporter of the disaster he was greatly shocked. He immediately wrote out the following card, which was placed in front of the model for the information of visitors:

Total loss of the Victoria! The Victoria foundered yesterday off Tripoli, with the loss of 400 lives, the result of a collision with H. M. S. Camperdown.

The flags on the Victoria House and the flags on the Canadian and New South Wales buildings have been at half mast in respect to the memory of the late Australian Commissioner, Fisher, and later for Mareschal de Oliveira of Brazil, but the flags will remain at the mourning height for many days on account of the catastrophe to the British navy.

The new five-hour express between New York and Boston, via the Shore Line, will begin running on Monday, June 26. This will be a limited train, and special tickets will be required.—*Adv.*

Sleeping cars through to Saranac Lake every day by New York Central. See time table.—*Adv.*

The guaranteed cure for all headaches is Bromo-Seltzer—trial bottle 10 cts.—*Adv.*

MAUD M'KIBBEN ARRESTED.

FORMALLY CHARGED WITH POISONING HER FATHER AND SISTER.

Revenge for Being Kept in Nights—Testimony that the Girl Tried to Buy Poison and that She Refused to Partake of the Dinner Which Caused the Two Deaths.

ST. LOUIS, June 23.—Maud McKibben is under arrest, charged with the murder of her father, John McKibben, and her sister, Mrs. Charles Stewart, by poison administered at dinner on last Friday. Her father died on Tuesday and her sister yesterday. More than this, she has practically admitted her guilt, and is expected to make a confession, for she is evidently weakening under the accumulation of evidence against her and the effort, of the police to induce her to give a statement of the facts in the case. The cause of the crime is as yet merely surmised, but it undoubtedly had its origin in the efforts of her father and sister to keep her at home at night and to draw her away from objectionable companions.

The fatal meal was eaten at the house of Charles Stewart. John McKibben, Mrs. Stewart, and Mrs. Biggs, another daughter of McKibben, sat down to the table. Maud declined to eat, saying she was sick. She lay down in another room while the family was at dinner. The meal consisted of vegetable soup, corned beef, bread and butter, and tea. Immediately after eating all became violently ill. They vomited, and when Mr. Stewart returned home, late in the evening, Dr. Grant was called in, and he pronounced the illness cholera morbus. After examination he said they had been poisoned, and declared his opinion that the poison used was Paris green. Mrs. Biggs was sick for several days, but has now recovered.

The inquest on the body of John McKibben and Mrs. Stewart was begun this morning. Maud McKibben was present as one of the witnesses, and not a muscle of the girl's face moved as she stood up and took the oath.

The first important witness was Dr. Grant, the attending physician. He said that the symptoms might have been caused by either Paris green or white arsenic. He said the neighbors had told him there was trouble in the family, and a druggist had told him that some one from the house had tried to buy arsenic and strychnine. Mrs. Stewart had told him there was Paris green in the house, and she had told him she thought she had been poisoned, but did not know how. Mrs. Biggs said the soup which they had burned her mouth, but she thought it was from too much pepper. She said her father and mother had separated, Maud going with her mother; that her mother had threatened to have Maud arrested, and to drive her away, and that the girl had gone to her sister, Mrs. Stewart, to live.

Druggist Ludwig was asked: "Do you remember Maud McKibben asking for poison at your store?"

"I do."

"Tell the jury about it."

"She came in on Thursday before the poisoning and asked me for five cents' worth of strychnine. I refused to give it to her, and she then asked for five cents' worth of arsenic. I told her that I could not sell it to her."

"What did you say to her?"

"I asked what she wanted it for, and she said to kill mice. I then advised her to try some preparation for that purpose."

"How did she take it?"

"Well, she acted peculiarly and I did not care to sell it to her."

Ludwig then identified Maud as the one who wanted to buy the poison. An important bit of evidence was furnished to-day by Gus Schultz, a friend of the Stewarts. He had found that Maud had pawned her sister's ring for $4, and had given the money to a boy named Steinhoff. He had seen Steinhoff, who had told him about the ring, and who had said that on the day Maud pawned the ring they had remained out together until 8 or 9 o'clock in the evening. Maud said she was afraid to go home because her mother would beat her. This ring was among the articles stolen from Stewart. Maud is said to be 19 years old.

SIGNED BY MAYOR BOODY.

The Brooklyn Railroad Companies Get the Franchises They Wanted.

Mayor Boody of Brooklyn yesterday approved the resolutions adopted on Monday last by the Aldermen by a vote of 13 to 5 granting valuable railroad franchises to the Brooklyn City Railroad Company and the Nassau and the Kings County Electric Railroad companies, and rejecting the application of the Union Street Railway Company.

"The provision for the payment of a certain percentage on the gross earnings of the companies on the routes included in the grants had been embodied in the resolutions at the suggestion of the Mayor. The Union Street Company professed its willingness not only to be taxed on gross earnings, but also to pay into the city Treasury at once from $12,000 to $20,000 for each mile of the routes.

At a hearing of all the interested parties before the Mayor on Thursday, Lawyer Grant, Secretary of the Union Company, renewed his offer, and hinted that the Aldermen had been inspired by corrupt motives in disposing of the franchises. When pressed by the Mayor, however, he failed to give any facts to substantiate his allegations.

It is thought that Mr. W. J. Gaynor, who is counsel for the Union Street Company, may interpose some legal obstacles to the immediate construction of the roads by the other companies. The Nassau and Kings County Electric companies, which now come into the field as rivals of the old City Railroad Company, were organized a couple of years ago.

These are the first franchises they have received from the city. Mr. P. H. Flynn, the President of each company, was formerly active as a Republican politician, and only recently branched out as a capitalist. He began life as a school teacher, and for some years has been engaged in the real estate business. He has had the backing, it is said, of some influential Democratic politicians and contractors.

Jersey City Traction's Big Mortgage.

The Consolidated Traction Company of Jersey City has mortgaged its existing and proposed street railway lines in Jersey City to the Manhattan Trust Company of New York for $15,000,000. The Traction Company owns the Jersey City and Bergen Railway Company and is seeking the right to gridiron most of the Jersey City Heights, and proposes to build an electric railway from Jersey City to Newark.

The terms of the mortgage could not be learned yesterday, as Congressman George B. Fielder, Hudson county's legislator, said that he had received the papers under an agreement not to file them for a week. It is believed that the company wants to keep the matter secret until the additional franchises sought have been granted.

The Maple Sugar Bounty.

BURLINGTON, Vt., June 23.—The maple sugar laboratory at Montpelier has closed for the season. There have been weighed for inspection 4,759,762 pounds, of which 85,002 pounds have tested 90 degrees and over, 4,043,880 pounds have tested between 80 degrees and 90 degrees, and 630,880 pounds less than 80 degrees. The amount of bounty will, therefore, be in the vicinity of $72,500. This covers the product of all the New England States. The Vermont bounty will be close to $70,000.

A 18-Pound Salmon Caught in the Hudson.

MECHANICVILLE, N. Y., June 23.—H. S. Miller and T. L. Pratt of this village caught in the Hudson River yesterday afternoon a salmon weighing 13½ pounds. This morning they caught two salmon, one weighing 9¾ pounds and the other 10¼ pounds.

I KEEP COOL
inside, outside, and all the way through, by drinking
HIRES' Root Beer
This great Temperance drink is as healthful, as it is pleasant. Try it.

Life Was a Burden

Because of the intense pains in my stomach and side, and also on account of gall stones. After eating I would be in great distress. I became so reduced in flesh that my friends thought I would not live long. I grew worse and my removal to a hospital in Syracuse was under advisement, when my father had me give Hood's Sarsaparilla a trial. There was an improvement at once, and I have continued taking it, until I am now well. I have gained in flesh and can eat heartily without distress. I now enjoy life, and I owe it all to Hood's Sarsaparilla.—Mrs. MARY SHUTE, Cazenovia, N. Y.

Mrs Mary Shute

Hood's Sarsaparilla Cures

Hood's Pills assist digestion and cure headache. Sold by all druggists. 25c.

NATIONAL GUARD NOTES.

Capt. W. A. Cornell of Company H, Eighth Regiment, is to be tried by general court martial on Wednesday, June 28, before the same court which tried Capt. Cobin of the Seventy-first Regiment. The officers comprising this court are Major Hart, Twenty-second Regiment, Capt. Wilson, Second Battery; Capt. Clayton, Thirteenth Regiment; Capt. Keck, Seventy-first Regiment, and Capt. Ives, Signal Corps, with Major Van Duzer, First Brigade, Judge Advocate. The charges on which Capt. Cornell is to be tried are preferred by Major Chauncey, who alleges the Captain left his company without permission during a street drill last May. The technical charge is understood to be "disobedience of orders." The papers in the case are now in possession of the court.

An event of considerable interest to the National Guard of this and other states will be the meeting of the New Jersey State Rifle Association, to be held Aug. 14 to 19, inclusive, at Sea Girt, N. J. In addition to New Jersey's own matches, the important contests formerly held by the National Rifle Association at Creedmoor will also be shot at Sea Girt, and teams from New York and other States, as well as many individual military riflemen, will take part.

Surgeon Marsh of the Seventy-first Regiment, in a circular issued by Col. Greene to the members of that command, gives some good advice relative to care of the health while at camp, clothing, food, drink, &c. The Surgeon also makes a special point about members of the regiment adjusting their trusses properly before leaving for camp, and one would be led to believe from the remarks of the Surgeon that quite a percentage of members of the Seventy-first wear trusses. If so, the question might well be asked, how men wearing trusses came to be enlisted? Under the old régime this would not be at all surprising, but under the present régime such an occurrence was thought to be impossible.

Capt. H. C. Broun, inspector of Rifle Practice, Twenty-third Regiment, some time ago challenged the Thirteenth Regiment of Pennsylvania, the crack shooters of that State, to compete in a couple of matches at Creedmoor in August or September next. In one match the conditions in brief were, teams of twelve, ten shots per man each, distance 200 and 500 yards; and in the other match, teams of twelve, seven shots per man at 200, 500, and 600 yards. The Thirteenth Regiment team desired the match to take place in June, but this was out of the question, as the Twenty-third was busy with camp duties and the range at Creedmoor was being used almost daily by different regiments in general practice. The contest will very likely be determined at the Sea Girt rifle meeting next August.

Major S. C. Japha, Ninth Regiment, Capt. W. J. Maldhoff, Twenty-second Regiment, and Capt. C. H. Smith, Seventy-first Regiment, have been detailed a delinquency court for the trial of such officers of the First Brigade as shall be ordered before it, and will convene on the evening of June 26.

The Twelfth and Twenty-second regiments will have a number of "Merriam packs" issued to them before they leave for camp. The object is to determine whether or not this device is superior to the present knapsack, and a report will be made by those wearing the new pack. If a sufficient supply can be obtained Adjt.-Gen. Porter will issue the packs to other commands for trial.

Col. Greene, Seventy-first Regiment, has divided that command into two battalions, in accordance with the new drill regulations, the new arrangement of each battalion being: First Battalion, Major Augustus T. Francis, Adjt. John W. Dowling, Sergeant-Major John Miller, Jr.; Company A, Capt. Whittle; C, Lieut. Francis; D, Capt. Clark; G, Capt. Cobin; I, Capt. Sprague. Second Battalion, Capt. W. C. Clark, Adjt. Harris B. Fisher, Sergeant W. D. Pierson, Sergeant-Major; Company B, Capt. Smith; E, Capt. Wells; H, Capt. Tilden; K, Capt. Keck. The field and staff of the regiment have offered two prizes of $50 each in connection with rifle practice at Creedmoor during the present season, and the contest for them promises to be vigorous. Company D, Capt. Clark, which won a prize last season for Creedmoor shooting, will make an especial effort to increase its record of last year. The following members of this company have performed 100 per cent. of duty the past drill season, and will receive medals previous to the departure of the regiment to camp on July 1 next: Lieut. W. H. Linson, Sergeants F. H. Lomax, J. H. Schmidt, J. J. Adgate, Corporals F. H. Pigeon, H. S. Tuttle, W. H. Peck, Privates F. M. Hallaran, W. R. King, E. A. Wilkinson, E. C. Price, A. F. Vincent, G. Blake, R. R. Bright, C. Drew, C. Dryer, V. Dryer, W. Fearis, E. D. Gayton, M. R. Jennings, C. T. Mercer, S. Mayer, F. J. Mahoney, and R. Datey. The regiment will proceed to the State camp and relieve the Forty-seventh Regiment on Saturday, July 1, and on this day are ordered to assemble at the armory at 11:30 o'clock A. M. The detail for guard is as follows: Capt. C. H. Smith is officer of the day and Lieuts. M. D. Guiry and George C. Tyson officers of the guard.

An event sure to excite great interest among the members of the gallant Sixty-ninth Regiment is the election for a Major of the Second Battalion, which is to be held Monday evening next, June 26, at the armory. Gen. Louis Fitzgerald will preside. The usual course of appointing a committee to select a candidate has in this instance not been taken, and each line officer can vote for himself if he wants to. They will not do this, however, as it is known the majority of them have promised to support Adjt. John Murphy for the place, and it is not at all likely they will go back on their word, even if they are ambitious for promotion themselves. Capt. Coleman has announced himself as a candidate also, just for the honor of being an antagonist of Murphy's and creating a little contest. Murphy is the favorite by long odds, and has been a hard worker for the interests of the regiment, besides having the advantage of a military experience of thirty years, a part of which was spent with the regiment in the war of the rebellion.

Col. Scott, Eighth Regiment, has ordered the officers of his command to report at the armory for instruction next Monday night and the non-commissioned officers next Friday night.

An election in Company A, Ninth Regiment, for Captain, vice Lorrigan, promoted Major, will be held in a few days, the only candidate being Lieut. Bartholmess. Private Bruns of H has been elected First Lieutenant.

A contest between the rifle teams of Companies C and F, Thirteenth Regiment, shot at the armory range, has been won by Company C, who scored 236 points, against 226 made by Company F. The teams were made up as follows: Company C, Sergeant Beal, Corporal Fleming, Corporal Morton, and Privates Blanken, Clark, and Carr; Company F, Lieut. Cowan, Sergeant Parker, Privates Bowling, Coe, Woehr, and Marshall.

Capt. Austin O. Crane of Company I, Fourteenth Regiment, has been elected Major of the Second Battalion. There were two candidates for the position, Capt. William F. Morris of K and Capt. Austin O. Crane of I. Of the twenty-six votes cast Capt. Crane received sixteen and Capt. Morris eight. There was one blank vote.

She Stepped in Front of a Train and was Killed.

POUGHKEEPSIE, June 23.—At Verbank Village this afternoon Miss Mary Davidson was struck by a train on the Newburgh, Dutchess, and Connecticut Railroad and instantly killed. She was seen by the engineer standing in a ditch alongside the track, and as the engine reached the spot she stepped in front of it and was thrown a long distance. Miss Davidson's sister was with her at the time. It had the appearance of a case of suicide.

How is Your Blood?

I had a malignant breaking out on my leg below the knee, and was cured sound and well with two and a half bottles of S.S.S. Other blood medicines had failed to do me any good. WILL C. BEATTY, Yorkville, S. C.

S.S.S.

I was troubled from childhood with an aggravated case of Tetter, and three bottles of S.S.S. cured me permanently. WALLACE MANN, Manasilla, I. T.

Our book on Blood and Skin Diseases mailed free. SWIFT SPECIFIC CO., Atlanta, Ga.

E. F. CHURCH DRIVES AWAY.

HE WAS PRESIDENT OF SOUTH ORANGE; MISSING SINCE SUNDAY.

No Assets Found at His Office in Thomas Street, New York, Where He Represented Several Dry Goods Manufacturers—His Family Think His Mind Was Unsettled.

Edward F. Church, who was President of the village of South Orange, is missing, and his family believe that he has wandered off somewhere, insane. He was a woollen commission merchant at 20 Thomas street, New York. Sheriff Gorman has received an attachment for $1,500 against him in favor of Herman Rawitser on a draft of Richard Hey & Sons of Philadelphia, which was accepted by Mr. Church, but not paid. When the Sheriff went to Mr. Church's place of business to serve the attachment Mr. Church was not there, and there were no assets to levy upon, as fifteen pieces of goods were claimed by another man. Reports from Trenton said that Mr. Church had disappeared after having hypothecated considerable of the property of the Saxony Woollen Company. He was the selling agent in this city for the goods manufactured by that company at Trenton.

The last seen of Mr. Church by his family was on Sunday morning, when he had his horses hitched up to drive to Newark. He intended to go from there to Trenton about noon. "I'll be back at the New York office on Monday morning," he said to his son just before leaving. His family have written to Trenton for information regarding him, and learned that he had not been there.

It is their opinion and that of Mr. Church's friends that his mind has become unsettled from business difficulties and other troubles. The acceptance for $1,500 which he was unable to meet, caused him a great deal of worry. His business affairs were in bad shape and he was unable to get rediscounts. The family have been unable to trace him further than Newark.

With regard to the Saxony Woollen Company of Trenton, a friend of his said last night:

"Mr. Church owns a controlling interest in the company, and if he has pledged any of the stock as security for his debts, it is his own stock. He was one of the organizers of the company, and would be the last man in the world to do anything crooked in the matter."

Mr. Church reported himself in January last to be worth $50,000, partly in stock of the woollen company. He represented several other manufacturers in New York. At his office yesterday it was admitted that there were no assets left.

TRENTON, June 23.—Mr. Church was largely interested in the Trenton Woollen Company, which failed about two years ago. He was appointed receiver to wind up its affairs and has not yet finished the business.

The first intimation that the Saxony Company had of anything wrong in his affairs was received last Monday, when inquiries came from his family concerning his whereabouts. He started from South Orange ostensibly to come to Trenton, but has not been seen here. A gentleman versed in the affairs of the Saxony Company said that Mr. Church had hypothecated about $15,000 worth of the company's goods. He received advances from Wilmerding, Morris, Mitchell & Co., auctioneers, in New York. They sold on Wednesday a lot of goods pledged with them.

Notes from Washington.

WASHINGTON, June 23.—Secretary Lamont to-day issued an order dissolving the military court appointed to investigate the conduct in office of Col. Ainsworth, Chief of the Record and Pension Office of the War Department, so far as it may have any connection with or bearing upon the disaster at the Ford's Theatre building. Secretary Lamont, in revoking the order, says:

"Since the foregoing court was ordered the civil authorities of the District of Columbia, by a Coroner and a legally chosen jury, have investigated the disaster at the Ford's Theatre building for the purpose of ascertaining the cause of the same and of fixing the responsibility therefor, and the procedures under the civil law are still in progress. That there may be no interference by the military with the operation of the civil law in the case, and believing that the ends of justice and the interests of the military service will be best subserved by leaving the matter at this time to the determination of the civil authorities, free from any influence or complications that might ensue from a military inquiry, the order of June 10, 1893, is hereby revoked and the court dissolved."

Secretary Carlisle has appointed John W. Kinsey of New Philadelphia, O., Superintendent of Construction of the Post Office building at Washington, D. C., vice Thomas C. Stewart, removed. He was backed by the United Ohio Democratic Congress delegation. Mr. Kinsey has held office for the past ten years, is a practical builder, has superintended the construction of many public buildings, and is an active Democrat.

A librarian is wanted for the Department of Agriculture, salary $1,800. The Civil Service Commissioners announce that in addition to the usual clerical examination, applicants must be prepared for examination in modern languages (German, French, Italian, and Spanish), library economy, bibliography, and literature of agriculture.

Slipped the Ring from the Big Man's Finger.

Among the visitors at the Sheepshead Bay race track the othey day was a big man whose clothes and blustering ways attracted the attention of everybody. He wore a yachting cap and a suit of light clothes marked with enormous checks, compared with which the suit worn by Actor Leonard Bayne of the "Prodigal Daughter" company, at the Metropolitan Handicap some weeks ago, was quiet. The man hemmed and hawed around the betting ring just after the first race, and finally strolled out on the grass in front of the grand stand. He was walking slowly along, holding his stick out pretty nearly at arm's length, and displaying a diamond ring on his little finger to great advantage, when a little colored tout strolled up to him, slipped the ring off his finger, pulled the string to which was attached the man's monocle, and started on a run toward the paddock.

"My ring! my ring!" gasped the astonished victim, as he started after the boy, who was rapidly getting out of the way. The crowd bawled and shouted at the big man, but he continued his pursuit of the boy. Whether he caught him or not did not appear. The last seen of him he was disappearing around the corner of the club house.

Mt. Vernon's Accused Commissioner.

Commissioner of Excise Frank Malone of Mt. Vernon appeared with his counsel before Mayor Brush last evening in answer to a summons to show cause why he should not be removed.

The charges filed by Mayor Brush accuse Commiss