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**SUIT TO MEASURE**  
**IN ALL THE NEWEST CLOTHS,**  
 BEST TRIMMINGS. ALL ORDERS MADE IN BEST FIT. **37/6** OUR OWN WORKSHOPS BEST FINISH. ON THE PREMISES.  
**Lloyd & Lloyd, 8 NORTH EARL STREET, DUBLIN.**  
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**BRIEF PREPAID NOTICES.**  
 Lost.

**CL**EARENCE Sale of 1903 pattern Singer Cycles, Ladies' and Gent's; prices from £8 10s. odd. Free-wheel, splendid value; number limited. Depot, 14 Stephens's Green (Woolwich and Evans). p2415

**G**ENT'S High-Grade Rudge-Whitworth 24-inch Cycles. Fixed Wheel; perfect order; price, 70s. Apply after 6 o'clock, 15 Russell avenue, p2402

**1281**X—Gen's Rudge-Whitworth "Standard," 27-inch frame, free-wheel and Bowden brake, newly enamelled and plated, B.90 saddle, 56. Rudge-Whitworth, Stephen's Green. p2417

**1282**X—Gen's Rudge-Whitworth "Standard," 27-inch frame, free-wheel, two rim brakes, Dunlop tyres, newly plated, enamelled and gold lined. 58. Rudge-Whitworth, Stephen's Green. p2418

**1292**X—Gen's "Standard" Roadster, 27-inch frame, free-wheel and rim brakes, newly plated and enamelled, machine and tyres in perfect condition. £5 10s. Rudge-Whitworth, Stephen's Green. p2419

**1293**X—Gen's Safety, 27-inch frame, newly plated and enamelled, Dunlop tyres, in perfect order and condition. £4. Rudge-Whitworth, Stephen's Green. p2420

**1296**X—Gen's Safety, 27-inch frame, in good running order and condition new Dunlop cover on race wheel. £2 10s. Rudge-Whitworth, Stephen's Green. p2421

**1302**X—Gen's Rudge-Whitworth "Special," 25-inch frame, free-wheel and two rim brakes, newly plated and enamelled, machine and tyres, in perfect condition. £5 10s. Rudge-Whitworth, Stephen's Green. p2422

**800**X—Lady's "Standard" Rudge-Whitworth tyres, machine in perfect condition. £8. Rudge-Whitworth, Stephen's Green. p2423

**1247**X—Lady's "Standard" Rudge-Whitworth 27-inch frame, free-wheel, two rim brakes, plated rims, 1904 machine, practically new, very little used. 58. Rudge-Whitworth, Stephen's Green. p2424

**1304**X—Gen's Rudge-Whitworth "Special" Full Roadster, 27-inch frame, Clincher tyres, free-wheel two rim brakes, newly plated, enamelled and gold lined in perfect order. 58. Rudge-Whitworth, Stephen's Green. p2425

**1304**X—Gen's "Standard," 25-inch frame, free-wheel and two rim brakes, in good condition. Clincher tyres. 58. Rudge-Whitworth, Stephen's Green. p2426

**Houses, Etc., to be Let, Sold, and Wanted.**

**A**TTRACTIVE House to let, 6 Ardilian terrace, North Circular road, near Jesuit Church. Upper Gardiner street, 7 apartments, kitchen, pantries, bath, garden front and rear. Apply E. J. Back, Sherard street, 24. p2444

**D**RUMCONDRA road, Upper (Whitehall), on old tram, double bay-window House; 3 sitting-rooms, 5 bedrooms, h. and c. bath, electric bells, gas; very large garden; p2377; part Sell cheap. Apply 1 St. Michael's, Upper Drumcondra. p2445

**H**OUSE to let, 20 Killarney parade, North Circular road, five apartments, p2377; new sewerage, gas, close range, newly prepared; £20; or would sell. Apply 1 St. Michael's, Upper Drumcondra. p2446

**S**HOP and Parlour to let at 15 Great Britain Street, Apply at 156 Upper Dorset street, nPT

**T**ABLING to let for 15 horses, and Yard, S in one lot; rent reasonable, or in separate stalls 2s 6d per week. Apply 28 Dartmouth road, any evening, 6.30 to 8. p2386

**Apartment Vacant.**

**A**PARTMENTS to let (unfurnished) in quiet place. Apply 15 Whitworth road, Elm Lodge, Drumcondra. p2444

**A**PARTMENTS to let, unfurnished, in quiet place. Apply 4 North Summer street. p2445

**L**ARGE Room Double-bedded Room; suit two persons; use sitting-room, piano, bath, or oil bath; home comforts; terms moderate. 50 Mountjoy street. p2447

**T**O let Back Drawingroom, 3s; no children. 161 Great Britain street. p2398

**Situations Vacant.**

**P**HOTOGRAPHY: wanted young Lady, R.C.; must be good retoucher and operator; specimens and references required. Apply, with photo, stating age and salary (indirect), to Mrs. M. G. Wynne, Cavellbar. p2409

**G**OOD Cook wanted for country hotel; good references necessary; good wages given. Address S.M. Freeman Office. p2410

**S**TRONG Girl wanted for housework; address 14 St. Vincent street, Berkeley road. p2456T

**Situations Wanted.**

**Y**OUNG Lady wishes to hear of vacancy in Dairy, Bread Shop, or Restaurant; has two years' experience as cash girl; good references. S. A., 77 Manor street. p2410PT

**Business Cards.**

**B**ARGAINS: Singer foot sewing, 27s. 6d.; Vibronor, 50s.; Oscillator, 35s.; Welters, 25s.; 35s.; Singer hand, 25s.; latest 50s.; guaranteed perfect order. M. E. Hoy, 6 Swift's row, Lower Mountjoy quay. p2410PT

**M'CABE'S, FISHMONGERS AND POULTERERS,**  
 WILL SHORTLY OPEN A BRANCH ESTABLISHMENT AT  
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 THE FINEST TYPE OF PURE OLD IRISH WHISKY

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**EVENING TELEGRAPH**

THURSDAY, JUNE 16, 1904.

**THE AMERICAN HORROR.**

It is just as well for us that we cannot adequately appreciate in all their horror such big disasters as occur in America, and the latest of which, reported last evening, must have sent a thrill around the world.

As usual, on such occasions some difficulty is experienced in ascertaining the exact number of the victims of the disaster on the East River, one estimate putting it at 500, whilst the latest sent last evening places the death roll at 1,000. But it was as surely a holocaust as that overwhelming calamity in the Iroquois Theatre in Chicago in the winter holiday season. We are accustomed in these countries to prepare ourselves for a certain number of fatalities—inevitable under the circumstances—during holiday time, but none of the magnitude and overpowering horror of that which befell the New York excursionists who gaily set out yesterday morning on a trip up the East River to a pleasure resort on Long Island.

American "bigness" is in it—the characteristic with which the American is so familiar in many things that when he comes to other countries and beholds smaller proportions and slower movements he pronounces them "one-horse," "slow," thus winning for himself the character of a boaster if not worse, though in reality he is indulging in a very natural criticism.

Old Europe willingly concedes America's greatness in accidents by fire or flood, the natural disasters of the sea, or the loss of a pleasure steamer that went up the East River yesterday morning with flags flying and bands playing and hundreds of children singing and cheering for very joy there must have been at least one thousand souls. The steamer was apparently one of the kind so familiar on American rivers, broad-beamed and many-decked, and her passengers, the greater number women and children, formed the annual Sunday School excursion party of the St. Mark's German Lutheran Church. It was near Hell Gate that the catastrophe came. The unlovely name of this portion of the river has been given a real dread significance.

The rocks hemmed in the burning steamer—she could not turn; and what followed was a veritable hell of suffering and horror. How did it happen? The curse ascribed is as likely as any other—some fat boiled over in the lunch room, made a blaze, and, according to the pastor of St. Mark's Church, in three minutes all the decks were flaming. In the narrow passage of the river the wind must have become a fierce draught, which gave the flames their terrible hold on the steamer. So the captain's plan when he steamed full speed away from Hell Gate rocks and beached his steamer at North Brother's Island could only be partially successful. In any case the water at the spot where he beached his big craft was not sufficiently "shoal." Many of the passengers who survived the first mad rush perished by drowning or fire within a stone's throw of safety. The panic seems to have been in all truth "mad." There were in it women and men become mad by terror—who threw their children overboard and then leaped into the river themselves to be hurried to death by the waters swirling between the Hell Gate rocks. The track of the burning steamer as she went full speed to the island was defined by corpses and drowning men and women. Her paddle boxes—she burned almost to the water's edge—were choked with corpses. It is to the glory of humanity that in a scene of unimaginable horror, while all around were spectacles that would have unhinged the strongest mind and struck terror to the bravest heart, there were men who realised the sacredness of human life and the duty that was cast on them of saving it at their own peril. The men who stood to their posts yesterday—the unnamed heroes who, working on the burning steamer amidst the flames, passed women and children to the tugs that remained at hand until they took fire—more to their record than the

most be-medalled warriors of whom nations boast. Others died in the performance of their duty. "Every man on board able to swim went overboard laden with children," and many of them were drowned. Even the gloom of this appalling disaster is lightened by the story of man's heroism.

**NOTES AND COMMENTS.**

To-day is the eve of the Gordon-Bennett race, and, according to the anticipations from the course, Germany may again provide the winner of the trophy. Not only will have the Germans the speediest cars, but they have the advantage of knowing the track thoroughly, and have lost no opportunity of making themselves familiar with its conditions. M. Jenatton, the Belgian, last year's victor, has driven his Mercedes over the course no less than fifty-five times, and if local knowledge counts for anything, his chances are of the most rosate. His principal running mate, Baron de Caters, holds the record for speed, and between them the Germans have an excellent prospect of repeating last year's performance. As to the principal representative, Mr. S. F. Edge, luck has been against him since he crossed to the Continent. For the past week he has been condemned to idleness owing to a breakdown in his machine, and if, as he believes, the race will be run at a considerably faster pace than that of last year it looks as if he and his colleagues will be hopelessly out of the contest.

The news from the seat of the war is beginning to excite once more. There is a general activity on the part of Russian naval commanders, who have not consented to acknowledge Japan's maritime supremacy. Port Arthur is open, the Russian fleet is repaired, and is in a position to repel the naval attacks of Topo's ships. The Vladivostok squadron has put to sea, and has already done considerable damage to the enemy. According to a Tokio telegram Japanese fleet becoming active on account of the presence of the Russians in the Korean Straits went in pursuit, but the stormy weather came in, and the Vladivostok squadron, which, by accident or design, did not come into touch with the Japanese. Admiral Skrydloff did not come south, however, without inflicting loss upon his foe, for to-day is admitted that his ships sank two Japanese transports, of whose fate nothing is yet to hand except the statement that it is feared the loss will be very heavy.

On land it is reported that a battle has been going on for two days south of Wafungkan, but, as has been the case from the beginning of the war, the war correspondents might have been at home for all that they have allowed to tell of the fight, of which only the most meagre details have leaked out as yet.

The Canadian Cabinet has dismissed Lord Dundonald from the command of the Canadian Militia. The reasons are fully set forth in an order in Council. Lord Dundonald made a speech at Montreal in which he assailed the Government, and particularly Mr. Fisher, Minister of Agriculture. Such an utterance could not be tolerated by any Ministry with a particle of self-respect, and the Order in Council states that the resignation of the command of the militia was accepted.

The annual meeting of the Galway County Council was held yesterday. Mr. J. A. Glynn (chairman of last year) was re-elected.

The fourth annual show under the auspices of the Portland Agricultural Society, was opened yesterday.

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Meantime the Public Health Committee of Belfast are taking every measure possible to eradicate the disease from their city. With the assistance of the Medical Inspector of the Local Government Board they have taken immediate steps to check the spread of the disease, and their promptitude is the best guarantee that the area of infection will be confined, and that the unwise malady will be speedily stamped out.

**THE DRIVERS AND THE CARS.**

Central Europe time is one hour fast of Greenwich, and therefore 10.25 minutes fast of Dublin (Dunskint) time. As to-morrow's race will start at 7 a.m., this will mean that 5.35 a.m. Irish time, M. Jenatton, the winner of last year's race in Ireland, will get under way; and as the remaining eighteen competitors will follow him at 7 min. intervals the last car, that driven by Hantrast, will start on its journey at 7.41 Irish time.

The permanent and the summer residents of Howth will read with pleasure the announcement made at the North Dublin Union concerning the local water supply to that invigorating health resort. The question has been under consideration for a long time, and objections and difficulties were strewn in the path of the promoters of the new water scheme. Yesterday it was stated that all opposition to the Howth Waterworks Order, 1904, had been withdrawn, and the letter from Mr. Carroll, solicitor to the Board, added that the Bill now goes forward as an unopposed measure with the powers for the entire scheme as originally proposed.

The ladies, having conquered the teaching and medical professions, though the bar is still closed against them, are seeking admission to the Stock Exchange. It is stated that a well-known Dublin lady who is anxious to be admitted member of the Dublin Stock Exchange, and that the application will be considered by the committee at an early date. There ought to be no difficulty about her admission. Women are in many respects specially qualified for business dealings; they have often an instinct for a bargain and a caution in securing good value that the mere man can only envy. There are not many firms in this country or in England which are run by women, but it is common enough in France and in America to see a woman at the head of a large commercial concern.

The entering lady who proposes to enter the Stock Exchange deserves all encouragement and a hearty welcome.

**ESSENCE OF EVERY DAY'S NEWS.**

Dublin, Thursday, Noon.

At the meeting of the North Dublin Rural District Council held yesterday, a letter was received from Mr. A. R. Carroll, solicitor, proposing that option under the Howth Waterworks Order (1904) had been withdrawn, and that the entire scheme as originally sought would come before the Committee on Unopposed Bills next week.

An action brought by John Reid, National School teacher of Carrillogh, County Tyrone, against William Coote, farmer and auctioneer, claiming damages for conspiracy to injure him and his school, was settled yesterday before Mr. Justice Anderson, a formal statement being signed by the defendant against to pay plaintiff £75 for costs.

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