

SERMON.

Wine's Sunday

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

Wine's Sunday... The most important doctrine of the Bible are by Dr. D. C....

DREYFUS BACK IN FRANCE.

EXILE LANDS AT QUIBORON UNDER HEAVY GUARD.

A dispatch from Rennes, France, says: Dreyfus arrived at 6 a. m. via L'Orient and Redon. The prisoner appeared to be in good health. He was at once placed in prison.

EXCITEMENT OF MODERATE ORDER

The Noted Prisoner Is Placed In Confinement at Rennes to Await the Revision Trial.

A cable dispatch from Rennes, France, states that Captain Dreyfus landed at Quiboron Friday and was conveyed by train to Brus. There he entered a landau, accompanied by the chief of detectives and the prefect in the afternoon and was driven to Rennes, where twenty-five gendarmes waited his entrance into the town.

Ten of the gendarmes entered a wagon and followed the carriage. The rest followed on foot. The party arrived at the prison without incident. A large crowd assembled and witnessed the arrival in silence and without manifestation.

The authorities had arranged a secret landing at the little village of Monlieu Blanc, about four miles from Brus, but the vigilance of the newspapermen led to a change in the arrangements and Dreyfus was disembarked at Quiboron, in Brittany, near L'Orient, where the telegraph office closes at 9 p. m., thus rendering it impossible to telegraph to Rennes the fact of his arrival.

It is also said that the government had advised from Acores, when the Shah passed Fayal, that the health of Dreyfus was precarious. This is held in some quarters to explain the anxiety to prevent the public seeing him.

The Parisian public is rather listless about his arrival, and there was no excitement at Rennes, although the railway station there was full of reporters awaiting the coming of the famous prisoner.

COLORED MINERS AMBUSHED.

A Train Load Is Fired Upon by Large Party of Strikers.

A special from Marion, Ill., says: Friday, as the train on the Illinois Central, carrying a consignment of negroes from Pana to Brush's mines, one mile north of Cartersville, stopped at the Fredonia mine, three miles northwest of Cartersville, a large number of striking union miners opened fire on the negroes, killing one woman and wounding about twenty others.

Before the bloody work could be carried further, the train pulled out for Johnston City.

The miners numbered fifty, and were armed with rifles, and were hidden in grass behind the country depot. When the train stopped, the leader, who was an Italian, got on the platform and commanded the negroes to get out. Conductor Bryan interfered, but was stopped by a revolver in his face. The train began to move, and the miners poured in a withering fire. Conductor Bryan yelled to the negroes to throw themselves on the floor. All escaped serious wounds save the woman, who was killed instantly.

When the train reached a point one mile north of Brush's mine the negroes were unloaded and marched across the country to their destination. It is said that a majority of the strikers were negroes, whom Brush brought from the south about a year ago, and have since joined the union.

There is great excitement in the neighborhood of the Brush mine, and a battle between the working negroes, who are well armed, and the strikers, who are on the ground ready for any fight, may be precipitated at any moment. Superintendent Brush wired for Sheriff Gray immediately after the riot, and asked for protection. The sheriff went at once to the scene, but he took no deputies with him. He had no guns to arm them.

NEW YELLOW FEVER REMEDY.

Test of Serum to Be Made in the South.

The New York Herald has presented three hundred bottles of sanarelli serum for yellow fever to the Louisiana state board of health. Experiments of particular interest and value to southern cities will be conducted this summer to test the value of serum as a preventive and cure in case yellow fever appears.

INFECTED WITH PLAGUE.

Bodies of Two Dead Chinamen Reveal Bubonic Bacilli.

A San Francisco dispatch says: Dr. Babata, bacteriologist for the board of health, has returned a report of his examinations of the glands of the two Japanese who were drowned while trying to escape from the steamer Nippon Maru, now held in quarantine on account of three suspicious deaths which occurred on the vessel on her trip from China and Japan to the San Francisco port via Honolulu.

Dr. Babata found the bacilli to be those of the bubonic plague and, to make his determination doubly sure, will propagate their growth.

DEMOCRATS TO MEET.

Members of National Executive Committee to Assemble in Chicago.

A call for a meeting of the democratic national committee, to be held July 20th, at the Sherman house, Chicago, was issued Sunday by former Governor Stone, of Missouri, and Acting Secretary Johnson, of Kansas, representing the committee.

The call was issued in accordance with the decision of the recent conference held in St. Louis.

DEMOCRATS TO MEET.

Members of National Executive Committee to Assemble in Chicago.

A call for a meeting of the democratic national committee, to be held July 20th, at the Sherman house, Chicago, was issued Sunday by former Governor Stone, of Missouri, and Acting Secretary Johnson, of Kansas, representing the committee.

The call was issued in accordance with the decision of the recent conference held in St. Louis.

DEMOCRATS TO MEET.

Members of National Executive Committee to Assemble in Chicago.

A call for a meeting of the democratic national committee, to be held July 20th, at the Sherman house, Chicago, was issued Sunday by former Governor Stone, of Missouri, and Acting Secretary Johnson, of Kansas, representing the committee.

The call was issued in accordance with the decision of the recent conference held in St. Louis.

DEMOCRATS TO MEET.

Members of National Executive Committee to Assemble in Chicago.

A call for a meeting of the democratic national committee, to be held July 20th, at the Sherman house, Chicago, was issued Sunday by former Governor Stone, of Missouri, and Acting Secretary Johnson, of Kansas, representing the committee.

MRS. DREYFUS SEES HUSBAND

Meeting in Prison Was a Highly Dramatic and Affecting One.

A dispatch from Rennes, France, says: Dreyfus arrived at 6 a. m. via L'Orient and Redon. The prisoner appeared to be in good health. He was at once placed in prison.

The meeting between the long-separated husband and wife can be better imagined than described. Naturally it was most touching. Both Dreyfus and his wife were deeply affected. They remained long clasped in each other's arms, tears and smiles intermingling with tender endearments.

Mme. Dreyfus issued from the prison in a state of collapse. She found her husband much aged with beard and hair whitened and body shrunken and stooped. She said Dreyfus knew nothing of the events of the past two years.

MIXERS BURN TOWN.

Union Men Were Driven Out—Act Was For Revenge.

A special from Carbonate, Ill., says: Union City, a small town built and occupied by union miners was burned at midnight Saturday night, after a battle between the union men and imported negro miners who were fired upon at Fredonia Saturday.

Seeking revenge for the killing of a woman and the wounding of twenty men in their party, the negroes raided Union City at midnight. They opened fire on the homes of the union men. The latter promptly replied. The battle lasted until the union miners were driven from their homes and took refuge in a clump of timber close to the village. The non-union men at once applied the torch and the village was destroyed.

The negroes then advanced on the woods where the union miners were concealed, and until daylight a fusillade was kept up between the factions.

MORE HOMESTEAD TROUBLE.

Union Men Demand Reinstatement and Official Refuse To Comply.

A Pittsburgh dispatch says: There now seems to be no doubt that there will be an extensive strike at the big Homestead plant of the Carnegie Steel Company. The question at issue is practically the same as in 1892—recognition by the company of the Amalgamated Association. The men seem determined to stand by their union, while the company has announced that no amalgamated association men can be employed in its plant.

The present trouble was precipitated Friday when a committee of thirteen went to Superintendent Coyle to demand the reinstatement of fifteen union men who had been discharged.

Mr. Corey and President C. M. Schwab not only discharged them, but as he was borne along the top of one of them she rolled over on one side. The cabins were torn loose, and floated on the water while the rest of the ship went to the bottom. Coyle caught hold of a part of the cabin and climbed upon it. Heffron was clinging to a part of the same cabin.

At 10 o'clock the gale commenced in earnest and the wind blew at the rate of fifty miles an hour. Suddenly the gale turned to the northeast. Captain Brown found that the boat was making little headway, and concluded the only thing to do was to turn back and go with the storm. According to the story of Coyle it was 2 o'clock when the vessel had turned half way round when the rudder chain parted, and in an instant the boat was at the mercy of the storm.

She was caught between two waves and as she was borne along the top of one of them she rolled over on one side. The cabins were torn loose, and floated on the water while the rest of the ship went to the bottom. Coyle caught hold of a part of the cabin and climbed upon it. Heffron was clinging to a part of the same cabin.

At 10 o'clock the gale commenced in earnest and the wind blew at the rate of fifty miles an hour. Suddenly the gale turned to the northeast. Captain Brown found that the boat was making little headway, and concluded the only thing to do was to turn back and go with the storm. According to the story of Coyle it was 2 o'clock when the vessel had turned half way round when the rudder chain parted, and in an instant the boat was at the mercy of the storm.

She was caught between two waves and as she was borne along the top of one of them she rolled over on one side. The cabins were torn loose, and floated on the water while the rest of the ship went to the bottom. Coyle caught hold of a part of the cabin and climbed upon it. Heffron was clinging to a part of the same cabin.

At 10 o'clock the gale commenced in earnest and the wind blew at the rate of fifty miles an hour. Suddenly the gale turned to the northeast. Captain Brown found that the boat was making little headway, and concluded the only thing to do was to turn back and go with the storm. According to the story of Coyle it was 2 o'clock when the vessel had turned half way round when the rudder chain parted, and in an instant the boat was at the mercy of the storm.

She was caught between two waves and as she was borne along the top of one of them she rolled over on one side. The cabins were torn loose, and floated on the water while the rest of the ship went to the bottom. Coyle caught hold of a part of the cabin and climbed upon it. Heffron was clinging to a part of the same cabin.

At 10 o'clock the gale commenced in earnest and the wind blew at the rate of fifty miles an hour. Suddenly the gale turned to the northeast. Captain Brown found that the boat was making little headway, and concluded the only thing to do was to turn back and go with the storm. According to the story of Coyle it was 2 o'clock when the vessel had turned half way round when the rudder chain parted, and in an instant the boat was at the mercy of the storm.

She was caught between two waves and as she was borne along the top of one of them she rolled over on one side. The cabins were torn loose, and floated on the water while the rest of the ship went to the bottom. Coyle caught hold of a part of the cabin and climbed upon it. Heffron was clinging to a part of the same cabin.

At 10 o'clock the gale commenced in earnest and the wind blew at the rate of fifty miles an hour. Suddenly the gale turned to the northeast. Captain Brown found that the boat was making little headway, and concluded the only thing to do was to turn back and go with the storm. According to the story of Coyle it was 2 o'clock when the vessel had turned half way round when the rudder chain parted, and in an instant the boat was at the mercy of the storm.

She was caught between two waves and as she was borne along the top of one of them she rolled over on one side. The cabins were torn loose, and floated on the water while the rest of the ship went to the bottom. Coyle caught hold of a part of the cabin and climbed upon it. Heffron was clinging to a part of the same cabin.

At 10 o'clock the gale commenced in earnest and the wind blew at the rate of fifty miles an hour. Suddenly the gale turned to the northeast. Captain Brown found that the boat was making little headway, and concluded the only thing to do was to turn back and go with the storm. According to the story of Coyle it was 2 o'clock when the vessel had turned half way round when the rudder chain parted, and in an instant the boat was at the mercy of the storm.

She was caught between two waves and as she was borne along the top of one of them she rolled over on one side. The cabins were torn loose, and floated on the water while the rest of the ship went to the bottom. Coyle caught hold of a part of the cabin and climbed upon it. Heffron was clinging to a part of the same cabin.

At 10 o'clock the gale commenced in earnest and the wind blew at the rate of fifty miles an hour. Suddenly the gale turned to the northeast. Captain Brown found that the boat was making little headway, and concluded the only thing to do was to turn back and go with the storm. According to the story of Coyle it was 2 o'clock when the vessel had turned half way round when the rudder chain parted, and in an instant the boat was at the mercy of the storm.

She was caught between two waves and as she was borne along the top of one of them she rolled over on one side. The cabins were torn loose, and floated on the water while the rest of the ship went to the bottom. Coyle caught hold of a part of the cabin and climbed upon it. Heffron was clinging to a part of the same cabin.

At 10 o'clock the gale commenced in earnest and the wind blew at the rate of fifty miles an hour. Suddenly the gale turned to the northeast. Captain Brown found that the boat was making little headway, and concluded the only thing to do was to turn back and go with the storm. According to the story of Coyle it was 2 o'clock when the vessel had turned half way round when the rudder chain parted, and in an instant the boat was at the mercy of the storm.

She was caught between two waves and as she was borne along the top of one of them she rolled over on one side. The cabins were torn loose, and floated on the water while the rest of the ship went to the bottom. Coyle caught hold of a part of the cabin and climbed upon it. Heffron was clinging to a part of the same cabin.

At 10 o'clock the gale commenced in earnest and the wind blew at the rate of fifty miles an hour. Suddenly the gale turned to the northeast. Captain Brown found that the boat was making little headway, and concluded the only thing to do was to turn back and go with the storm. According to the story of Coyle it was 2 o'clock when the vessel had turned half way round when the rudder chain parted, and in an instant the boat was at the mercy of the storm.

She was caught between two waves and as she was borne along the top of one of them she rolled over on one side. The cabins were torn loose, and floated on the water while the rest of the ship went to the bottom. Coyle caught hold of a part of the cabin and climbed upon it. Heffron was clinging to a part of the same cabin.

At 10 o'clock the gale commenced in earnest and the wind blew at the rate of fifty miles an hour. Suddenly the gale turned to the northeast. Captain Brown found that the boat was making little headway, and concluded the only thing to do was to turn back and go with the storm. According to the story of Coyle it was 2 o'clock when the vessel had turned half way round when the rudder chain parted, and in an instant the boat was at the mercy of the storm.

She was caught between two waves and as she was borne along the top of one of them she rolled over on one side. The cabins were torn loose, and floated on the water while the rest of the ship went to the bottom. Coyle caught hold of a part of the cabin and climbed upon it. Heffron was clinging to a part of the same cabin.

At 10 o'clock the gale commenced in earnest and the wind blew at the rate of fifty miles an hour. Suddenly the gale turned to the northeast. Captain Brown found that the boat was making little headway, and concluded the only thing to do was to turn back and go with the storm. According to the story of Coyle it was 2 o'clock when the vessel had turned half way round when the rudder chain parted, and in an instant the boat was at the mercy of the storm.

She was caught between two waves and as she was borne along the top of one of them she rolled over on one side. The cabins were torn loose, and floated on the water while the rest of the ship went to the bottom. Coyle caught hold of a part of the cabin and climbed upon it. Heffron was clinging to a part of the same cabin.

At 10 o'clock the gale commenced in earnest and the wind blew at the rate of fifty miles an hour. Suddenly the gale turned to the northeast. Captain Brown found that the boat was making little headway, and concluded the only thing to do was to turn back and go with the storm. According to the story of Coyle it was 2 o'clock when the vessel had turned half way round when the rudder chain parted, and in an instant the boat was at the mercy of the storm.

She was caught between two waves and as she was borne along the top of one of them she rolled over on one side. The cabins were torn loose, and floated on the water while the rest of the ship went to the bottom. Coyle caught hold of a part of the cabin and climbed upon it. Heffron was clinging to a part of the same cabin.

At 10 o'clock the gale commenced in earnest and the wind blew at the rate of fifty miles an hour. Suddenly the gale turned to the northeast. Captain Brown found that the boat was making little headway, and concluded the only thing to do was to turn back and go with the storm. According to the story of Coyle it was 2 o'clock when the vessel had turned half way round when the rudder chain parted, and in an instant the boat was at the mercy of the storm.

She was caught between two waves and as she was borne along the top of one of them she rolled over on one side. The cabins were torn loose, and floated on the water while the rest of the ship went to the bottom. Coyle caught hold of a part of the cabin and climbed upon it. Heffron was clinging to a part of the same cabin.

At 10 o'clock the gale commenced in earnest and the wind blew at the rate of fifty miles an hour. Suddenly the gale turned to the northeast. Captain Brown found that the boat was making little headway, and concluded the only thing to do was to turn back and go with the storm. According to the story of Coyle it was 2 o'clock when the vessel had turned half way round when the rudder chain parted, and in an instant the boat was at the mercy of the storm.

She was caught between two waves and as she was borne along the top of one of them she rolled over on one side. The cabins were torn loose, and floated on the water while the rest of the ship went to the bottom. Coyle caught hold of a part of the cabin and climbed upon it. Heffron was clinging to a part of the same cabin.

At 10 o'clock the gale commenced in earnest and the wind blew at the rate of fifty miles an hour. Suddenly the gale turned to the northeast. Captain Brown found that the boat was making little headway, and concluded the only thing to do was to turn back and go with the storm. According to the story of Coyle it was 2 o'clock when the vessel had turned half way round when the rudder chain parted, and in an instant the boat was at the mercy of the storm.

She was caught between two waves and as she was borne along the top of one of them she rolled over on one side. The cabins were torn loose, and floated on the water while the rest of the ship went to the bottom. Coyle caught hold of a part of the cabin and climbed upon it. Heffron was clinging to a part of the same cabin.

At 10 o'clock the gale commenced in earnest and the wind blew at the rate of fifty miles an hour. Suddenly the gale turned to the northeast. Captain Brown found that the boat was making little headway, and concluded the only thing to do was to turn back and go with the storm. According to the story of Coyle it was 2 o'clock when the vessel had turned half way round when the rudder chain parted, and in an instant the boat was at the mercy of the storm.

She was caught between two waves and as she was borne along the top of one of them she rolled over on one side. The cabins were torn loose, and floated on the water while the rest of the ship went to the bottom. Coyle caught hold of a part of the cabin and climbed upon it. Heffron was clinging to a part of the same cabin.

STEAMER SINKS; NINE ARE LOST

Disaster Result of a Violent Storm On Lake Erie.

A Chicago dispatch says: The steamer Margaret Olwill, owned by M. P. Smith, of Cleveland, went down in the storm off Lorain, Lake Erie, last Wednesday night. Nine people were lost, including Captain John Brown, his wife and son and Miss Baldwin, a passenger. The Olwill, of 554 tons, was bound from Kelley's Island to Cleveland with limestone, her cargo shifting in the heavy sea, sending her down by the stern. Those who went down with the vessel were: Captain John Brown, wife and child, of Cleveland.

FOUR OF THE CREW RESCUED

Captain, Wife and Son Among the Drowned—Others Were Seamen and a Passenger.

First Engineer Alex McClay, of Cleveland. Second Engineer Rudolph Shinski, St. Clair, Mich. Watchman Frank Hipp, of Kelley's Island. Mrs. Cora A. Hitchcock, a passenger.

The Olwill left Kelley's Island at 6 o'clock Wednesday night bound for Cleveland with a cargo of stone. There was little or no wind blowing and everything was favorable for a pleasant run. At 8 o'clock the wind began to blow from the northwest and the little boat with a thousand tons capacity began to go at a lively clip.

At 10 o'clock the gale commenced in earnest and the wind blew at the rate of fifty miles an hour. Suddenly the gale turned to the northeast. Captain Brown found that the boat was making little headway, and concluded the only thing to do was to turn back and go with the storm. According to the story of Coyle it was 2 o'clock when the vessel had turned half way round when the rudder chain parted, and in an instant the boat was at the mercy of the storm.

She was caught between two waves and as she was borne along the top of one of them she rolled over on one side. The cabins were torn loose, and floated on the water while the rest of the ship went to the bottom. Coyle caught hold of a part of the cabin and climbed upon it. Heffron was clinging to a part of the same cabin.

At 10 o'clock the gale commenced in earnest and the wind blew at the rate of fifty miles an hour. Suddenly the gale turned to the northeast. Captain Brown found that the boat was making little headway, and concluded the only thing to do was to turn back and go with the storm. According to the story of Coyle it was 2 o'clock when the vessel had turned half way round when the rudder chain parted, and in an instant the boat was at the mercy of the storm.

She was caught between two waves and as she was borne along the top of one of them she rolled over on one side. The cabins were torn loose, and floated on the water while the rest of the ship went to the bottom. Coyle caught hold of a part of the cabin and climbed upon it. Heffron was clinging to a part of the same cabin.

At 10 o'clock the gale commenced in earnest and the wind blew at the rate of fifty miles an hour. Suddenly the gale turned to the northeast. Captain Brown found that the boat was making little headway, and concluded the only thing to do was to turn back and go with the storm. According to the story of Coyle it was 2 o'clock when the vessel had turned half way round when the rudder chain parted, and in an instant the boat was at the mercy of the storm.

She was caught between two waves and as she was borne along the top of one of them she rolled over on one side. The cabins were torn loose, and floated on the water while the rest of the ship went to the bottom. Coyle caught hold of a part of the cabin and climbed upon it. Heffron was clinging to a part of the same cabin.

At 10 o'clock the gale commenced in earnest and the wind blew at the rate of fifty miles an hour. Suddenly the gale turned to the northeast. Captain Brown found that the boat was making little headway, and concluded the only thing to do was to turn back and go with the storm. According to the story of Coyle it was 2 o'clock when the vessel had turned half way round when the rudder chain parted, and in an instant the boat was at the mercy of the storm.

She was caught between two waves and as she was borne along the top of one of them she rolled over on one side. The cabins were torn loose, and floated on the water while the rest of the ship went to the bottom. Coyle caught hold of a part of the cabin and climbed upon it. Heffron was clinging to a part of the same cabin.

At 10 o'clock the gale commenced in earnest and the wind blew at the rate of fifty miles an hour. Suddenly the gale turned to the northeast. Captain Brown found that the boat was making little headway, and concluded the only thing to do was to turn back and go with the storm. According to the story of Coyle it was 2 o'clock when the vessel had turned half way round when the rudder chain parted, and in an instant the boat was at the mercy of the storm.

She was caught between two waves and as she was borne along the top of one of them she rolled over on one side. The cabins were torn loose, and floated on the water while the rest of the ship went to the bottom. Coyle caught hold of a part of the cabin and climbed upon it. Heffron was clinging to a part of the same cabin.

At 10 o'clock the gale commenced in earnest and the wind blew at the rate of fifty miles an hour. Suddenly the gale turned to the northeast. Captain Brown found that the boat was making little headway, and concluded the only thing to do was to turn back and go with the storm. According to the story of Coyle it was 2 o'clock when the vessel had turned half way round when the rudder chain parted, and in an instant the boat was at the mercy of the storm.

She was caught between two waves and as she was borne along the top of one of them she rolled over on one side. The cabins were torn loose, and floated on the water while the rest of the ship went to the bottom. Coyle caught hold of a part of the cabin and climbed upon it. Heffron was clinging to a part of the same cabin.

At 10 o'clock the gale commenced in earnest and the wind blew at the rate of fifty miles an hour. Suddenly the gale turned to the northeast. Captain Brown found that the boat was making little headway, and concluded the only thing to do was to turn back and go with the storm. According to the story of Coyle it was 2 o'clock when