LAST EDITION.

The Montreal Daily Star

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WEEKLY STAR: Last Week's Issue.... 87,495
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VOL. XXIX—No. 190. MONTREAL, MONDAY, AUGUST 16, 1897. PRICE ONE CENT.

LAUNDRIED SHIRTS

WITH THE STARCH TAKEN OUT OF THE PRICES.

Our stock of Starched Bosoms and Negligee Colored Shirts in Cambric, Oxford and Zephyr, with and without Collars attached, is large in variety and exclusive in pattern. We have more on hand than we wish to have at this season, and have decided to clear them out at once.

25 You can buy any of them now for per cent. less than Marked Prices.

They are all this year's stock, in this year's favorite patterns and colorings.

Opportunities like this to get perfect fitting stylish shirts are scarce. Better grasp this chance at once.

R. J. TOOKE, 177 St. James Street. 2387 St. Catherine Street, West. 1553 St. Catherine Street, East.

The Tariff and Havana War

HAS INCREASED the COST to the TRADE

OF THE Stonewall Jackson RIBBON TRADE MARK

And in Consequence some Shortsighted Dealers are offering as Substitutes Inferior Brands, Affording them Larger Profits.

Enormously the Largest Sale of Any Cigar in Canada. 13tf Sawtf

Ideal Fishing Days.

The weather has been too warm for much sport in the fishing line. The fish have been keeping in the cool water at the bottom. From now on fishing will be more exciting until the ice interferes. To help you rig out well for your fishing trip we have placed our complete stock at your disposal at great reductions. Call in and see us—we have everything the fisherman wants.

E. CAVANAGH CO., Cor. Notre Dame and Seigneurs Sts. 190x1

THE RIGHT GOODS . . . AT THE RIGHT PRICES.

Just Now You Can Get a $1.00 Value for 50c.

TRY US, OUR GOODS ARE INCOMPARABLE AND POSSESS HIGHEST MERITS.

READ—500 dozen Pure Silk Ties to tie in a bow. Regular value 35c, now 15c.

LOOK—300 English Leather Belts, 1½ and 2 ins. wide, Black, Tan and White. Regular value $1.00, now 50c.

AGAIN—300 dozen Fine Balbriggan Shirts and Trousers. Regular value 75c, now 35c.

ONCE MORE 200 dozen Natural Wool Shirts and Drawers. Regular value $1.00, now 65c.

EXTRA SPECIAL 50 dozen Embroidered Silk Half Hose, beautiful designs, bought at a job in London. Regular value $1.00, now 45c. 46 Suits rich Pure Silk Shirts and Drawers. Regular value $8.00, now $4.75.

An enormous variety of pure silk Four-in-hand Ties to clear at 5 for $1.00 at

J. J. HANNAN'S,

215 St. James Street. 190x1 1697 Notre Dame St.

EVERYONE LIKES

To have Correct Time. Our Watch Repairing Department is in careful hands, and we guarantee our work.

R. A. DICKSON & CO., 2261 ST. CATHERINE ST. 190x1

White Crown, Black Military Band, and Glazed Leather Peaks.

Commodore Caps, only **50 cts.** EACH.

The proper thing for Lakeside wear during the sailing races.

CANVAS HATS ONLY 50 Cts. EACH,

VERY LIGHT AND COMFORTABLE.

Allan "MY HATTER CLOTHIER AND OUTFITTER"

657 TO 665 CRAIG STREET, AND 2299 ST CATHERINE STREET. x190x1

BLOOD POISON

HAVE YOU sore Throat, Pimples, Copper Colored Spots, Aches, Old Sores, Ulcers in Mouth, Hair Falling? Write COOK REMEDY CO., 307 Masonic Temple, Chicago, for proofs of cures. Capital, $500,000. Worst cases cured in 15 to 35 days. 100-page book free.

"It Will Work Wonders With this Generation of Men."

A Startling Advance in Medical Science is fully explained in a little book called "Complete Manhood and How to attain it."

An earnest man who had suffered, hesitated, then put it to the test, writes thus:

"Well, I tell you that first day is one I'll never forget. I just bubbled with joy. I wanted to hug everybody and tell them that my old self had died yesterday and my new self was born to-day. Why didn't you tell me when I first wrote that I would find it this way?"

The man was not made whole by magic in a day—no man is—but in a moment he saw—KNEW—how he would be in a little while—he "saw the light" before he had finished the first chapter.

Every man who would know the grand truth, the plain facts, the new discoveries of medical science—who would atone for past follies and avoid future pitfalls, should secure this book.

To simple "curiosity seekers," to those whose physical condition is perfect—to those who need no aid—to boys—we say emphatically *this book is useless and uninteresting.* It is purely medical and scientific, published to make known a system of treatment of incalculable value to men who need it.

If you are looking for something sentimental, frivolous, improper, don't waste your time and ours by writing. This is not for you.

If you want advice, wisdom, warning, help, noble manhood—if you want to escape snares, traps, quackery—get this book now.

Write to the Erie Medical Co., 64 Niagara St., Buffalo N. Y., and ask for copy "Complete Manhood." They will send it sealed in plain envelope entirely free, for short time. 65atf

RICHMOND STRAIGHT CUT CIGARETTES.

15 cts. per package.

Cigarette smokers who are willing to pay a little more than the price charged for the ordinary trade cigarettes, will find this brand

SUPERIOR TO ALL OTHERS.

ALLEN & GINTER,

RICHMOND, Va. 61sSowtf

SPECIAL NOTICE

SUPPLIES FOR THE YACHT RACES.

SPECIAL NOTICE TO LAKE SHORE CUSTOMERS.

To accommodate the demand for extra stores required by our customers and consumers generally **during the International Yacht Races,** we propose to run one of our delivery waggons to

THE LAKE SHORE EVERY DAY THIS WEEK

(with the possible exception of Friday), **Tuesday** and **Thursday,** leaving at 12 o'clock [noon], taking in all points **as far as Dorval,** and farther if necessary.

WEDNESDAY AND SATURDAY,

Leaving at daybreak as usual and covering the whole ground as far as **BAYVIEW,** Taking in Montreal West, Lachine, Dorval, Valois, Dixie, Strathmore, Thompson's Point, Beaconsfield, Pointe Claire, Beaurepaire, etc., all the way to **BAYVIEW.**

JUST IN TIME FOR THE RACES.

Landing to-day Ex Allan Line SS. GRECIAN, 10 cases, 20 doz. quarts, JAMES KEILLER & SONS'

LEMON SQUASH, the finest yet.

FRASER, VIGER & CO.

STRATHPEFFER SPA

ROSS-SHIRE, N. B.

STRATHPEFFER MINERAL WATER.

The first shipment that has ever crossed the Atlantic of this MINERAL WATER so justly celebrated through out Great Britain, now in store, EX ALLAN LINE SS. POMERANIAN. We have only a very few cases (each case containing 4 dozen quart bottles). We offer it at $2.50 per single dozen, $9.00 per original case of 4 dozen quarts.

STRATHPEFFER PURE SULPHUR WATER.

FRASER, VIGER & CO.

Better Business All Round!

The papers are full of items concerning better business conditions, and we will be glad and are quite prepared to take the utmost advantage of all that comes our way.

Certain it is that BUSINESS NEVER WAS BETTER than it has been since the FIRST DAY OF LAST MAY, at the

OLD RELIABLE ITALIAN WAREHOUSE.

FRASER, VIGER & CO.

MONTREAL IMPROVED NUTMEG MELONS,

The Finest in the World,

"THE OUTREMONT BEAUTIES."

Of light green flesh, large size and splendid flavor, grown on the slopes of Mount Royal.

EVERY MELON IS ALLOWED TO RIPEN ON THE VINE.

The season is now on at its best. Only the most reliable brands handled: GORMAN'S, DECARIES', HALL'S and WISEMAN'S. Orders by mail or telegraph promptly attended to. Carefully packed and shipped to all parts of the United States and Canada. The finest selected fruit at lowest possible prices. Standing orders for shipment during the season solicited.

FRASER, VIGER & CO.,

Italian Warehouse, 207, 209 and 211 St. James St

200x1

SAILING RACES

Two Great Sales.

THE INTERNATIONAL SAILING RACES AT LAKE ST. LOUIS AND

Allan's Great Cheap Sale.

Look up Saturday's "Star" for list of prices and full particulars, or see to-night's Witness.

Come Early and Secure the Choice of Bargains.

Young Men, Old Men, Fathers and Mothers, attend this sale at Our Summer Sale, lasts only two weeks--not two months.

661 CRAIG STREET. 190x1 2299 ST. CATHERINE STREET.

NEW ENGLAND PROTESTS

The 10 Per Cent. Discriminatory Duty Opposed.

AN ATTEMPT TO SHUT OUT IMPORTS ON BRITISH SHIPS.

The Dominion's Enemies at Work in Washington.

(Special to the Star.)

Washington, D.C., August 16. — A new point has arisen which equals in importance the question of the liability of the goods under consular seal being subject to the additional 10 per cent. duty. It appears that our only treaty provisions with Great Britain giving goods brought in British vessels the same privileges as those brought in American vessels are contained in the treaty of 1815, and that the treaty only applies to goods brought in British vessels, which are the product or manufacture of Great Britain and her dependencies. It has been suggested that under Section No. 22 of the Dingley law, any goods brought in British vessels which were the product of any other foreign country would be subject to the discriminating duty, and the Attorney-General has been asked to express an opinion on this subject.

Should he decide that this is so, American goods brought in British bottoms will be subject to the discriminating duty. This trade amounts to several millions every year. It is recognized at the Treasury Department and at the department of Justice, that the decision to be announced next week is the most important likely to be made in the next four years.

NEW ENGLAND'S PROTEST.

Attorney-General McKenna on Saturday gave a hearing to persons interested in the question involved in section 22 of the new tariff act. Some days ago the Secretary of the Treasury received information from the Collector of Customs at Chicago that a large invoice of teas and other goods from Japan had been received at that port over a Canadian railroad, and asking whether the 10 per cent. discriminating duty provided for in section 22 applied to these goods. The question was at once referred to the Attorney-General for an opinion. At the request of the Boston & Maine Railroad Company, however, the Attorney-General decided to give a hearing to the persons interested. Ex-Secretary Carlisle appeared for the Boston & Maine Railroad, and ex-Assistant Secretary Hamlin represented the Associated Board of Trade and the Merchants' Association of Boston.

Mr. Hamlin was the first speaker. The question, he said, was whether goods from China or Japan to points in the United States through Canada were importations from Canada within the meaning of the statute. In the case, for instance, of the sale of goods in China to a merchant in Boston, there was no intermediary. The transit of goods, though they might come in through Canada, was never interrupted. The goods, he insisted, could not fairly be said to be exportations from Canada.

Mr. Hamlin cited many rulings, both of the Treasury Department and the Department of Justice, in support of his contention. In the case of goods going through United States territory in bond from a point in Canada to another point in Canada, the Solicitor of the Treasury in an exhaustive ruling, had decided that such entry of goods did not constitute an importation within the meaning of the statute. He contended therefore that, conversely, goods coming into the United States through Canada in transit from another country were

NOT EXPORTATIONS FROM CANADA.

The decision of this question, Mr. Hamlin said, hinged on the construction to be placed on those words of the statute, "Come into the United States from contiguous countries." He submitted that the words did not apply to goods in transit. The Century Dictionary defined "from" as "expressing departure" from a point. These goods took their departure from China or Japan, not from Canada. As well, he said, might it be contended that a man travelling from New York to Washington through Baltimore "departed" from Baltimore. The goods did not appear in the Canadian reports as exports from Canada, nor in the United States reports as imports from Canada.

He cited as an analogous statute the law requiring the departation of Chinamen "to the country from whence" they came. In construing that statute, the Attorney-General had decided that the words "from whence he came" meant his usual ultimate country of departure (China), unless the Chinaman had been naturalized by the Dominion Government. It would be strange indeed, said Mr. Hamlin, if the country through which he came should be considered the country from whence he came. And so with goods in bond. It was their place of shipment, not a point en route, which must be considered. He spoke of the contract labor law as offering another analogy. Laborers unlawfully coming to the United States must be deported by the carriers to the place "from whence they came."

Mr. Hamlin also devoted some attention to the old Cape of Good Hope statute to show that the object of those discriminating duties was to compel direct trade with the United States and eliminate the profits of the middleman. He argued that the statute, as shown by history, related only to vessels, and he ventured the assertion that it had been placed in the statute at the instigation of vessel owners. To this, however, the Attorney-General demurred saying he understood that Senator Elkins was its author. And if vessels only were meant, why, he asked, was contiguous territory mentioned?

MUCH INJURY WILL BE DONE.

Mr. Carlisle at this point interrupted to urge that the word "vessels," whether for United States ports or those of contiguous territory, qualified the whole section. In conclusion, Mr. Hamlin spoke of the vast importance of the construction of the statute. It would require an hour, he said, for him to begin to tell of the interests which would be affected by an adverse ruling. And, though such a ruling might ultimately be reversed by the courts, the ruling itself would do an immense amount of injury. The West, North-West, North and North-East, he said, were just beginning to wake up to a recognition of the far-reaching character of this question. He asked that those opposed to this suggested taxation be given the benefit of any doubt.

AN ENEMY OF CANADA SPEAKS.

Joseph Nimmo, of New York, who is connected with the Bureau of Statistics, asked to be heard, and went into a long review of the subject. It had been a war for the transportation interests of the United States and Canada since 1848. Canada had, he said, deported herself not only as a Government, but as a railroad and canal corporation. To the craftiness of politics she had added the tricks of business. She had built the Canadian Pacific at a cost of $215,000,000 to divert American commerce from American ships and American railroads. He confessed that he did not know how this controverted clause had got into the statute, but he thought it was cunningly devised to stop the present evil.

Mr. Carlisle, who had been called into the case only on Friday night, closed the hearing with some brief remarks. If Section 22 did not apply only to the vessels, he said, he agreed with Mr. Hamlin that the words "came into" meant imported. But he contended that the whole statute related only to goods "imported in vessels of the United States." The only statute did not meet all the requirements. While it imposed

THE DISCRIMINATING DUTIES

on cargoes in vessels not of the United States (except where treaty stipulations exempted them) coming directly to the United States ports, it did not touch goods brought in such vessels to contiguous territory and then shipped to the United States. He argued that the clause had been inserted to prevent just such roundabout importations which now escaped the discriminating tax. He quoted from Senator Allison's explanation that the amendment made no change in existing statute except as to such goods coming into the United States from contiguous territory which now escaped the discriminating duty.

Mr. McKenna asked if the last clause of the statute exempting such goods imported in the usual course of the retail trade did not militate against Mr. Carlisle's construction, to which the latter replied that the words "such goods" must refer to goods imported in vessels not of the United States.

After Mr. Carlisle concluded the Attorney-General pointed out that there must have been in the minds of the legislators who framed the clause a meaning for the substitution of the words "came into" for "imported," when applied to contiguous territory. Mr. Carlisle asked if goods in bond from China could be considered goods imported from Canada. The Attorney-General said they were not importations. Then, Mr. Carlisle said, that fact furnished an adequate explanation. If such goods were not importations, then the words "came into" would have to be used.

The Attorney-General gave Mr. Carlisle and Mr. Hamlin until Wednesday next to file their briefs.

ED. FARRER HEARD FROM.

Edward Farrer, of Toronto, who is now in Washington, speaks of the feeling in Canada toward section 22 of the new tariff bill, in regard to the additional ten per cent. duty, as follows:

The section is regarded solely as a blow at what is called wholesaling in bond. Any merchant buys a cargo of tea from China or Japan, stores it in a bonded warehouse in Montreal, and sells it in the United States or Canada just as the market suits. The Canadian merchants have been known to bond cargoes in New York with the same end in view.

A statement prepared at the Bureau of Statistics shows that the value of goods imported into Canada, and again exported into the United States during the last year, subject to the ten per cent. discriminating duty under the recent opinion of the attorney general was $1,960,740.

FOREIGN TOURISTS EXEMPT.

New York, August 16. — The Sun says: "It appears not to be understood in several newspaper offices that the provision of the Dingley tariff restricting the amount of wearing apparel, articles of personal adornment, toilet articles, and similar personal effects that can be brought into this country free of duty by citizens of the United States returning from abroad to $100 in value, does not apply to foreign tourists and other foreigners who come to this country. Hence various untruthful tales of duties collected from Britons, Canadians and others. Colonel Dudley F. Phelps, chief of the law division of the Custom House, said yesterday: "There is no limitation under the law as to the amount of wearing apparel, articles of personal adornment and similar personal effects belonging to passengers arriving here who are not residents of the United States."

FOUND THE BODY.

Two Arrests Made Near Galt, Ont., on a Charge of Murder.

Galt, Ont., August 16.—The mystery of the disappearance of Mrs. Anthony Orr, of North Dumfries, about three miles from Galt, was cleared up Sunday morning by the finding of her body, badly decomposed, in a shallow grave in a corn patch, within twenty-five yards of the house. The deceased woman mysteriously disappeared on Monday morning last, and at the same time a shotgun was missing, which she was supposed to have taken with her, with the evident intention of committing suicide. The grave in which the body was found was not two feet deep, and looked as if it had been hastily made and the body even more hastily buried, being only covered with a few inches of earth. The body presented a fearful sight, the head and shoulders being badly battered, as if done with some blunt instrument. It is evident that the crime was premeditated murder, as everything points that way. What the motive for the murder could be is a mystery. Two arrests have already been made, a young man named Allison, who was employed on the farm, and a medical student, named Treleaven, of McGill University, who resides in Galt. The former has been interviewed several times, and it was evident that he knew more than he cared to tell. The gun was found hid in the barn; but it had not been used, and was evidently taken with the intention of throwing suspicion from the guilty parties.

The United States battleship Indiana was the centre of attraction at the Halifax dry dock on Sunday. The people swarmed over her and the water in the dock prevented them from getting under her.

SUBSTITUTION

the FRAUD of the day.

See you get Carter's,
Ask for Carter's,
Insist and demand

CARTER'S Little Liver Pills

The only perfect Liver Pill.
Take no other,
Even if
Solicited to do so.
Beware of Imitation
of Same Color Wrapper,
RED.

FATAL CROSSING ACCIDENT.

Two Women Killed at St. Therese de Blainville.

DID NOT SEE AN APPROACHING PASSENGER TRAIN.

(Special to the Star.)

Ste. Therese de Blainville, August 16.—A terrible accident occurred at the station this morning. The local passenger train from Lachute, due at Montreal at 8.40 a.m., collided with a conveyance, with fatal result to two of its five occupants and serious injuries to the others.

The party consisted of Madame Filiatrault and Miss Maria Filiatrault, Mr. Dostalle Mathieu and Miss Armande Mathieu, and a little girl named Elizabeth Mathieu. They were residents of Montreal and Ste. Rose, and were going into the village of Ste. Therese to attend the funeral of Madame Mathieu, whose brother-in-law is Mr. F. X. Mathieu, Q. C., of Ste. Scholastique.

As the party approached the railway crossing a freight train at a standstill concealed the view of the approaching passenger train, and no sound of a whistle or bell was heard by the doomed party. The horse got clear, but the buffer of the engine caught the body of the carriage fairly and smashed it to pieces, throwing the unfortunate party forward to the left of the track.

A passenger on the train which did the damage who was standing on the rear platform says: "Two of the ladies, the Filiatraults, were seen lying with the back of their heads crushed in; the third lady, Miss Mathieu, was able to struggle to her feet with assistance. Mr. Mathieu was lying covered with blood, but still retaining a hold of the reins, though the frightened horse was plunging violently close to him. The little girl escaped comparatively unhurt.

"There were four priests on our train who immediately administered absolution to the two ladies who were then apparently in extremis."

All the sufferers were carried to the Railway Hotel, Madame Filiatrault surviving only a few minutes and Miss Filiatrault succumbed to her terrible injuries soon afterwards.

DAMAGED BY STORM.

A. C. P. R. Station Struck by Lightning—Much Loss Occasioned.

(Special to the Star.)

Richford, Vt., August 16.—A heavy thunder shower passed here yesterday afternoon. Lightning struck the Canadian Pacific Railway passenger station, slightly damaging it. A building at Glen Sutton, Que., was also burned. A steam mill at Newport Centre, Vt., and a building at the summit in Newport were struck, and destroyed by fire. Much local damage is reported.

** ** **

Woodstock, N.B., August 16.—Edward Smith, a farmer of Bloomfield, had three barns destroyed by lightning last night. They were filled with hay and grain.

BRIEF NOTES OF THE NEWS.

Toronto is to have a modern first class hotel.

The reported resignation of General Wevler is denied at Havana.

The Canadian Pacific Railway is to build a new elevator at Fort William.

There are now about 500 men at work on the enlargement of the Cornwall canal at Iroquois.

J. T. Harvie's lumber mill at Burk's Falls, Ont., was destroyed by fire on Saturday. Loss, $10,000.

Robert McMillan, a school teacher of Stoney Plain, N.W.T., has been found drowned in the Saskatchewan River.

E. J. Woods' book store at Tilsonburg, Ont., was damaged by fire on Saturday, and Dr. Sinclair, jr., was seriously injured.

Police Magistrate G. S. Hanes, of Iroquois, Ont., has sent in his resignation to the Provincial Secretary. He is still a justice of the peace, however.

Alfred Goudreau, of the SS. Derwent Holme, which ran aground at Port Joli and again at Riviere du Loup, was found guilty of error of judgment, but owing to his former good conduct he was only censured.

At Victoria, B.C., on Saturday the full court granted leave to appeal the Nelson murder case of James Woods, sentenced to be hanged, mainly on the strength of the deposition made by his victim, Sam Wood, and which deposition, it is held by the prisoner's counsel, was improperly admitted at the trial.

Mr. John Robinson, boot and shoe jobber, at Montreal, has just closed one of the largest deals in his line ever transacted at Quebec. He has purchased the whole of the present stock of the Besse factory. The price paid for this lot will reach in the vicinity of $50,000. It will require a train of seven cars to ship it to Montreal.

Fifty Years Ago.

Who could imagine that this should be
The place where, in eighteen ninety-three
That white world-wonder of arch and dome
Should shadow the nations, polychrome...
Here at the Fair was the prize conferred
On Ayer's Pills, by the world preferred.
Chicago-like, they a record show,
Since they started—50 years ago.

Ayer's Cathartic Pills

have, from the time of their preparation, been a continuous success with the public. And that means that Ayer's Pills accomplish what is promised for them; they cure where others fail. It was fitting, therefore, that the world-wide popularity of these pills should be recognized by the World's Fair medal of 1893—a fact which emphasizes the record:

50 Years of Cures.

BLOW FOR BLOW.

A Canadian Pacific Director Who Favors Retaliation Upon the States.

(Special to the Star.)

Toronto, August 16.—Mr. W. D. Matthews, the well-known local grain merchant, who is one of the directors of the Canadian Pacific Railway Company, stated that the provisions of the new American tariff, which provides for a 10 per cent. discrimination against goods imported by way of Canada had been intentionally and deliberately levelled against the C. P. R., whose combination of a transcontinental system and a first-class steamship service on the Pacific ocean had enabled them to secure the best part of the trade from China and Japan. This trade it is now ought to divert to American Pacific ports. The Grand Trunk also may be affected by the regulation, as their connection with the Northern Pacific and other roads is an important one, and it is probable that some part of the traffic would be in the transportation of imports from other countries and destined for eastern cities. These would have to come under the provisions of the enactment if they passed at all through Canadian territory. Mr. Matthews says the Canadian Government must take some measures to restore to Canadian roads an equivalent for what is now being taken from them. It has become apparent that the only way to deal with these repeated attacks is to strike blow for blow. If the Canadian authorities were to insist upon goods imported from other countries for Canadian consumption being brought on to say Montreal, and distributed from there, the Canadian Pacific Railway at any rate could accord to forego the business which this enactment will tend to wipe out.

DAWSON CITY.

Lodue Disposes of His Interests to a Syndicate.

Plattsburg, N.Y., August 16.—Joseph Ladue, of Dawson City, N.W.T., has just returned here from New York, where he has placed his mining and city property in a syndicate composed of New York, Canadian and English capitalists. Included in the property transferred to the new corporation are city lots and saw mills in Dawson City, placer mines and a quarts mine, which Mr. Ladue believes is the mother lode from which all the placer gold of the Yukon has become disintegrated. The ore from this mine has already assayed $300 a ton. The company will be called the Joseph Ladue Gold Mining & Development Company of the Yukon, and is capitalized for $5'000,000.

Halifax, August 16.—Oarsman Johnston has received word that his cousin, George Johnston, and others, who had gone to Klondyke to search for gold had met with reverses. A party, including Johnston, started for the Klondike a year ago. Johnston says in his letter that many died from exposure whose deaths were never reported.

Victoria, B.C., August 16.—There were in Victoria yesterday close upon 1000 men of every class and from every part of the world, who were wildly anxious to get started on the long trip to the new Eldorado. These men had tickets which carry them to Skagway Bay on the big collier Bristol, or on the steamer Islander, which sailed yesterday. The Bristol has been fitted with bunks, and stalls for horses from the bottom of her hold to the top of her cabin deck, and every bunk and stall is occupied. Close upon 500 men went on the Bristol and just as many horses and mules.

MAROUIS ITO.

The Japanese Statesman Returning to His Native Land.

His Excellency the Marquis Ito, of Japan, who was selected by the Mikado to accompany Prince Arisugawa, special envoy to the Queen's Diamond Jubilee celebration in London, arrived at the Windsor last night from New York on his return to his native country. He was accompanied by Mr. M. Tokioka, chamberlain in the Imperial household, and Mr. K. Nabeshima, of the Japanese diplomatic service, and secretary pro tem to His Excellency. The Marquis and party left for the Pacific coast this morning. They will spend a few days at Banff before embarking on the steamer for Japan. His Excellency will have as a fellow passenger from Vancouver the Chinese Ambassador, Chang Yew Hoon.

MARQUIS ITO.

ROUGH-BELISLE.

Robert Weir Rough, of the firm of Welsh & Rough, was married to Miss Marie Anne Belisle, of this city, at the Balmoral Hotel on Saturday. The Rev. Thos. Harris officiated. Mr. and Mrs. Rough left the same evening for New York.

MEECH IN GAOL.

Chs. Meech, the Back River milkman, who was shot by Acting Detective Lamouche two weeks ago, while attempting to escape, was sufficiently recovered Saturday afternoon to be removed from the General Hospital to the gaol for safe-keeping. He will later stand his trial for wounding Bertram Last, who is still in the hospital.

DROWNED AT STE. ROSE.

Mr. Alfred Label, a machinist of this city, attended the plumbers picnic at Ste. Rose Saturday afternoon. He took cramps while bathing in the river, and before assistance could be rendered, he was drowned. The body was recovered. An inquest will be held at the morgue.

LHE COUNTESS OF ABERDEEN.

Her Excellency the Countess of Aberdeen, accompanied by her children, the Hon. Dudley and Archie Gordon, and Lady Marjorie Gordon, arrived in the city yesterday morning from New York, and left by the Canada Atlantic train for Ottawa.

KLONDIKE

EXPEDITION of the

MONTREAL-LONDON

Gold and Silver Development Co., Ltd.

President, WM. STRACHAN, Esq.
Vice President, Hon. A. A. THIBAUDEAU.

The following Telegram has just been received:—

Canadian Pacific Railway Coy.
Victoria, B. C., August 15th, 1897.

"MacIntosh and Party arrived all well Sunday morning. Sailed this evening. Complete outfit and horses."
(Signed) FRED. J. CLAXTON.

The Company's expedition to the great Klondike gold fields has therefore departed on the first steamer available and will arrive at the Klondike in good time this season. The party is equipped with horses, provisions for a year, and every precaution has been taken to ensure success.

Intending subscribers who wish to purchase stock at the present price, should send in application at once. Shares 24 cents each (Par value), in blocks of not less than 100 shares, payable 6 cents per share with application, balance in three equal calls with not less than one month between each call.

BROKERS,

CLARENCE J. McCUAIG & CO.,

TEL. 923. 1759 Notre Dame St., Montreal.

190 1

PLUMBERS' PICNIC.

The First Annual Gathering of the Union.

The Journeymen Plumbers' and Steamfitters' Union of Montreal, held their first annual picnic at Ste. Rose, on Saturday. Everything passed off most successfully. The judges for the various sporting events were: Messrs. Joseph Lamarche, J. W. Hughes, P. Carrol, Capt. Giroux, Col. Massey, Mr. Lesperance, Mr. Crevier, Mr. Rodgers, James Knox and Mr. Rochon. For the prize dancing Messrs. W. M. Briggs, Allan Leslie and C. E. Prevost were the judges. Starter, Mr. J. J. Gardner; clerk of the course, Mr. R. Burns. The events resulted as follows:

Putting 16-lb shot, members of Plumbers' and Steamfitters' Union—1, F. Buddo; 2, D. Rochon; 3, W. Crowder.

Putting 16-lb. shot, helpers working with union plumbers and steamfitters—1, P. McGovern; 2, — Fitzgibbon; 3, J. Rochon.

Throwing 56-lb. weight, open—1, Thibeault; 2, E. Kavanagh; 3, W. Crowder.

Half-mile race, members of the union—1, J. Mullins; 2, J. B. Staton; 3, F. Budd; 4, B. Mason.

Half-mile, apprentices, between two and three years at the trade—1, Hale; 2, Chapman; 3, McGovern.

Running long jump, open—McQuisten; 2, Roberts; 3, Boon.

Half-mile, open to clerks and bookkeepers in plumbers' and plumbers' supply houses—1, Gauthier; 2, Roberts; 3, Durant.

Half-mile, open to plumbers' and plumbers' supply house carters—1, Lesperance; 2, Duperent; 3, McDonald; 4, McKeown.

Fifty yards' race, members' wives—1, Mrs. St. George; 2, Mrs. Gardiner; 3, Mrs. Courtney; 4, Mrs. Coffey; 5, Mrs. Dance; 6, Mrs. Mattick.

Boys' race, 12 years and under, 50 yards—1, E. Russell; 2, A. Robinson; 3, M. Keating.

Girls' race, 50 yards, 12 years and under—1, Miss Russell; 2, Miss Eagan; 3, Miss Rae; 4, Miss Robinson; 5, Miss Blanchard.

Special, boys under seven years— 1, A. Gardiner; six others received prizes.

Special, girls under 7 years— 1, Miss D. Rae; six others received prizes.

Special, girls 12 to 15 years —1, Miss Nelly Mason; 2, Miss Dora Hagerty; 3, Miss Ethel Bray.

Sack race, 100 yards, open—1, Marshall; 2, Blanihan; 3, Noseworthy.

Half mile, open to roofers and tinsmiths — 1, Byrd 2, Ogilvie; 3, Kelly.

One mile, open —1, Glashan; 2, Marshall; 3, Hale.

100 yards, open to the committee and officers of the Union — 1, Theriault; 2, Crowder; 3, Rousseau 4, J. Gardiner; 5, Savard 6, W. J. Gardiner. 7, M. Foley.

Quarter-mile, open to master plumbers—1, P. Ogilvie; 2, A. Fisher; 3, J. Gardiner.

Long jump, open to members of the union—1, J. Mullins; 2, J. Duffy; 3, McIntyre.

In the lacrosse match between the Silver Stars and the Aberdeens, Mr. D. Rochon was the referee, and Messrs. C. Scanlan and M. Courtney acted as umpires. After a close and well contested game, the Silver Stars won by 2 to 1.

Three-legged race, 100 yards, open—1, Marshal and Noseworthy; 2, Hale and Byrd; 3, Flaherty and Westcott.

Young ladies' race, 75 yards—1, Miss Dora Vallee; 2, Miss Coffey; 3, Miss Nellie Mullins; 4, Miss Annie Coffey.

Fat man's race, 50 yards — 1, Mr. Lesperance; 2, Mr. Eagan; 3, H. Lalonde.

100 yards race, open to married members of the union—1, J. Mullins; 2, A. Theriault; 3, F. Buddo.

50 yards race, open to members of the union, over 25 years at the trade— 1, W. J. Gardiner; 2 J. A. Peard; 3, E. Roussell; 4, M. Foley.

In the game of quoits there were 13 entries, the largest number at any ordinary picnic. Following were the scores:

FIRST DRAW.

J. McHugh	21	E. O'Connell, Mile A. Pirrie	21
W. Watt	21	End	16
Jno. Muir, St. Laurent	21	C. Smith	15
Chas. Muir, St. Laurent	21	A. McIntyre	14
J. Cuthbert	21	G. Manhire	13
C. H. Cottingham, bye.		G. Modler	17
		And. Bon. St. Laurent	16

SECOND DRAW.

W. Watt	21	Chas. Muir	16
C. H. Cottingham	21	John Muir	17
J. McHugh	21	A. Pirrie	12
J. Cuthbert, bye.			

THIRD DRAW.

C. H. Cottingham	21	J. Cuthbert	14
W. Watt	21	J. McHugh	14

FOURTH DRAW, 31 POINTS.

W. Watt	31	C. H. Cottingham	18

FIFTH DRAW, 31 POINTS.

J. Cuthbert	31	J. McHugh	26

Winners in the match—1, W. Watt; 2, C. H. Cottingham; 3, J. Cuthbert.

The prizes will be given to the various winners on Wednesday evening in Gough Hall, Alexandra rooms, St. Catherine street at 7.30 p.m.

THE GREY NUNS.

Archbishop Bruchesi on Saturday presided over the election of the superioress and assistants of the order of the Grey Nuns. The election was rendered necessary through the death of Rev. Sister Deschamps. Twenty-five branch houses of the order were represented each casting one ballot. The election resulted as follows: Rev. Sister Filiatrault, superioress-general; Rev. Sister Hamel, first assistant; Rev. Sister Ward, second assistant; Rev. Sister Painchaud, third assistant; Rev. Sister Roy, mistress of novices. Sister Filiatrault has been in charge since Sister Deschamps' death.

Special Notice.
OFF TO KLONDIKE.

Within the last few days quite a number of our most promising young men have gone seeking their fortunes in the new gold fields,—thirty-five of those have gone via Dyea and about twenty-five trying the all Canadian way, starting from Edmonton.

It would surprise a great many people had they seen the clothing outfits that these men had to take with them, all of which was manufactured by the Hudson Bay Knitting Co., of this city, who have for the last five years made a special study of clothing suitable for that country. They have for years been supplying nearly all the large corporations doing business there.

All those intending to go there are advised to write to the Hudson Bay Knitting Co. for list of the necessary articles required.

OPEN AGAIN.

Port Dalhousie, August 16.—The Welland Canal was re-opened for traffic on Saturday evening.

Alcoholism.
THE LIQUOR HABIT.

A New Method of Curing the Liquor Craze by means of a simple Vegetable Medicine taken in the ordinary way, no minerals or injections being used and which is now being successfully demonstrated in Montreal.

Montreal, June 22nd, 1897.

Mr. A. Hutton Dixon,
Toronto.

Dear Sir,—

You ask for a statement of my case, and the results of your treatment. I give it freely for the benefit of others. I had been drinking for twenty-five years, and very hard for the last twelve years. Drank gin, averaging from twenty-five to forty horns a day. Would work for a month or so and then drink while my money lasted. My last spree lasted a month and cost me $64.

I became extremely nervous, lost all appetite for food, was unable to sleep, suffered severe pains in heart and kidneys, was very constipated, my memory and eyesight were nearly gone. I thought I should die, and often wished that I could.

From the third day of taking your medicine I lost all crave for liquor and my pains left me. I slept soundly the third night and have every night since. Within a week I was feeling all right and eating heartily three times a day. Before commencing your treatment I weighed 125 pounds, and at the end of the twenty days weighed on the same scales 137 pounds.

My memory and eyesight are vastly improved, and I feel better in every way. I now have ambition and courage, and can accomplish more and better work than I had done for years. My work, in fact, is a pleasure and a satisfaction. I am as free from the crave for liquor as if I had never tasted it, and nothing can ever tempt me to drink again.

Yours gratefully,

Father Quinlivan's Testimony.

The writer of the above has been well known to me for years, and I can fully and conscientiously subscribe to all he affirms. His case appeared to be one of the most utterly hopeless as to cure that ever came under my notice. All self-control and self-respect appeared entirely gone. Though an excellent worker when sober, his sole purpose in working appeared to be the earning of what would procure drink. I induced him to take Mr. Dixon's cure, and the results are correctly set forth in his letter. I am therefore anxious, fully believing in what is claimed for it by Mr. Dixon, to see this remedy brought to the notice of victims of the liquor habit, temperance workers and friends of humanity in general, who seek a means of relieving such victims.

The good points of this remedy, in my opinion, are the following:

First—It takes according to directions, it completely removes all craving for liquor in the short space of three days; its use for a longer time is intended only to build up the system.

Second—It leaves no bad after effects, but, on the contrary, aids in every way the health of the patient, whilst freeing him of all desire for drink.

Third—The patient may use it without interfering with his business or leaving his own home.

Fourth—Its very moderate cost places it within the reach of everyone. All other liquor cures I have yet heard of are very costly, operate slowly, are doubtful as to effect, and often impair the health and constitution of the patient.

I therefore look upon this remedy as a real boon, recommend it heartily to all concerned, and bespeak for it here in Montreal and elsewhere every success.

J. QUINLIVAN, S.S.,
Pastor St. Patrick's.

Montreal, June 28, 1897.

Mr. Dixon has been called to Montreal by a philanthropist who has watched the results of his cure, to treat a number of cases here. He will be pleased to receive, to call upon by appointment, or to mail full particulars, on application, to any who are interested. Letters addressed Mr. A. HUTTON DIXON, No. 40 Park avenue, Montreal, will receive prompt attention, and be treated in strict confidence and results are guaranteed.

SITUATIONS VACANT.

WANTED — TEACHER FOR RADNOR SCHOOL (Protestant), holding Model diploma and with some experience; one who can teach French preferred. Reply with copies of testimonials, and stating salary required, to George Bell, Radnor Forge, Que. 189 13

WANTED—SEVERAL GOOD TINSMITHS, MEN accustomed to furnace work and cornice work. Apply to Butterworth & Co., Ottawa. 187 4

WANTED—MEN OF ABILITY TO SOLICIT FOR "Canada as Encyclopedia of The Country" in five Royal Quarto Volumes. No delivering. Salary or commission paid weekly. A canvasser just reports his first week making over seventy dollars profit. The Linscott Company, Toronto 189 13

WANTED—TEACHERS, BARRISTERS, PHYSICIANS and others of similar training for high class soliciting. Will pay forty dollars weekly and railway fare on demonstration of necessary ability. The Bradley-Garretson Co., Limited, Toronto. 189 13

WANTED — OLD ESTABLISHED WHOLESALE house wants one or two honest and industrious representatives. Can pay a hustler about $12.00 a week to start with. Advertiser, Medical Building, Toronto. 189 13

WANTED TUTOR TO COACH A CANDIDATE for higher entrance McGill, Faculty of Arts. Address 1219 Dorchester st. 189 2

WANTED—10 SMART GIRLS FOR RESTAURANT at Exposition. 121 Vitre 189 2

WANTED—A GENERAL SERVANT, ONE WHO understands cooking; none other need apply, at 213 Mountain st. 189 2

WANTED—AN EXPERIENCED GENERAL SERVANT in a small family. Must know how to cook. References required. Apply at 64 Mackay st. 190 2

WANTED—A DINING ROOM GIRL FOR FOUR hours daily. No Sunday work. Betts Cafe, 213 St. James st. 190 1

WANTED—GENERAL SERVANT, GOOD WAGES given to the right person. Call between 6 and 8 p.m., 4300 Dorchester st. 190 1

WANTED—DINING ROOM GIRLS, AT 617 CRAIG st. 190 1

WANTED — IMMEDIATELY, LADIES TO DO fancy work at home. 42 City Councillors. 190 3eod

WANTED — TWO GOOD LIFE ASSURANCE agents to represent the Sun Life Assurance Co. No lapses after first premium is paid. Room 14, Sun Life Building, 3 and 4, to-morrow 190 1

WANTED — TIDY GIRL ABOUT 14, TO HELP with three children. 196 Milton st. 190 1

WANTED — A RESPECTABLE PERSON IN A small family in return for room and board. Apply at once, 1658 St. Hyppolite st., City. 190 1

WANTED—FOR THE OFFICE OF A MANUFACturer's agent, a smart lad. Apply in handwriting to "W 1448," STAR office. 190 3

WANTED—A GOOD STRONG BOY WITH REFERences. Apply 394 St. Paul st. 190 1

WANTED—TWO MEN TO CANVASS AND COLlect. Call room 533, A. K. Macdougall, Board of Trade. 190 3eod

WANTED—DRESSMAKERS FOR EXHIBITION work. Madame Harte (of New York), 2580 St. Catherine st. 190 1

WANTED—A GENERAL SERVANT FOR 23RD inst. Must understand plain cooking. References required. Apply at once 62 St. Matthew st. 191 1

WANTED — GENERAL SERVANT, ONE THAT can do plain cooking. Apply to M. Park ave. 190 2

WANTED — 6 YOUNG LADIES TO WAIT ON table at Stillwell's Temperance Dining Rooms for dinner only. Must have the best of city references. C. H. Stillwell, Manager, corner Craig and Alexander, Old Hope Coffee House. 190 1

WANTED — A YOUNG SALESLADY, BOTH languages. Must be smart. Apply Monday, between 7 and 8 p.m., 132 Peel st. 190 1

WANTED — GOOD GENERAL MAN, ONE WHO can milk stands care of flowers and horse. Must have good references. Single man preferred. Apply 678 Sherbrooke street. 190 2

WANTED—A YOUNG GIRL AT THE SHERbrooke, 1014 Sherbrooke st. Must have good references. Apply at once, between the hours of 2 and 3, or 8 and 9 p.m. 190 1

WANTED—BLACKSMITH. APPLY DOMINION Bridge Co., Lachine Locks. 190 1

WANTED—GIRLS, GOOD HANDS, FOR FINISHing coats. Steady work. 367 St. James st. 190 1

WANTED—A GIRL TO ASSIST IN LIGHT HOUSEwork and care of child. Apply 11 Chatham st. 190 1

WANTED — A YOUNG MAN AS ASSISTANT bookkeeper, one with good connections preferred. State experience and references. Address "W 1431," STAR office. 190 1

WANTED—STRONG MAN WITH REFERENCES, as Houseman. Belmoral Hotel. 190 1

WANTED—GIRL ABOUT 12 YEARS OLD FOR light housework. Must sleep out for first few weeks. Address "X 1453," STAR office. 190 1

WANTED—A GOOD GENERAL SERVANT FOR a small family. Must be well recommended and willing to go to the country (near Montreal), for a month or six weeks. Apply to Mrs. Rival, No. 5 Union ave., near Dorchester st. 190 1

WANTED — ELECTRICAL ENGINEER FOR country plant, capable of looking after dynamo, boiler and engine and attend outside maintenance wiring and repairs. Apply Stadacona Co., 136 St. James. 190 1

WANTED — A GENERAL SERVANT FOR A small family. References required, no washing. 367 Sherbrooke. 190 1

WANTED—A GENERAL SERVANT, WITH GOOD city references. App y to 73 City Councillors st. 190 1

WANTED—A BAKER A YEAR OR TWO AT THE trade. Apply after 6 o'clock in the evening, 379 Clarke ave., Westmount. F. Carter, Baker. 190 1

WANTED—FOR ST HYACINTHE, A TYPEWRITer and stenographer, capable to do general office work. Address "V 1342," STAR office. 190 1

WANTED—LITTLE GIRL ABOUT 12, TO ASSIST with a baby 8 months old; experience unnecessary. Can sleep at home if preferred. Apply 483 St. Christophe st., near Roy. 190 1

PUPILS WANTED.

WANTED—PUPILS IN RUDIMENTS OF ENGlish, French and music at pupil's residence or otherwise. Miss Taylor, 117 Bagle street. 189

WANTED—FRENCH SYSTEM CONVERSAtion based on explanation. Write for prospectus. Address "Paris," P O Box 178, Montreal. 165 104

WANTED — PUPILS FOR MATRICULATION, etc., by Latin professor. 375 Sanguinet. 190 3

LOST.

LOST—FRIDAY AFTERNOON, A LADY'S PURSE, on or getting off Windsor, St. Catherine or Amherst car, up Park ave. Reward at 304 Mance st. 190 1

FOUND.

FOUND—A COW ON 13TH AUG. OWNER CAN have same by proving property and paying expenses. 602 William st. If not claimed in three days will be sold. 190 1

WANTED TO PURCHASE.

WANTED—SMALL CAT BOAT OR HALF RATER. State giving description, price, outfit, age and condition of craft. F. H. Gisborne, Department Justice, Ottawa. 190 1

FOR SALE—TWO BICYCLES, ONE A ROADSTER, weight 22 lbs., 58 gear, in a good state of repair, also a track racer. Cheap for cash. Apply after 6 p.m. 8 Donegana st. 190 2

WANTED—TO PURCHASE A BICYCLE. PRICE must not exceed $25.00. Apply to 25 St. Helen st., cor. Notre Dame. 190 1

MISCELLANEOUS.

FREE—12 PHOTOS OF ACTRESSES IN COSTUMES sent on receipt of 2c. stamp, outside city 5c. Parisian Novelty Co., 247 St. Lawrence st., city. 190 1

BUSINESS CHANCES.

FOR SALE — BUTCHER SHOP IN THICKLY populated neighborhood, everything new. Will be sold cheap for cash, seller leaving town. Address "V 1420," STAR office. 190 1

MONEY TO LOAN.

EMBLEM BROS.

of 41 St. Francois Xavier street, are making loans in confidence to salaried and responsible parties on note of hand and miscellaneous securities. Call or telephone "628." 190 1

$5 TO $100 ADVANCED TO RESPONSIBLE PARties on note of hand, warehouse receipts and miscellaneous security.

FILIATRAULT, Commission Agent,
190 1 180 St. James st., 4th floor.

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Successor to F. H. REYNOLDS. Tel. 182. 265d (1)

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185 tues

SITUATIONS WANTED.

WANTED—SITUATION BY PRACTICAL BOOKkeeper, twenty years experience, both languages, with best references. Salary moderate. Address "S 1," STAR office. 189 6

WANTED — BY YOUNG LADY, POSITION AS governess, gold medallist, proficient in French and [illegible] best references. Address "C 925," STAR office. 186 13

WANTED SITUATION AS MAID OR COMpanion. Box 47, Hinesburg, Vt. 187 5

WANTED—POSITION BY A TRUSTWORTHY person, as working housekeeper. Address "N 1226," STAR office. 189 2

WANTED—SITUATION AS WORKING HOUSEkeeper to a widower or 2 bachelors, by a respectable widow. Apply at The Andrews House, 46 Belmont street. 189 4

WANTED — SITUATION BY RESPECTABLE young woman, from country, as general servant or plain cook; no objection to leave city. Address "Q 1316," STAR office. 189 2

WANTED — POSITION AS COMPANION, BY young lady educated in English and French. Best references. Box 28, Buckingham, Que. 189 2

WANTED—ASSISTANT ENGINEER WANTS situation, 8 years experience, holds 3rd class certificate, willing to go anywhere, good references. Address B. C., 634 Notre Dame 189 6

WANTED—SITUATION BY A RESPECTABLE woman, as general servant or nurse. Address to L. H. M. Donald, 121 Bleury st. 189 2

WANTED — BY CAPABLE YOUNG WOMAN, situation as housekeeper or cook in small family. References. Apply 387 St. Lawrence st. 190 2

WANTED—BY RESPECTABLE WOMAN, WORK of any kind by the day. 163 Vitre st. 190 1

WANTED—BY A COMPETENT AND RELIABLE man, situation as night watchman, caretaker, gate keeper or any situation of trust. 6 years in last situation, and best city references. Please address J. H., 2427 St. Catherine st., Montreal, P. Q. 190 3

WANTED—FAMILY WASHING AT HER OWN home by a first class laundress. Apply to 65 Aylmer st. 190 1

WANTED—A SITUATION TO LEARN THE ENgineer trade, a boy of 18. Willie M. Ruggard, Beggar Ridge p. Car Co., P. Q. 190 1

WANTED—BY A RESPECTABLE WOMAN, WORK of any kind by the day. Apply No 23 St. Philip st. 190 1

WANTED—SITUATION BY YOUNG ENGLISH girl as house or tablemaid in private family. City references. Apply 690 Magdalen, Pt. St. Charles. 190 3

WANTED—BY RESPECTABLE WOMAN SITUAtion as general servant in small family, good references. 3 Anderson. 190 1

WANTED—BY A GOOD LAUNDRESS, FAMILIES' washing to do at her own home. Good references. Apply at 299½ William st. 190 2

WANTED—BY A RESPECTABLE PERSON, A family washing or work by day, 300 dozen. 33 Vallee street. 190 1

WANTED — BY WELL EDUCATED YOUNG lady, a situation to look after a child not older than seven or eight and willing to make herself generally useful. Apply by letter "X 1455," STAR office. 190 2

WANTED—SITUATION BY FRENCH MAN, speaking both languages, twelve years business experience in Europe, good bookkeeper. Address "V 1419," STAR office. 190 6

WANTED — A STRONG WILLING BOY TO work around a boarding house near Montreal. Apply after 7 p.m. at 122 St. Hyppolite st. 190 1

WANTED BY GOOD DRESSMAKER, KNOWING tailoring and fitting, sewing in private family or for dressmakers. Address 6 Victoria. 190 1

WANTED—BY AN EXPERIENCED BUTCHER, permanent situation. References. Good wages. Apply H. H., 744 St. Lawrence Main st. 190 2

AGENTS WANTED.

WANTED — AGENTS. SECOND EDITION "Queen Victoria" exhausted; Jubilee edition on press. Best history of the Queen and Victorian era published. The only Canadian work accepted by her Majesty. Sales unprecedented, knock the bottom out of all records. Canvassers scooping in money. Even boys and girls sell it fast. Big commission or straight weekly salary after trial trip. The Bradley-Garretson Co., Limited, Toronto 189 13

PARTNERS WANTED.

WANTED—SILENT PARTNER WITH $6000 CAPItal to develop a well established business. Capital needed to cope with the increase of business. Partner's share, 10 per cent. on his capital. Control of most valuable agencies. Address "O 1753," STAR office. 189 3

FOR SALE.

FOR SALE—FOR THE MILLION, KINDLING, $3; cut maple $2.50, Tamarac blocks, $1.75, Mill Blocks $1.50 per load, delivered anywhere in the city. C. Maclaren, Richmond square. Bell Tel. 2353. 114 tf

FOR SALE—KINDLING WOOD, $2, CUT MAPLE, $2.50, Tamarac blocks, $1.75; mill blocks, $1.50; large loads. Brady Bros., 279 St. Antoine st. Bell telephone 2264. 180 26

FOR SALE—A WATER SPANIEL (DOG), AGE 9 months, pure breed. Apply 233 Stanley st. 186 8

FOR SALE—ONE NARROW 4 ROLL PLANER and matcher, complete with belts, good order. Price $100.00. A great bargain. 37 Papineau avenue, Montreal. 186 3

FOR SALE—FURNITURE, FURNITURE, FURNIture, by weekly, fortnightly or monthly payments. The cheapest place in town. Try us. Labaire & Co., 366 St. Lawrence. 189 2

FOR SALE — FURNITURE, CARPETS, STOVES etc., on the instalment plan, at the accommodating house furnishers, J. S. Prince & Co., 33a St. Lawrence. 189 3

FOR SALE—ELEGANT ST. LAWRENCE RIVER skiff, walnut decks and seats, patent centreboard, cushions, two cane arm chairs, two pair oars, sail, straight jennis, cost $120, will sell for $46.00 cash. Address "R 1338," STAR office. 189 2

FOR SALE—THE ONLY MEANS FOR DESTROying hair on the face is by using Alex. Ross's Orpheum "Depilatory." $1. Alex. Ross, 63 Theobald's road, Holborn, London, England. Had of all chemists and of Lyman & Sons, Montreal. 117 tf eod

FOR SALE—AT A BARGAIN, A HANDSOME MAhogany writing desk, with drawers, etc., made in England. Can be seen at F. Jones' Upholstering Shop, 47 Beaver Hall Hill. 190 3

FOR SALE—SOLID CHERRY WARDROBE AND child's crib. Apply 690 St. Antoine st. 190 1

FOR SALE — NICE UPRIGHT PIANO IN GOOD order, scarf and stool, $35 cash. Also parlor and bedroom set. Parties leaving city. 448 City Hall ave. 190 2

FOR SALE — DRY KINDLING WOOD, $2, CUT blocks, $1.50; cut hardwood, $2.50. Extra large loads. Prompt delivery. Henderson Bros., 344 William st. Tel. 2311 190 1

BOARD AND ROOMS.

ROOMS — WELL FURNISHED WITH BOARD; vacancies for transients, 5 minutes walk from Windsor Hotel. 10 Phillips Place, Beaver Hall. 188 10

BOARD—AND ROOMS, LARGE FRONT PARLOR well furnished; also large double and single rooms with good board. 81 Union ave. 188 3

ROOMS — TO LET, WITH BOARD, FIRST CLASS in every respect, late dinner. Meals served separately if desired. 49 Union avenue. 186 5

ROOMS — COMFORTABLY FURNISHED, WITH board; all modern conveniences; also table board. 50 Cathcart street. 189 3

ROOMS—VERY NICE AND COMFORTABLE rooms, for married couple or two gentlemen, with 1st class board. Terms moderate. 140 Bern st. 190 5

ROOMS—LARGE DOUBLE ROOM, BATHROOM flat, with board; transients accommodated. Apply 108 Mansfield. 190 2

ROOMS—CHEERFUL WITH GOOD BOARD, FINE front and back parlor, everything first class, at 81 Union avenue. Private boarding house, also table board. 190 3

ROOMS—TO LET, WITH EXCELLENT BOARD, all modern conveniences. Meals served separately if desired. Telephone 3071. 936 Dorchester st. 189 5 Sav

ROOM—WITH FULL BOARD, THREE DOLLARS to three-fifty weekly. Good rooms and table. Piano. 64 Victoria st. 190 2

BOARD AND ROOMS WANTED

WANTED—FURNISHED LODGINGS FOR WINter for family of five, three sitting, four bedrooms, within easy reach of McGill College. Attendance (including cooking) also desired, if possible. Terms and full particulars, "J 1105," STAR office. 188 3

WANTED—BY A YOUNG MAN FOR THE 1ST OF Sept., room and board, west of Panet st., south of St. Catherine and east of City Hall ave. Address "V 1391,"

A WARNING TO UNCLE SAM.

There are Limits Even to Britain's Forbearance.

EUROPE MAY RETALIATE UPON DINGLEY TARIFF

Czar and Kaiser Unite Against Great Britain

London, August 16.— The Spectator during the course of a long and temperate article in regard to the "Provocative and unfriendly tone of American politicians of both parties towards England," says: "We are obliged to write as we never dreamed of being forced to write about a country only less dear to us than our own. But we should fail in our public duty if we did not point out in the strongest manner the grave risks which are likely to ensue from this attitude. Unless the United States assumes a very different tone, the gravest crisis is certain to ensue. Public opinion in England has greatly changed during the last few months, and even if Lord Salisbury is anxious to ignore politely such indiscretions as Secretary Sherman's, the people here would not permit it, and, hereafter, American demands, if urged in unfriendly language, will be resisted unanimously by the nation, no matter what the risks may be. If America does not keep a better watch over her politicians, they will harry her into a conflict with this country, whereof no one is able to see the end."

* * *

EFFECT OF DINGLEY TARIFF.

Consul General Osborne says that the invoices of exports filed in his office since the new United States tariff became law have decreased fifty per cent. Only in the case of diamonds and other jewellery has there been an increase. A large business has developed in jewellery which, heretofore, has mostly been smuggled into the United States via Canada, no consignment having been recorded for a long time. Mr. Osborne thinks the dealers concluded that it is more profitable to pay the Dingley rates than to incur the costs and risks of smuggling. The Consul General hears that a leading tin plate manufacturer is going to transfer his business to the United States on account of the tariff, and that some woollen manufacturers are going to do the same and for the same cause.

* * *

EUROPE MAY RETALIATE.

Acting upon the advices of Baron Von Thielmann, the former German ambassador at Washington, who has just been appointed privy councillor and the representative of the Imperial Chancellor in all the financial affairs of the Empire, the German Government is entering into negotiations with the Governments of the other countries injured by the new United States tariff, especially France and Belgium, for the purpose of effecting an agreement to demand the submission of all disputed points to a court of arbitration. In Germany's case the disputed points are mainly the alleged violation of existing treaties and the paying back by the United States treasury of the export premiums paid by Germany.

* * *

ALLIED AGAINST BRITAIN.

Berlin, August 16.—The visit of the Emperor and Empress of Germany to Russia and the reception accorded them there is regarded in this country with divided feelings. Many people blame the Emperor for humbling himself unnecessarily before the Czar, that His Majesty has again exceeded his proper limits, and say that the Czar showed much less empressement than his guest in the shower of German decorations and favors bestowed upon the Russian court and other officials. Finally they also consider it extravagant that there are now a dozen Russians who are chiefs of Prussian regiments. The fact that Emperor William upon several occasions spoke in Russian, while the Czar used the French language is similarly commented upon. On the other hand, the results of the Emperor's visit to St. Petersburg, so far as possible, are what the Emperor wished, especially as regards Great Britain, henceforth that country will find union all important occasions, Russia and Germany in her way. A general understanding to that effect has been definitely reached, not only between the rulers, but between Count Muravieff, the Russian Minister for Foreign Affairs, and Prince Hohenlohe, the German Imperial Chancellor, and Baron Von Buelow. It is a curious fact that the tone of the entire Russian press changed during Emperor William's stay at St. Petersburg and became frankly Anglophobe.

* * *

PRINCE BISMARCK'S VIEWS.

From Duke John Albrecht, of Mecklenburg, who has just visited Prince Bismarck, the Associated Press learns that the Prince disapproves of Emperor William's visit to the Czar, and its accompanying features, as calculated to raise hopes in the Russian mind which Germany later may be unable to fulfil, especially in the matter of further Asiatic conquests. Relative to the state of affairs in South Africa, and the role played by the British Secretary of State for the Colonies, Mr. Joseph Chamberlain, in recent events, Prince Bismarck sharply condemns the latter, and fears continued British duplicity. As to advising the Emperor or Prince Hohenlohe, the ex-Chancellor said: "Even with the best will in the world that is impracticable, since it is impossible for me to supervise the proper carrying out of such advice.

"Politics are like horseback riding. With the best advice in the world a careless and inexpert rider will be thrown."

* * *

TELEGRAPHIC WIZARDS.

The Post Office officials here are deeply interested in the experiments in telegraphy made by Prof. Crehere, of Dartmouth College and Lieut. Squire of the Military School at Fortress Monroe, who claim that their device enables messages to be transmitted with extraordinary rapidity. The inventors said to a representative of the Associated Press: "The experiments over short circuits in the United States have been entirely satisfactory, but we were unable to secure facilities for long distance operations, and so we came to England, and asked the help of the Government. We explained our scheme to Superintendent Preece of the Telegraph Lines Department, and his interest was immediately aroused. He promptly placed the Government plant at our disposal, and directed his subordinates to give us every possible aid in the trials over the London and Birmingham line." It is understood that they have been entirely satisfactory. The inventors, however, are very reticent. They desire to avoid publicity until the practicability of their scheme has been fully demonstrated. They seem to fear possible rivalry. It is claimed that their device will transmit enough matter in an hour, over a single wire, to fill a page of a newspaper. Messrs. Crehere and Squire may go to France and Germany to show their invention to the telegraph officials of the Governments of those countries.

* * *

THE ANARCHIST SCARE.

Since the assassination of Premier Canovas del Castillo, on Sunday last, the authorities of Scotland Yard have been exercising the most active supervision over the anarchists of Great Britain, and they have been in constant communication with the police authorities of Paris, Rome, Madrid and other capitals. The number of detectives stationed at the various ports have been doubled, and new arrivals are constantly shadowed. But, in spite of these precautions, the Commissioner of Police, Sir Edward Bradford, has given permission for a public meeting in Trafalgar Square on Sunday next, to "denounce the revival of torture in Spanish prisons." In answer to the surprise and indignation of the public at the granting of the permit to hold this meeting, the Scotland Yard authorities declare that Sir Edward Bradford did not know that it was the anarchists who had applied for it. The newspapers say it is certain there will be trouble if the meeting is held, as the people here are waking up to the necessity of a stern suppression of the anarchists.

* * *

NOTES AND GOSSIP.

Princess Frederick Leopold of Prussia, who was nearly drowned while skating last winter, was nearly killed last week in the vicinity of Potsdam. While out driving she slipped off her saddle, and was dragged some distance along the road. She was eventually rescued by an aide-de-camp and by her husband.

Princess Gisela, of Bavaria, heiress to the throne of Bavaria, has taken to bicycling in public. All the Bavarian princes and dukes are keen bicyclists.

Subscriptions for the relief of the victims of the recent inundations in Germany are pouring in, and all the cities of the Empire are granting sums of money for the sufferers.

In Wortemburg, Lieut. Babe, of the 122nd Regiment of Infantry, whose inhuman treatment drove a recruit named Bauer to commit suicide, has been dismissed from the army and sentenced to four months' confinement in quod.

The Russian newspapers are full of a scheme to benefit France by sending stalwart Russians to inter-marry in France and stem the falling birth rate of that country.

The transport of mails from the sub-stations is experimenting with motor cars with the view of their use as parcel vans and for the transport of mails from the sub-stations.

The British post-office authorities are testing rail way starters. They will possibly replace the heavy vans which are now used to carry parcels to nearly all the provincial towns.

The Bayreuth festival closes on Thursday next with the one hundredth performance of "Parsifal." The receipts exceed £25,000. Among those at Bayreuth are the Prince and Princess of Wales, as "Lord and Lady Renfrew," the Grand Duke of Hesse, Ladies Lonsdale and Patterson, and Mr. A. J. Balfour. The performances have been notable for the presence and influence of many of London's smart set. The next Wagner festival will take place in 1899.

Bishop Talbot, of Rochester, and Canon Gore will spend the months of September and October in the United States, representing the Christian Social Union at the International Convention of the Brotherhood of St. Andrew to be held in Buffalo.

The Marquis of Lorne is finishing a four-act play of a Scottish historical character, in which the Argyll Campbells figure.

Lady Henry Somerset, as a result of the vote of the executive committee of the British Woman's Temperance Association requesting her to do so, has withdrawn her resignation of the presidency of that organization, which she tendered as a protest against the refusal of the branch associations to follow out her wishes that they should not approve of, or sign, petitions against the renewal of the Contagious Diseases' Act for India.

Wine experts say that the vintage of 1897 will not rank high. The best reports have been received from Mayence, where it is stated that a heavy crop is assured. In the important wine districts of Germany a high quality of grape is expected. The French vintage is much smaller than that of 1896, though it is of fair quality. The port wine and sherry districts are lacking in both quantity and quality.

Weak Men Belong to Me

Why? Because I have given a life's study to the origin, results and treatment of LOSSES, DRAINS, WEAK BACK, IMPOTENCY, UNDEVELOPMENT AND VARICOCELE. No five physicians in the world combined have had my experience in these weaknesses. What I say to you is

DRUGS WILL NOT CURE.

They stimulate, but do not tone. With my famous ELECTRIC BELT AND ELECTRO-SUPPORTING SUSPENSORY, I promise manly strength for the organs and vim to the nerves.

Weak Back Benefited in One Night.

If you wish a happy, vigorous life and comfortable old age, consult me free of charge or write for free book, "THREE CLASSES OF MEN," which tells all about my treatment. Sent sealed upon request.

DR. SANDEN, 156 ST. JAMES ST. MONTREAL, QUEBEC.

Office hours, 9 to 6; Sundays 11 to 1. 189 1

KINGSTON WAKING UP.

(Special to the Star.)

Kingston, Ont., August 16.— At a joint meeting of the Board of Trade and members of the City Council last summer hotel in Kingston was discussed, with the result that a large evening, the matter of erecting a large committee was appointed to look into the matter. The hotel will be built on a site convenient to the water, will have 150 rooms, and be up to date in every particular. The manager will have to be a large stockholder.

WHOSE BALLOON WAS THIS?

Stavanger, Norway, August 16.—The steamer Konghaldan, which has just arrived here, reports that at 4.50 a.m. Saturday, she sighted between Haugesund and Ryvarden, a large balloon going east-south-east at an altitude of 1500 feet. A guide rope about 400 feet long depended from the car. It is thought probable that this was the balloon of Cetti, the aeronaut, who ascended yesterday at Vrendal, with a southeasterly wind blowing.

FRUIT GROWERS TO MEET.

(Special to the Star.)

Georgeville, Que., August 16. — The annual meeting of the Fruit Growers' and Pomological Association of the province will take place at Stanstead Plain next Wednesday and Thursday. Meetings will be held in the afternoon and evening, and a very large attendance is expected.

MORE GOLD IN ONTARIO.

Belleville, Ont., August 16.—A rich find of gold in alluvial diggings is reported from Madoc Township.

A CATASTROPHE FEARED.

Possibility of a Volcanic Upheaval at Harrison Lake.

MAY AFFECT THE GOLD FIELDS OF BRITISH COLUMBIA.

(Special to the Star.)

Vancouver, B.C., August 16.— Captain Cooper, of the steamer Courser, one of the best known navigators in British Columbia, who has for years made frequent trips between New Westminster and Harrison Lake, states that there is every sign at the Lake of a renewal of the subaqueous volcanic activity long ago deemed extinct in that region, though the mineral hot springs of Agassiz on the Lake are undoubtedly of volcanic origin. The captain describes the lake as a mass of muddy ferment, which he can only attribute to a volcanic effort.

Captain Peel, Government meteorologist at New Westminster, and one of the ablest scientists of the province, has long held the opinion that a renewal of volcanic activity on a greater or less scale might be expected near Agassiz hot springs on Harrison Lake, and goes so far as to say that a disastrous far-reaching eruption is in the bounds of possibility. He supports Captain Peel's opinion that, in view of the influence of volcanic action on gold, an upheaval may have a practical effect on the fortunes of the Harrison Lake mine district.

The Agassiz Hot Springs hotels are now crowded with summer visitors from all over Canada. Of course, the lake is the centre of attraction, and many nervous guests are fearful of a tidal wave sweeping their temporary residences, a few miles inland, or some other nightmare in the shape of the elements running amuck. Hence, the phenomenon will excite widespread interest in and beyond the Pacific Province.

EXPLAINED AT LAST.

The Reason of Sam Lindsay's Release Made Known.

Hamilton, Ont., August 16.—The release of Sam Lindsay by Warden Metcalfe, of Kingston penitentiary, on instructions from the Department of Justice, Ottawa, some time since, caused considerable comment here and many guesses were made as to the reason for Lindsay's release. Lindsay was arrested in Montreal and brought to Hamilton to stand his trial on the charge of escaping from the Sheriff's officer while being taken to Kingston in 1882 to serve a two year term for burglary. Magistrate Jelfs sentenced him to serve out his old term and an additional two months for escaping. When Lindsay was released the legal fraternity here assumed that the absence of the original commitment was the cause for his discharge, but to satisfy himself Magistrate Jelfs wrote the Minister of Justice. He has been advised that, according to a number of judicial decisions, a prisoner cannot be tried for the offense of escaping from custody, providing the period of time for which he was sentenced has expired. It is a general source of wonder here why such a loophole was left in the statute.

EDITORS ON A TRIP.

Eastern Townships Journalists Visit the Maritime Provinces.

(Special to the Star.)

Sherbrooke, Que., August 16.— The annual excursion of the Eastern Townships Press Association started on Saturday for the Maritime Provinces. The trip will cover the whole line of the Intercolonial Railway, and will last about ten days. A large number of delegates from Sherbrooke are taking advantage of the trip, and there are also representatives from Richmond, Granby, Magog, Waterloo, Farnham, St. Johns, Montreal, Lachute, Cowansville, Coaticooke, Cookshire, Arthabaskaville and Rock Island. Every means have been employed to make the trip one of pleasure and enjoyment to all. Mr. Stevens, the secretary of the Association, has been all over the ground, and made arrangements with all the hotels where the party is to stop, so that there can be no hitch.

BRIEF NOTES OF THE NEWS.

The extradition papers in the case of Cyrus A. Hull, who is wanted in Chicago on a charge of forging the names of Hays and Walker, of that city, to a cheque for $126.13, have arrived at Hamilton, and Judge Snider will dispose of the case on Monday. Lawyer Heyd, acting for Hull, will not fight the case, and Hull will accompany Detective Corbus to Chicago on Monday evening.

The Vancouver City Council has decided not to submit a by-law to the civic voters authorizing the purchase of the gas works. The company offered to sell the works to the city at the same figure offered for the property by a London syndicate, but the aldermen took the view that the days of gas are doomed by the competition of electricity.

W. J. Murphy, of Euphemia, Ont., jumped out of a window at the Chatham, Ont., General Hospital on Friday night while suffering from brain trouble. He is dead.

Captain W. H. Shafer, one of the best known and wealthiest racing men in the South, committed suicide at Gallatin, Tex., by shooting himself through the temple.

Miss Paladino was seriously injured at London, Ont., on Saturday by a collision between her bicycle and a wagon.

An advance of from 10 to 15 per cent. has been made in the price of foreign crockery at Chicago.

A military camp is to be held at Kingston, Ont., in September.

AGAIN MR. BLAIR'S AXE.

(Special to the Star.)

Moncton, N. B., August 16.—The superannuation of Mr. T. V. Cooke, general storekeeper of the Intercolonial Railway, and the appointment of Mr. C. R. Palmer to the office, created general surprise here among Liberals as well as Conservatives. Mr. Cooke is 49 years of age and is in the prime of life, physically and mentally. Mr. Palmer is 64 years of age and has for some years been considered eligible for active work. Mr. Cooke entered the railway service as a boy 33 years ago and has filled many positions. Mr. Palmer's only railway experience was as station agent in one of the smaller New Brunswick towns a good many years ago. Mr. Cooke has never taken any part in elections or politics, though he comes of a Conservative family. Mr. Palmer is a strong Liberal and took part in the last election, being a member of the Liberal Committee in Moncton.

THE BUSINESS REVIVAL.

New York, August 16. — The New York Financier says: "The bank statement of the week ending August 14th, reflects more accurately than usual the revival in business, and is, as might be expected under the circumstances, of a most encouraging nature. The item of loans shows a continued expansion, the increase for the past week having been no less than $5,608,400, which brings the total to $555,170,800, or $33,000,000 higher than any record made previous to this year. In the past month loans have increased no less than $21,000,000, and in sixty days the expansion has been approximately $42,000,000, which more conclusively the magnitude of the present upward movement. For the past week no less than 39 of the 65 clearing house banks swelled their loan details, the National City and Hanover National leading with a combined increase of $3,358,500. As there are no special causes to account for the fluctuations in loans other than reviving Stock Exchange business, mercantile demands and enquiries for merchandise, in view the nature of the business which the New York banks are doing becomes apparent at a glance."

MR. TARTE ON TOUR

He Receives a Warm Welcome at Goderich,

AND PROMISES MANY FAVORS TO A LIBERAL STRONGHOLD.

Goderich, Ont., August 16.—Hon. J. Israel Tarte, Minister of Public Works, accompanied by Chief Engineer Coste, arrived here on Saturday afternoon. The Minister was met at the station by the Town Council and a large delegation of influential residents and enthusiastically received. After instructions had been made, a procession of carriages was formed, which, headed by the town band, proceeded to the court house, where a large assemblage awaited the Minister. His appearance was the signal for hearty cheers led by Mr. M. C. Cameron, M.P. An address of welcome, on behalf of the citizens and Town Council was read by A. McD. Allan, chairman of the Citizens' Committee.

Hon. Mr. Tarte in reply, thanked the Council and people of Goderich for the enthusiastic reception that had been given him, and which he understood to be outside of party ties. His was a business trip, so that he would become fully acquainted with matters pertaining to the department of which he was the head. But receptions, such as the present, had the effect of adding pleasure to the performance of duty. He was glad to see that Goderich was in such a prosperous condition from natural causes, as on that account the town would not expect very much from the Government. He knew that Goderich harbor was a harbor of refuge which had to be kept in good condition, and as early as 1896 the matter of the weakness of the breakwater had been brought to his knowledge. This had been repeated in 1897, when he finally had placed in the estimates $55,000 to be expended in having the work properly done. That greater progress had not been made in the work since last March was not the fault of the Government, and he would see to it before he left the town that it would be properly taken hold of and pushed to a rapid conclusion.

The Minister and the delegation then proceeded to the Hotel Bedford, where luncheon was spread, the chair being occupied by Acting Mayor Thompson.

Hon. Mr. Tarte, in his after dinner speech, put himself in the good graces of all present by a witty address in which he reiterated his desire to do his duty by the public and places all over the country where a judicious expenditure would be in the public interest. He had thus far given every tender to the lowest tenderer compatible with good work and irrespective of the politics of the tenderer, and would continue to do so. He advocated harmony between the peoples of the several provinces so that Canada would become what it ought to be, a grand and glorious nation, and closed by a tribute to the good intentions of Canada's public men in their efforts to work out a grand destiny for their country.

The party then took carriages and the Minister inspected the breakwater, the harbor piers and the public buildings of the town. In the evening they were serenaded by the town band and a large number of the citizens, Liberals and Conservatives alike, turned out to the reception given him on the grounds of the resident member of Parliament.

Mr. Tarte left yesterday for Kincardine to inspect the works now in course of construction at that place.

A MONTREAL MINE.

(Special to the Star.)

Ottawa, August 16. — The Tam O'Shanter Mining Company is asking incorporation to work the Tam O'Shanter mines at Ainsworth, B.C., and for other purposes. The chief place of business is Montreal, and the applicants are: Robert Thomas Hopper, asbestos miner; Frederick Fairman, manufacturer; Edwin Hanson, financial agent; William Hanson, financial agent; P. Alexander Peterson, civil engineer; R. Wilson Smith, financial agent, and Edward B. Greenshields, merchant, all of Montreal, who are to be first or provisional directors of the company.

MAJOR WALSH'S A. D. C.

(Special to the Star.)

Brockville, August 16.—Sergt. Tinsley, who figured so prominently in the Lapoint shooting tragedy, has resigned from the Brockville police force to accompany Major Walsh to the Klondike as a Government detective. He, with four others from Winnipeg, will act in that capacity. Joe, who left here a week ago for the gold fields, will be offered the position of Assistant Private Secretary to Major Walsh. Sergt. Tinsley has had experience in the North-West mounted police. Over fifty townspeople have called on Major Walsh in quest of jobs.

RATHER STALE NEWS.

London, August 16. — The members of the Cobden Club have caused a special gold medal to be struck for presentation to the Canadian Premier, Sir Wilfrid Laurier, in formal recognition of his attachment to free trade.

SKINS ON FIRE

Skins on fire with torturing, disfiguring, itching, burning, bleeding, scaly, and pimply humors, instantly relieved by a warm bath with CUTICURA SOAP, a single application of CUTICURA (ointment), the great skin cure, and a full dose of CUTICURA RESOLVENT.

Cuticura

Sold throughout the world. Potter D. & C. Corp., Sole Props., Boston. "How to Cure Torturing Humors," free.

BABY'S SKIN Soft and Rich purified and Beautified by CUTICURA SOAP.

KNIGHTS TEMPLAR.

Sovereign Great Priory's Assembly.

PROGRAMME OF THIS WEEK'S EVENTS.

There will meet in Montreal on Thursday and Friday of this week the Sovereign Great Priory of Canada, Knights of Templar, which will hold its annual assembly in the Temple building on Dorchester street, and the gathering will also be graced with a delegation of from 80 to 100 Knights from the Trinity Commandery of Manchester, N. H., with some twenty ladies, and about 75 Knights from Lewiston Commandery, of Lewiston, Me. On the occasion of the "at home" by Richard Coeur de Lion Preceptory on Thursday evening, the Temple building will be decorated with emblems of the various orders by means of electric light. The following programme of entertainment has been arranged:

WEDNESDAY, AUGUST 18.

7 p.m.—Reception at Windsor station of Lewiston Commandery, of Lewiston, Me., and escort to St. Lawrence Hall.

THURSDAY, AUGUST 19.

7 a. m. — Reception at Bonaventure station of Trinity Commandery, of Manchester, N.H.; Geoffrey de St. Aldemar Preceptory, of Toronto; Godfrey de Bouillon Preceptory, of Hamilton; Richard Coeur de Lion, of London; and other Preceptories, and escort to respective hotel headquarters.

10 a.m.—Opening of the Sovereign Great Priory of Canada in annual assembly. Richard Coeur de Lion, of Montreal, will act as an escort to the Most Eminent the Supreme Grand Master.

11 a. m.—Trinity Commandery, of Manchester, N.H., and Lewiston Commandery, of Lewiston, Me., will visit the "Sovereign Great Priory," in session.

3.00 p. m.—Carriage drive for all Sir Knights and their ladies, from Masonic Temple up the mountain, through Mount Royal Park.

8.30 p. m. — Reception and "At home" at the Masonic Temple, by Richard Coeur de Lion Preceptory of Montreal, to the Sovereign Great Priory and Sir Knights of Canada, Trinity Commandery of Manchester, N. H., and Lewiston Commandery of Lewiston, Maine, and their ladies.

FRIDAY, AUGUST 20TH.

10.00 a. m.—Parade from the Masonic Temple of American and Canadian Sir Knights, to the City Hall in the following order, forming on Dorchester street:

Pipers' Band.
Richard Coeur de Lion Preceptory, No. 7, Montreal.
Ottawa Preceptory, No. 42, Ottawa.
Band.
Trinity Commandery, Manchester, New Hampshire.
Band.
Lewiston Commandery, Lewiston, Maine.
Band.
Geoffrey de St. Aldemar Preceptory, No. 2, Toronto.
Godfrey de Bouillon Preceptory, No. 3, Hamilton.
Encampment of St. John, No. 28, St. John, N.B.
Richard Coeur de Lion Preceptory, No. 4, London, Ont.
And other Preceptories, according to Number.

The march will be via Peel, St. Catherine, Phillips Square, Beaver Hall, Victoria Square, St. James, Place d'Armes, Notre Dame Street to City Hall.

10.30 a.m. Civic Welcome at the City Hall, to the visiting Sir Knights, by His Worship the Mayor, R. Wilson Smith, Esq.

11.15 a.m. Parade and Review of the Montreal Fire Brigade on the "Champ de Mars."

12.00 Return Parade to Hotel Headquarters and Temple.

1.30 p.m. Parade to Steamboat and Excursion to Lake St. Louis, and return to Westmount via Lachine Rapids.

An invitation has been received from the Directors of the Montreal Exhibition Company to visit the fair, which opens on the 19th of August.

The Montreal Temple Club has extended the privileges of the Club and Reading Rooms, in the Temple, to all visiting Sir Knights.

SHOULD SATISFY THEM

An Official Notification to Washington Concerning Canada's Rights.

Washington, August 16. — Mr. Adam, the British Charge d'Affaires, has telegraphed the Department of State that the custom charges on miners' outfits for Klondike arriving from Dyea and other points, are those authorized by the ordinary revenue laws of Canada. No special or unusual regulations were made. On the contrary, the instructions sent were to exempt miners' blankets, personal clothing, tools and broken packages of provisions being used, also cooking utensils in use. To make food allowance clear, instructions have been given for the season to customs officers at Tagish to exempt one hundred pounds of food for the journey charging ordinary customs duty only on excess.

Brockville, August 16.—Mrs. Wm. Evans, aged 92 years, and one of Brockville's oldest inhabitants, died yesterday. She lived in Brockville 62 consecutive years, and is survived by two children.

FOOT ELM

Hardens Tender Feet.

The trials and troubles associated with the feet are often such as to cause great annoyance and discomfort. The Corns, Bunions and Ingrowing Toe Nails make walking a misery. When the feet swell, ache, tire easily, sweat profusely, or become sore readily, there is only one remedy that will overcome these disabilities and that is FOOT ELM. It keeps the shoes sweet and dry and the feet cool and clean.

Mr. W. J. Calgary, Cor. Wilton Ave. and Berkeley St., Toronto, Ont., says,—"I found Foot Elm an excellent foot remedy. I have been troubled with tender, sweating feet for a long time. The soles of my feet were always very sore. The use of Foot Elm has removed the soreness and excessive sweating. It proved a splendid remedy for my feet."

Price 25c. Sold by druggists and shoe dealers, or sent by mail on receipt of price by addressing Stott & Jury, Bowmanville, Ont.

Sweetens Sweaty Feet. FOOT ELM

190 e1

CASTORIA

for Infants and Children.

The Fac-simile Signature of

Chas. H. Fletcher.

Appears on Every Wrapper.

THE CENTAUR COMPANY, 77 MURRAY STREET, NEW YORK CITY.

165 n 2w

Most Desirable Property

—IN—

COTE DES NEIGES.

House and grounds --- about 200,000 square feet---on the line of the Park & Island Railway. Will be sold en bloc or in lots to suit. An ideal spot for residence

For particulars apply to

ROBERT GREIG & CO.,

168 tf 456 St. Paul St.

The Promotive of Arts Association

LIMITED.

Incorporated by Letters Patent, 7th October, 1896.

1687 NOTRE DAME STREET, MONTREAL.

Over $5,000 in value distributed every Friday. Price of scrips 10 cents. 190 e1d

TO LET

—IN THE—

"Star" Building,

THREE OFFICES,

En suite, first floor front, steam heated, most central location a Montreal. Apply to

W. E. COOPER, Star Office.

B B B BURDOCK BLOOD BITTERS

Strong Points ABOUT B. B. B.

1. Its Purity.
2. Its Thousands of Cures.
3. Its Economy. 1c. a dose.

B. B. B.

Regulates the Stomach, Liver and Bowels, unlocks the Secretions, Purifies the Blood and removes all the impurities from a common Pimple to the worst Scrofulous Sore, and

CURES

DYSPEPSIA, BILIOUSNESS, CONSTIPATION, HEADACHE, SALT RHEUM, SCROFULA, HEARTBURN, SOUR STOMACH, DIZZINESS, DROPSY, RHEUMATISM, SKIN DISEASES.

B B B

190 e1y1

SPECIFIC ARTICLES.

WILLING hands are those whose work is a pleasure.

Satisfied and pleased WORKERS are all in the kitchen who are provided with

The Cook's Friend Baking Powder.

Fraser Bros. Sales.

Important Auction Sale

Of Lake Front Residential Property, Villa Residence and Cottages.

We have been favored with instructions by the proprietor to offer at PUBLIC AUCTION that most desirable property (subdivided into villa lots), known as

"CHARLEBOIS POINT,"

Situated BETWEEN LAKESIDE AND POINTE CLAIRE, and fronting on Lake St. Louis and Valois Bay.

The parcel consists of 25 villa lots each 50 feet frontage by the full depth of the property. Also

3 Villa Residences and Cottages,

known respectively as "Claremont Villa" (built for the proprietor), "Tuxedo" and "Rosedale" Cottages, with ground, etc.

This sale presents a favorable opportunity of securing a country residence or building lot on the most beautiful situation on the lake, only thirty minutes ride from the city by G. T. R. or C. P. R., and a short distance from Lakeside station.

The property is improved, having a good macadamized road and sidewalk, fences, etc., and is beautifully wooded with fruit and other trees. "Charlebois Point" is conceded the finest situation on the Island of Montreal, commanding the best view of the lake, and is sure to increase in value.

Title perfect.

SALE TAKES PLACE AT 2.30 P.M. ON THE GROUNDS, ON

SATURDAY, 28th AUGUST.

Take G. T. R. 1.30 p. m. train to Lakeside, where busses will meet the train, and convey intending purchasers to the property.

For plans, conditions of sale, also permits to view the houses, apply to 184 St. James Street, or to S. H. WARD, Mgr Real Estate Department.

FRASER BROS., AUCTIONEERS.

453 and 455 St. James St., Montreal.

189 2

BUILDING LOTS AT VERDUN

BY AUCTION

On the Property on Saturday, 21st Aug.

Lots corner Rushbrooke and Gough streets, official No. 3276, Municipality of Verdun. Measuring about 120 x 80 feet. Immediately after the above we will sell the choice lot fronting on Wellington street, measuring 60 x 120 feet side of Mr. Constantine's house), official No. 3271, also Municipality of Verdun.

Drainage and water in both properties completed. These lots just outside city limits and taxes. Within two minutes of street cars.

SALE AT 3 O'CLOCK P.M.

Further particulars from

S. H. WARD, Mgr Real Estate Department.

FRASER BROS. Auctioneers. 189 2

FRASER'S

Horse and Carriage Depository,

No. 131, 133, 135, 137 Inspector st., Corner St James Street,

Large Regular Auction of Horses, Carriages, Harness, etc., etc.

On Tuesday, 17th August, at 2.30.

Splendid stabling for 75 Horses. Consignors from city or country can rely upon prompt cash returns. Advances made. Best of care for horses consigned for auction or private sale.

I. SILVER, Manager.

FRASER BROS., 189 2 Auctioneers.

Household Furniture, Carpets, Pianos, Mirrors,

CABALIERS, PICTURES, BEDDING, STOVES and Ranges, also Dry Goods, Tweeds, etc.

Regular Auction at our large Salesroom,

Nos. 453 and 455 St. JAMES STREET, corner Inspector street.

On FRIDAY, 20th AUGUST, at 10 a.m.

Liberal cash advances made. Safe, clean, dry storage for Furniture, Pianos, Trunks, etc., etc.

FRASER BROS., 189 5 Auctioneers.

Marcotte Bros' Sales.

BY MARCOTTE BROS.

Very Important Auction Sale of Neat Household Furniture.

We have received instructions from consignees to sell without reserve a large consignment of Neat Parlor Sets in Silk, Brocatelle, Turkish Rug, Plush and Hair Cloth, British Plate, Mirrors, all sizes, Wire Back Easy Chairs, splendid Lace Curtains, Cheville Portieres and Poles, large lot of Neat Pictures, latest style; Sideboards and Dining Tables in B. Walnut and Oak, Leather Dining Room Set in Oak and Black Walnut, Fine Book Cases, Writing Desks, Wardrobes, Office Chairs, 45 splendid Bedroom Sets in Black Walnut, Oak and Hardwood, Marble Top and Plain, Spring Beds, Hair and Wool Mattresses, Feather Pillows, Mantel Beds, Red Couches, large lot of Carpets by yards and squares, 55 pieces English Oil Cloth, 1 Square and 1 Upright Piano, 1 Organ, second-hand, but in perfect order; Brass Gasalier Lamp, and a large lot of other goods, all to be sold without reserve on Tuesday afternoon, 17th August, at the store, 1693 and 1695 Notre Dame street.

Sale at 2 o'clock p.m.

MARCOTTE BROS., 189 2 Auctioneers.

TRADE SALE.

The undersigned will sell at their St. James street rooms on WEDNESDAY, 18th instant, at 10 a. m., without reserve, and in lots to the trade, a stock of Assorted Dry Goods, comprising Tweeds, Serges, Beavers, Meltons, Dress Goods, Suitings, Cottonades, Prints, Blankets, Corsets, Suspenders, Canvas Linings, Umbrellas, Shirts, 2000 doz. of Underwear, Handkerchiefs, Lace, Neckwear, Hosiery, Gloves, etc.

A large quantity of Ready made Clothing for Men and Boys, Hats, etc.

Also 500 gross of Wooden Pipes, $2600 worth of Perfumery and Extracts, a large quantity of Pocket Knives, Scissors, Purses, Cloth Brushes, Hair and Tooth Brushes, Toilet Goods and Fancy Articles.

MARCOTTE BROS., 189 3 Auctioneers.

Rae & Donnelly's Sales.

INSOLVENT NOTICE.

THE PEOPLE'S AUCTIONEERS

Auction Sale

—OF A—

LARGE BANKRUPT STOCK of BOOTS and SHOES, TWEEDS and COATINGS, DRY GOODS, etc., etc.

In the matter of T. Dansereau, insolvent. We are instructed to sell at our rooms, 241 and 243 St. James Street,

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A large assortment of above goods, in all amounting to $1750, consisting of Ladies and Gents' Boots and Shoes; also Youths' and Children's Boots in great variety. A nice assortment of Tweeds and Coatings and a general stock of Dry Goods and House Furnishings.

Sale at 2.30 o'clock.

RAE & DONNELLY, Auctioneers.

The ladies should take advantage of this sale, as every lot will be sold without reserve. 189 2

$50.00 REWARD.

A reward will be paid for the arrest and conviction of the party who, on the 12th inst. stole the Stearns Bicycle, number 1511, Model "H." Dealers are cautioned not to buy this wheel.

Apply to the DOMINION BURGLARY GUARANTEE CO. 189 2

The Daily Star.

GRAHAM & CO., Proprietors.
163 and 165 St. James Street.

THE DAILY STAR is sent to any part of the United States or Canada, postage free, at $3 a year, $1.50 for six months, and 90c. for three months.

We believe the circulation of THE STAR exceeds the combined issue of all the other English newspapers published in the city of Montreal.

Agents for French Advertising are Messrs. Moyenne, Favre & Cie., Rue de la Grange, Bateliere 14, Paris, France.

CIRCULATION

—OF THE—

Daily and Weekly Star

FOR WEEK ENDING

AUGUST 14, 1897.

Monday	44,977
Tuesday	44,748
Wednesday	44,379
Thursday	44,897
Friday	44,492
Saturday	50,228
	273,721

Present Average:

DAILY, for Week ending August 14 — 45,620

WEEKLY STAR Last Week... — 87,495

Average Circulation of the STAR Last Week. — 133,115

From the above figures are excluded several thousand short subscriptions regarded as more or less ephemeral.

MONDAY, AUGUST 16, 1897.

The "Star" at Summer Resorts.

The Daily Star is sent to summer resorts addressed to individuals at thirty cents a month. Persons visiting New York and other American cities have the Star addressed to them for as short a period as one week, by applying at the office, 165 St. James street.

THE "LORDS" AND THE SENATE.

The New York Mail and Express has greatly hurt because an English journal has been comparing the American Senate to the British House of Lords. By way of retaliation it accuses the said English journal of "ignorance." And we should think the accusation to be well-founded. Nothing else would excuse or explain the making of a comparison of this kind. The House of Lords is as much like the American Senate as an oak tree is like a swarm of mosquitos. The two Houses have neither similar origins nor similar duties; and their members take very different views of their share in legislation. No one, for instance, has accused influential Peers of holding up a tariff measure sent up by the Commons while they speculated in the rise and fall of the markets it affected. The Lords are not on record as having wrecked an arbitration treaty which was regarded by a hopeful world as a long step toward peace. The reasons why no man should dream of comparing the Upper Houses at Westminster and Washington are as numerous as claimants for American pensions. The Lords never had a Peffer, nor a long distance talker like Senator Allan. It does not find it necessary to do its most important business in secret session. It contains men like Salisbury and Rosebery and Devonshire and Kimberley; and utterances are made on its floor that shake Europe to its centre, and affect the tranquility of an entire world.

CANADA DINGLEY-PROOF.

The Toronto Globe comforts the farmers of Ontario in the face of the hostile Dingley tariff by quoting trade returns to show that the Americans have already so completely killed out the "killable" trade between Canada and the Republic that this latest attack can do little harm.

Taking the figures for the last decade it points out that our sales to Britain have nearly doubled, while those to the United States have remained stationary; and, moreover, that dairying, stock raising and mining—three kinds of production that will most easily win a place on the British market— have forged to the front. Our people have been well taught to cater to the British rather than the American purchaser; and any impetus thrusting us that direction only hurries our pace along at chosen road. Several cases of the exchange of market are very clear. Take horses, for instance. In 1887 we sold the United States $2,214,388 worth of horses and Britain $38,230. In 1896, the figures were $650,761 to the States and $1,735,108 to Britain. The egg trade, too, has been cut off at the American border, and is growing rapidly with the British breakfast table. The Globe's optimistic conclusion is—

Taking the Dingley tariff as a whole the farmers of Ontario need give it little thought. Its effect, if it has any serious effect at all, will be to turn them more and more toward dairying and the production of food stuffs for the British markets. The whole export of farm product to the States from this Province is not now $4,000,000 worth a year, and the bulk of that the people of the United States must have Dingley or no Dingley.

It goes without saying that where the Americans must buy from us, the burden of the duty falls upon them. In any case, the McKinley tariff taught us our lesson, once for all. We cannot depend upon the American market even when the powers that temporarily control at Washington seem to understand that it pays the people of the States to buy from us what we can grow and sell cheaper than they can. The next turn of the political wheel may bring a new McKinley to the front; and any trade tendrils our people may have flung out will be crushed to death. From this it follows that, as the art of pleasing a given market cannot be learned in a day, we had better devote our energies to learning the peculiarities of the one market that is sure to be always open to us — the first market of civilization.

THE CITY'S WEAK SPOT.

A Chicago clergyman in the course of making some dissuasive remarks to a friend from the country who contemplated moving to the city, said:

Come, if you would have your place of business where the tumult of sounds is like Niagara, and your dwelling-place, where the rumble of delivery-waggons and street-cars, the shrieks of peddlers and news-boys and the rattle of street pianos assault your ears by day, and the scream of steam whistles disturbs your rest by night.

He said a number of other things; but this was the bull's-eye shot. It may not keep his friend out of the city; for the man with the quiet of the country habitually in his ears, cannot be brought to realise what a brain-crushing thing the noise of the city is. But it touched the weak spot in city life. The good company of the city, the constant novelty, the big prizes that attract endeavor, are pleasant enough; even the air and the water are not too bad; but the absolute denial of rest which the constant noise enforces is the killing ingredient.

There is probably no way in which the Canadian Government can prevent ill-informed or reckless people from setting out for the Klondike without adequate equipment either to reach there or to stand a winter's siege should they succeed in pushing through. But something might be done by preparing to provision the camp through winter to as great an extent as is possible. When loose gold beckons, men are always ready to take long risks; and the indications are that they are taking them now with more than usual foolhardiness. Danger signs should be put where danger lies; and the Government whose duty it is to execute the will of the people, should take advantage of so much summer as is left to prepare for a fight against starvation, should it come, in this farthest outpost of Canadian civilization.

The Minister of Public Works is touring through Ontario, vehemently assuring the people of his willingness to spend their money.

It is difficult to say which is the fairest way of settling the truth of a newspaper report—a duel or a libel suit.

It was Glencairn, Second, sure enough. There is something in a name. But the cup is not gone yet.

With golden wheat booming, every farmer can felicitate himself on owning his own Klondike.

MANDEMENT.

The First From the Pen of Archbishop Bruchesi.

READ IN ALL CHURCHES OF THE DIOCESE YESTERDAY.

Mgr. Paul Bruchesi, Archbishop of Montreal, has issued his first episcopal mandement to the regular and secular clergy of the diocese, the interesting document being read at high mass yesterday morning in all the Roman Catholic Churches in the diocese.

The text of the letter is as follows:

"It is with all our heart that we address you this greeting, as did St. Paul in writing to the faithful of Philippi or of Ephesus. Jesus Christ is our hope in Him we confide, and by Him we wish to see you happy and blessed. The august ceremony of last Sunday at the Cathedral was for us an opportunity to publicly express our sentiments, our hopes and our desires; but we do not belong alone to the few thousands who were able to find a place around the archiepiscopal throne, but we belong to the diocese as a whole. It behooves us, therefore, to open our heart to all, and may we do so to-day with the greatest confidence and the most tender affection On the 30th of December, 1896, the Montreal Church was plunged in the deepest mourning, as it had lost in the person of the most illustrious and most reverend Edouard Charles Fabre, the third of its Bishops and its first Archbishop."

After reciting the many eminent virtues of the dead prelate, the mandement proceeds to say that he had expressly forbidden all eulogy around his tomb; "but the tears, the regrets of all his people, the homage rendered to his venerated remains by the episcopacy, the clergy, the citizens, and by our separated brethren themselves, constituted a eulogy a thousand times more eloquent than the most elaborate address.

"He went down to the grave loved and regretted by all who had known him, and he took his place beside his two predecessors, great pontiffs, who were themselves the glory of our race, the intrepid defenders of the truth, and whose memory will remain a blessing amongst us, and that of Plessis and of Montmorency-Laval. The mourning of the diocese was long; it lasted six months, and there were six months of prayer and ardent supplication to the Holy Spirit for the one 'who was to come,' whom no one knew, but who had, however, from all eternity, been marked as the fourth pastor of the Church of Ville-Marie. The Holy See completed its work; it listened to the counsels and the recommendations of the Episcopacy, and weighed all in the presence of God. Considerations purely human count for nothing in an election which concerns, before everything else, the salvation of souls and the welfare of the Divine society founded by Jesus Christ. As in the olden time, Peter, before giving a new brother to the Apostles, to the Sovereign Pontiff prays, and with his august counsellors he asks, 'God, who knows all hearts, to indicate the man of his choice.' Could God fail to give an attentive hearing to the desires of His representatives here below. Inspired from on high, the Pope, in virtue of the supreme power which has been communicated to Him, gives a leader to the Church and to the diocese. He alone has this right, and any election made by another would be nil and sacrilegious. He is the source of all jurisdiction; those whom he constitutes pastors are, in consequence, docile of his commands, as in when he has spoken his choice [illegible] Heaven. Therefore, our very dear brethren, it is upon us that the choice of our glorious Pontiff, Leo XIII, has fallen.

"He has taken us in our poverty and misery, and assigned us a place amongst the leaders of Israel. God is witness that we neither desired or sought this honor. How could we, we who understood so well the responsibilities of such a dignity and the heavy burden which it imposes. To desire the honor would be a crime, but to shrink from the burden would be an act of cowardice. The Lord called us and we came; He commanded us and we obeyed. The glorious crown placed upon our head will become, perhaps, a crown of thorns, such as He wished to wear Himself. We accept and adore in advance His very holy will, remembering that the crown of thorns was His diadem at the hour when He redeemed the world on the Cross.

"When God appeared unto Moses in the burning bush to tell him he wished to make him the liberator of His people, Moses being afraid, and, feeling his weakness, replied: 'Who am I that I should go unto Pharaoh and to bring the children of Israel out of the land of Egypt?' The Lord reassured him in speaking the word we find on His divine lips each time He has confided to one of His servants a mission, the greatness of which alarms, but which He desires to guarantee success, 'I will be with thee.' He is, indeed, all powerful, and nothing can prevail against Him. He acts with power and sweetness, and holds in His masterly and fatherly hand the will of mortals, who direct them in the mysterious respect for their free will, in order to attain His ends. He, in a word, always triumphs, and man is but His instrument. But Moses replied: 'If I am asked in whose name do I come, what will I say?' 'I am He who is,' replied the Lord, 'and you will speak thus to the children of Israel: 'He who is, sent me to you'' (Qui est missit me ad vos).

"We likewise, my dear brethren, have spoken to God the same language as did Moses, and God responds to us as He did to his servant of old: 'He who is, sent us to you.' It is almost the same language used by the Apostle in presenting himself to his disciples, and you will permit us to repeat the words of so glorious a patron: 'Paul, Apostle of Jesus Christ, by order of God, our Saviour.'

(Paulus Apostolus, Jesui Christi secundum imperium Dei salvatoris nostri.") You have already learned, our very dear brethren, but we love to repeat the memorable circumstances under which this order from heaven was manifested to us. It was during the month dedicated to the Sacred Heart of Jesus that the Sovereign Pontiff decided upon his choice. The apostolic letters bear the date of the feast of the Sacred Heart, and the news of the choice reached us the same day, the 25th of June, in the old city of Quebec, so dear to our heart, and just as we were celebrating Mass in the sanctuary of the Daughters of Mary of the Incarnation and at a privileged altar, the first erected in the country in honor of the Sacred Heart. Could we not see in this a special sign of God's goodness to us, a promise of his protection and an invitation to place all our confidence in His divine heart? We, therefore, immediately consecrated ourselves to Him, as well as the people whose father and pastor we were about to become. We promised to work for and to make known, to love, and to further glorify the faith that claims our piety. When the venerable dean of the episcopacy in our ecclesiastical province, Mgr. the Bishop of Ste. Hyacinthe, sent us, by his worthy chancellor, the pontifical brief which Rome had sent him, we desired to receive on bended knee at the foot of the altar of the Sacred Heart in our cathedral, this precious document, which seemed to come to us from God.

"We wish to give in our arms the first place to the Sacred Heart; and in order to show you that in it is that we put all our hopes, we have taken as our device these words of David, In Domino Confido, 'In God I trust.' Great and many, our dear brethren, are the duties of a bishop; and high the holiness that you have the right to expect of him. The apostle expressed in a single word all that he should be, in his immortal epistle to Timothy: 'It is necessary we bishops shall be irreprehensible' (oportet ergo episcopum irreprehensiblem esse). Oh, who will give us to realize the precept of St. Paul. Aid us, my dear brethren, in your present prayers. Jesus Christ is our model as well as our master. May we always remember His divine example and imitate His virtues. He went about doing good. He preached the whole truth to men. He was the friend of the poor and the afflicted. He returned good for evil, and His happiness was in forgiving sin. There is a famous saying in Catholic tradition, well known to all, 'Sacerdos alter Christus' (the priest is another Christ). Yes, indeed, it is the bishop who inherits more than others the august power of the Saviour, and it is consequently more incumbent upon him to reproduce his virtues.

"It is everywhere repeated, our very dear brethren, that we are in the midst of difficult times, and those especially who command, realize this, and are saddened by the fact. Has not the faith diminished in many souls, and have not principles become relaxed? Have not the notions as the rights of the Church and the duties of the faithful been obscured under the influence of passion. Has not the preoccupation of material interests unfortunately divided hearts that were made to be united. Have there not arisen regrettable misunderstanding between the people and the clergy, which have caused clergy and people to suffer alike? There is a remedy for these wrongs; there is a balm for the cure of all our wounds, and we bring it to you; it is the charity of Jesus Christ. Yes, a new and beneficent era will open for our country, if we know how to forget our past differences. Let us be guided by the Supreme Pastor of the Church and its legitimate leaders, and unite us in that divine charity, the effects of which has been so marvellously described by St. Paul. Yes, our dear brethren, do all things in charity. This is our prayer for you, as it was the prayer of the Apostle for his well-beloved, 'Let your charity go on increasing, for there is the source of all good and the gage of all happiness.'

O, dear church of Montreal, what alliances we have contracted with thee. Thou the daughter of Rome and of France, so beautiful in the past, so glorious for religious works, so renowned from one end of America to the other for thy priests, thy missionaries and thy virgins. Thou, called by God to such high destinies, it is for thee alone that we are going to live hereafter; to thee our unchangeable devotion; to thee our thoughts, our ardor, our work, our strongest and most tender love. We have implored, our very dear brethren, the aid of your prayers. We will say now that we count upon your assistance to carry on the great task which God has confided to our care. We count upon your zeal, your spirit of sacrifice and generosity, we count priests, dear collaborators, pious brothers of all religious orders, fervent and devoted nuns, whose life is given to teaching, to charity and to contemplation; we count on you fathers and mothers of our Christian families, writers, journalists and legislators, directors of our schools and professors of our universities; all we have is the hope that you will give us your hand and consider it a duty by your acts and your example to participate in our apostolate.

1. "We continue until further orders the faculties and powers which we have recognized and accorded to as capitulary vicar. 2. Until further ordered we renew and confirm the ordinances, statutes and rules of discipline at present in vogue in the diocese. 3. The prayer commanded, de Spiritu Sancto, will be replaced at Mass by the prayer Pro Papa.

"The present mandement will be read in all the churches where public service is held, and in all religious communities the first Sunday after its reception.

"Given at Montreal, under our sign and seal and the countersign of our chancellor, August the 10th, 1897.

(Signed) "PAUL,
"Arch. of Montreal.

"By mandement of Mgr. Alfred Archambault, canon, chancellor."

The Mills of God.

PUBLISHED BY SPECIAL ARRANGEMENT.

By "RITA,"

Author of "Peg the Rake," "Kitty the Rag," "A Woman In It," "A Husband of No Importance," "Joan and Mrs. Carr," "Sheila," &c., &c.

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CHAPTER XXXIII.—(Continued.)

I promised it readily. I was no inexperienced hand at the culinary art myself. If "plain cookin'" failed I could throw myself into the breach. The old woman, whose name she informed me was Mary Ryan, promised to have the rooms ready for us next day, and I told her we would arrive about five o'clock — in time for tea. Then I returned to the car, and drove rapidly home up to the Bog Road, which was the shortest way to Knockaminoss.

I found Deborah sitting up and looking wonderfully better. I told her of my success, and she seemed pleased at the idea of leaving here so soon. I spent the rest of the evening packing up our joint belongings and making a melancholy tour of the deserted rooms. If I shed some bitter tears over the memories connected with that pink bedroom and the closed and shuttered boudoir, where that poor woman had so often sat and talked to me, it was not altogether weak or unnatural.

I returned to Debbie. I closed and locked the boxes. The last thing I put in was her journal.

"It is our last night here," I said, with a glance at the familiar bedroom, the paraphernalia of glasses and bottles, the what I called "hospital loov" of everything from bare walls to bare floor.

Debbie was sitting up in an easy chair, wrapped in her dressing gown of olive green cashmere, with a thick, black cord girdle; a gown in which I always thought she looked like a Lady Superior. I am sure, if Debbie ever founds a Home or Retreat or anything of that sort, she will dress like that, in loose, sweeping gowns, with a rope or cord confining the waist. In nothing does she look so well and so majestic.

She did not immediately answer, but her melancholy glance followed mine.

The last night, she said, at last. Then she looked at me long and thoughtfully.

"Nell," she said, "have you considered what we are to do? What it is our duty to do."

A cold shiver ran through me.

"Oh, Debbie," I cried, "don't tell me that you think we ought to accuse him. Have we proof? Have we anything really to justify us? It is such a terrible, terrible thing to say of any one, and once said we must abide by it."

"It was a most terrible thing to do," she answered. "And once done he must abide by the consequences of his deed."

I was silent, looking helplessly at her as the stronger power, and awaiting her decision.

"Have you read it carefully?" I asked, glancing at the diary, which I had left with her that afternoon.

"Every word. Most carefully. It is my belief that he drugged us both on that fatal night; but you, if you remember, only took half the coffee he gave you; you split it fortunately for yourself. The symptoms you describe are almost identical with those you experienced after drinking some of her claret. The brain awakes, but the body is like a helpless log. I can't think what it is he uses. Could I have slept as I did—I, whom the least noise will waken—if he had not given me something?"

"But if an inquiry came out the doctor would say that was the fever coming on," I suggested.

She shook her head.

"Those symptoms are not the symptoms of fever. One is restless, sleepless, incoherent, the temperature rises rapidly. No, Nell, I am as certain as that I now speak to you, that the coffee was drugged."

"There is one thing we could do," I said, quickly; "have up Bridget, and question her as to whether her master tampered with the coffee that night."

"You are right," said Debbie, eagerly. "Have her up at once. And Nell, go you over to the window there and make a note of what she says. It will not do to trust to memory now. Here, take your diary and write my questions and her replies."

I summoned Bridget and she came up smiling. Debbie spoke a few gracious words to her, told her we were leaving to-morrow, and presented her with half a sovereign in our joint names. Her gratitude took the form of many blessings and rapturous thanks.

From my place on the low, bare window seat I heard all, and noted Debbie's skilful questioning, and listened, half amused, at her efforts to keep the girl on the one track, for it is an impossibility for an Irish person to tell you a story without circumlocution of divers kinds, and a tribute to the genealogical virtues of every family whose name is brought into the matter.

My notes, detached from the circumlocution, ran as follows:

Deb: "Do you remember, Bridget, the evening your mistress died, when we were all downstairs in the dining-room?"

Bridget: "Remember is it, miss? Shure an' I do. Everything that happened is just as clear as print in me memory; an' the ghost, too—for 'twas a ghost as sure as me two eyes iver see out of me head—an' Moll Duggan—well, she knows as it, an' that Katey, poor girl — Kathleen was her name, miss, an' as fine a gurl as you'd wish to see—oh, a lovely girl, she was——"

Deb: "Yes, yes, Bridget. I know all that, but what I want to ask you is, do you remember making coffee for us, and bringing it into the room after supper?"

Bridget: "I do, miss, but savin' your presince, I wouldn't tell ye a bit av a lie this same blessid night 'Twasn't me as made it, miss. Not likely, faith. The likes av me handlin' the beautiful silver coffee pot. Ah, no, the masther, he comes out, an' sez he to me, he was most particular, an' did the kittle boil, what was afore supper, miss, an' he axes me to give him the jug and the coffee grounds."

Deb: "You mean the coffee itself?"

Bridget: "Well, shure, that's the same thing miss. Grounds it is, and plinty av thim there was too, for didn't I throw thim into the bucket wid me own two hands?"

Deb: "Then your master made the coffee that night?"

Bridget: "He put thim grounds into the jug, miss, an' I poured the boiling water on it, an' sez he, 'Fetch me an egg to clear it,' an' shure I did, miss. An' he stood the jug on the stove, an' tells me to bring it in whin he rings the bell, afther supper. An' indade, 'twas a mighty fuss, for he had the cups set out the panthry, an' tould me to pour the coffee into thim the minit as I heard the bell, an' bring 'em in on the silver tray, jist as they were."

Deborah: "You didn't take any of the coffee yourself, Bridget, I suppose?"

Bridget: 'No, miss, I did not. An' it had been tay, now, I would not have minded a dhrop; but I'm not used to the coffee, miss, an' I don't ever drink it."

Deborah looked at me and I at her. Then we dismissed Bridget Lahane.

"What do you think, now?" asked Debbie, as the door closed. "The coffee was splendidly prepared. You remember how strong it was; and the cups set out by himself. In one or other he put his vile drugs. We each had a different colored cup. I remember noticing that most particularly. You upset his calculations by upsetting yours, Mrs. Langrishe drank all hers."

"And you think——"

"I think her's contained poison, and that we were intended to sleep too soundly to hear her cries of pain, or fear. His plan succeeded with me, but not with you. You woke, and that sound you heard, Nell, was no fancy. It is my belief that if Mary Langrishe's body was exhumed now, there would not be a trace of either food or poison in the stomach. He used that machine in order to destroy all evidence."

"But he called in another doctor. You know the gardener was sent off at daybreak."

"Yes, but she was almost dead then, and he timed that message, knowing it would arrive too late. . . . Nell, a word, a hint from us, and that body would have to be exhumed, and James Langrishe would stand convicted by his own over-caution."

I shuddered.

"Remember," I said, and I held the book towards her, "remember that even here I am not sure. I thought I heard that sound, but I felt as if I were in the agonies of a nightmare."

She looked at me steadily.

"You will not be a reliable witness, Nell," she said. "But, reliable or not, the day will come when, as surely as I now speak, Fate will make us the instruments of James Langrishe's doom. We need not stir hand or foot. We need not raise a whisper of our suspicions. We may lock these books, and put them aside, and try to forget we ever wrote one word of the tragedy they hold, but no lock will close them. No will or wish of ours can lay the seal of eternal secrecy on this murdered woman's grave."

I was silent.

She held out her hand suddenly and took the book, then gave it back, and pointed to the pens and ink on the table by her side.

"Write down that," she said, and in silence I obeyed.

"Now," she said, "put your journal away, Nell, as I will put mine. They have served their purpose. We need them no more. It remains to be seen whether Fate will make them its instruments in the future."

"And you will say nothing?" I asked eagerly.

Her eyes were gazing straight before her, with that strange inscrutable look I had seen but once before.

"I will say nothing till the time comes, till his own folly works out his own fate."

End of Nell's Diary.

CHAPTER XXXIV.

THE STORY TELLS ITSELF.

Foreign travel is no doubt a very delightful and very exhilarating thing, but scenery cannot cure a heartache, and even to the fairest and most enchanting spot we can only carry our own burdens, only see it through our own sorrowful eyes.

Dick Barrymore was saying something of this sort to himself as he trod the tourists' beaten track from Lucerne to St. Moritz. It was all grand and beautiful and worthy the praise of poet and pen, but he wanted some one to be beside him in the mountain passes—in the glow of an alpine sunset, in the wondrous splendour of an Alpine dawn.

Some one! Only a little girl. Nothing very beautiful, or clever, or wonderful. Just a little blue-eyed, mocking, tantalising girl, and when the face of the whole world would be changed and life would be free of torment. He wondered what she was doing, where she went, whom she saw, or coquetted with in that demure, half-conscious, wholly sweet manner of hers.

He envied dark-browed "Dr. Fell," as he still called him. He felt a twinge of jealousy at the thought of "barracks," a suggestion Deborah Gray had let fall. The thought of red-coated rivals was not pleasant, and the snow-clad mountains took a sanguinary hue to match his jealous thoughts. He could have blessed his uncle when, one September day, he declared he had had enough of Swiss guides, Swiss scenery, and Swiss prices, and would go straight back to England.

England meant within hearing distance, at least, of his wilful little sweetheart, for so he called her in his own heart. They arrived in London at night, and the very next day he went to the hospital with a note for Deborah Gray, to beg her to let him know when she would be off duty and could see him. The answer brought completely upset all his calculations:

"Nurse Gray was not in the hospital. She had left last month."

He then asked to see the matron, and the halo of the "Romance" being still about his name and his memory, he was speedily favored with an interview. From her he learnt that Deborah Gray had been suddenly sent for to Ireland on account of the dangerous illness of a friend. She had left on the 6th of August, and they had heard no word of her since. Dick felt his heart stand still as he heard those words, "Telegraphed for to Ireland."

They could but mean one thing. Nell Nell must have been taken ill and sent for her, and that was more than a month ago.

Ill, dying perhaps and he had been idling his time among those Swiss mountains, listening to tourists' raptures, and trying to believe he was enjoying himself. He asked a few brief questions, but only succeeded in ascertaining that it was to Youghal, Co. Cork, Deborah had gone. She had given no address, and no one in the hospital had any news of her from the hour she left.

(To be Continued.)

If you want to restore your hair, use Luby's. Only 50c a bottle.

Special Notice.

Mrs. Winslow's Soothing Syrup.
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Hen

GLENCAIRN IN A BREEZE

Evens Up With Momo for Saturday's Defeat.

SAILED AWAY FROM THE YANKEE IN GOOD STYLE.

She Carried a Different Mainsail To-day.

1.37 Glencairn Wins.

1.42 Momo crossed finish line beaten by five minutes.

* * *

On board Star's special yacht Gertrude, Lake St. Louis, August 16.—In the early morning to-day the prospects for satisfactory weather for the second yacht race of the International series were anything but promising. At six o'clock a fine fresh wind from the south west was blowing, kicking up considerable of a sea. White caps even showing themselves away out in the middle of the lake and friends of the Glencairn expressed the wish that these conditions would continue. But the clouds were banked up in great dark threatening masses overhead, and it was evident that the wind would not hold and that a downpour of rain was impending. About 7 o'clock it came, and a heavy old fashioned downpour it was. The wind almost succumbed entirely and the waves on the lake were soon hammered down. After half an hour's steady downpour the rain gave up and the lake presented a very different aspect from what it had done half an hour before.

There was merely the slightest ripple on the surface and the wind, which had worked round to about due south was blowing fitfully in gusts and getting lighter and lighter.

At nine o'clock the sun was making openings for itself through the breaking clouds, and the wind, still fitfully from the south, was blowing considerably lighter than it could at any time during yesterday's race. The indications at this hour were that the wind would be lighter all through than on Saturday, and there appeared to be less of it all round than on the water. It was a dull, muggy, heavy kind of morning, and those familiar with Lake St. Louis at this hour said they would not be surprised if a dead calm set in before the morning was over.

Up to half-past nine there was no sign of life on the lake, but for the traffic steamers passing up and down the regular channels and the Star steam yachts passing to and fro between the cable barges, testing the communication with the shore. The tests of yachts at Dorval, Pointe Claire, Lachine, Valois and St. Annes remained quietly at anchor, awaiting developments, the crews of the Momo and Glencairn were about early after breakfast, getting their race for the race, bending the sails, testing the rigging, etc.

A KINK IN THE SPINNAKER.

By the way, it might be remarked here that the delay in setting the Momo's spinnaker at the start of the first free run to leeward in Saturday's race was due to a kink in the spinnaker sheet, which took just a minute of Mr. Crane's time to straighten out. Mr. Crane took the handling of the sails as his especial charge, in preference to the tiller, on account of his familiarity with the sails and running gear, and his appreciation of the great importance to his yacht of a perfect handling of her sails. Mr. J. Lewis Stackpole, who holds the stick of the Momo, is an accomplished helmsman, and his handling of the boat on Saturday was greatly admired by expert yachtsmen.

The first detachment of spectators from the city arrived out by the train leaving Bonaventure station at 7.30.

WHISTLING FOR A WIND.

At a quarter to ten the atmosphere appeared to have cleared a little and there was, if anything, a little more life in the wind, but only a very little. The direction of the wind was still pretty well from the south, but there was it seemed just a slight inclination to veer round a bit to westward.

Westerly winds are generally the strongest on Lake St. Louis, and the flags were watched with great interest, as it was considered that a slight flutter of the bits of bunting towards the east would give promise of a blow from the westward and one of force, which, it was thought, would favor the Glencairn. "That the wind will veer round to the west is what we have most to hope from now," remarked a friend of the Glencairn, as he gazed out over the glimmering, rippling surface of the lake.

By a quarter past ten the wind had veered slightly in the desired direction and was freshening considerably and rapidly. The excursion steamers and yachts leaving Lachine for the course were discharging great volumes of black smoke from their funnels, and the dense masses were blown astern of the steamers. The wind came out in mid-lake appeared to have at once more strength and a more pronounced westerly direction. Just at this time the prospects were certainly for more wind than on Saturday.

A large number of sailing yachts making for Pointe Claire from every little bay along the lake were making quick runs of them and heeling well over to windward. The sky clouded over again but there appeared no immediate prospect of more rain.

* * *

BEFORE THE START.

The Momo Takes on a New Set of Sails.

11.30—About half-past ten the Momo arrived in tow of the handsome Ogdensburg yacht, the Valima. Opposite the church the mainsail was hoisted, and the Momo cast adrift from the steam yacht. She hoisted her jib and stood up the lake for a trial spin. The Momo appeared as smart and active as ever, her superb set of sails drawing to the last inch of their bright yellow surface. A better suit of canvas has never been seen afloat anywhere, according to the most experienced experts. Many question whether as faultless a set of sails has ever been made. The fair estimates of good judges ascribe much of the success of the Momo on Saturday to the superiority of construction and faultless fit of her sails. Mr. Crane himself admits that the Momo's splendid sails alone give her a great advantage over Mr. Duggan's boat. He, moreover, says that he never saw such a satisfactory suit of sails before. After a minute's tacking about in the freshening wind, the 20-footer hailed the Valima and was soon alongside. The racers at once lowered her sails and one of the crew of the steam yacht appeared with a bundle of canvas in his arms.

"What's up?" was called from one of the Star steamers.

"Going to change the mainsail," was Mr. Crane's reply.

"We had a new one bent," he added, "and are going back to our old sail."

Apparently the new sail was not standing well or did not give satisfaction.

The big sheet of canvas was soon unbent and the other sail soon bent on, a pretty bit of seamanship considering the heavy swell which was running, for all this time the wind, now more from the west, had been strengthening, and there was a much heavier sea on than at any time on Saturday.

Twenty minutes after the arrival of the Momo the Glencairn arrived in tow of the judges' boat and soon had her mainsail up and cast adrift. Meantime a considerable observation fleet had gathered. The course was given out from the judges' boat as follows: The first leg to windward, west by south, the second leg north three quarters east and the third leg east south east.

The first whistle was sounded and the flag hoisted at 11.25.

* * *

GLENCAIRN'S START.

Duggan's Boat Had the Best of it at the Outset.

11.53.—Both of the yachts were by this time cruising about, occasionally luffing up to put a little touch to the running gear. The wind was a splendid one, true and fairly strong, and the yachts heeled over well to leeward. The Glencairn's sails appeared to fill better and draw steadier than they did on Saturday, but there was still a shortening and trembling of the leech of the mainsail, which was anything but satisfactory.

A closer scrutiny showed that she had on a new mainsail, and it was certainly a great improvement on the one carried on Saturday. The change was easily noticeable, as the battens in the new sail only went partially across the sail, instead of the full one as on Saturday.

The second whistle sounded at 11.35 and the starting whistle at 11.40. The Glencairn had distinctly and decisively much the better of it. She was close up to the line on the port tack, and slipped over before the whistle had ceased sounding. The Momo, which was carrying a much smaller jib than the Canadian, was sailing close-hauled from leeward of the starting line, and it was fully 40 seconds before she tacked and followed the Glencairn on the first leg of the race.

* * *

A THRESH TO WINDWARD.

The Canadian Defender Had it Pretty Much Her Own Way.

It was a hard thresh to windward with her decks a wash and the yachts' weather sides exposed almost to their centreboards. It was soon seen that the Glencairn was getting the better of the Momo again, though for a few seconds the American boat appeared to be outpointing the defender. Only for a few minutes, though, for before a minute was over it was clear that Glencairn was increasing her lead and doing it quickly.

The American yacht literally did not appear to be in it, in spite of the efforts of her crew. At the end of the thresh to windward the Glencairn turned the buoy at 12.35.43; the Momo at 12.36.[illegible] unofficial time. On the reach to the next buoy Momo more than held her own, the time of rounding being: Glencairn, 12.48.40; Momo, 12.51.00.

The yachts squared off for the reach to the starting point, the sea appeared to be getting higher and they made a very wet and uncomfortable reach of it. The Momo rounded the buoy, the Glencairn at 2.56.35; the Momo at 12.42.-[illegible] official time.

The Momo rounded with her jib down, and hoisted on the beat to windward under mainsail at one. With that Glencairn made a bad time of it, and heeled over to such an extent as to actually show the weather side of her centreboard. After her second tack the Glencairn, which was also having an exciting time of it, took in her jib and made markedly better weather.

THE SEA WAS VERY STRONG.

now, the crews of the yachts being soaked to the skin. Water was dropping out of their clothes as if it was being squeezed out of so many sieves. White caps were showing all over the lake, and the yachts of the observation fleet ran down to their last row of yachts and smaller craft, skiffs, launches and sailing yachts headed for home.

There was too much wind for them, and not a few of the fair guests of the yachtsmen retired to seek the seclusion of the cabin grants, or at their earnest solicitation were put ashore.

The Glencairn, meantime, was opening out further from the Momo, and, barring accidents, was a certain and comparatively easy winner. Turning the buoy at the end of the thresh to windward she was fully a mile and a half ahead of Mr. Crane's pretty yacht.

THE SCENE AT THE FINISH

was not so exciting as it might have been had not the storm driven so many of the pleasure yachts to seek shelter in the bays along the shore.

But among those afloat near the finishing point, there was no lack of enthusiasm, and on the part of the steam fleet no lack of noise as the fleet Glencairn swept across the line and rounded in the lee of the Star's cable barge to stow her wet sails.

It must have been a very trying race indeed for the crews of both yachts, and Mr. Duggan and his companions appeared to be glad that it was over. It was fully five minutes later before the Momo crossed the line and she, too, was greeted with a noisy salutation by the attendant steamers.

The crews of both vessels well deserved all of the heartiness of their reception, for they had worked like Trojans.

WHAT OF THE FUTURE?

The question now is will the present strong will hold out? Lake "sharps" say such blows usually continue for three days, and friends of the Glencairn hope that their prognostications will prove correct.

To-day's race proves conclusively that she is the better rough weather boat and particularly, and rather unexpectedly since Saturday, in the quality of beating to windward. That was her strongest point in her race to-day.

If this strong wind holds for the rest of the series it is very evident after to-day's race that the Seawanhaka Cup will remain in the custody of the Royal St. Lawrence Yacht Club.

On the other hand, with light winds for the remaining series, it is very evident that the Momo will win. She is a fair weather boat, the Glencairn a rough weather one, and both are invincible under conditions favorable to them.

There is no doubt that the Glencairn's new mainsail played an important part in the race to-day. Compared to the sorry mainsail carried by Mr. Duggan's boat in Saturday's race, it was a very superior piece of canvas and appeared to improve during the race.

* * *

DIFFERENT CONDITIONS.

The Weather Was Very Different From That of Saturday.

By this time Glencairn was well away on the first leg on her beat to windward. The wind conditions were so different from Saturday that the spectators watched the yachts with great interest. It was just about the kind of weather the Glencairn's friends wanted, although, perhaps, a little more wind would have been acceptable, but still it was blowing fresh and steady, and the Glencairn appeared to be realizing the hopes of her admirers, for she was clearly not only out-footing the slippery Yankee, but out-pointing her.

The wind appeared to be steadily increasing, and the sea freshening. The Momo's crew were hanging well out to windward, and she was having a very wet time of it. So was the Glencairn, but she was certainly making better weather of it than her rival, taking less water across her decks, and standing up better to her canvas. Her crew were laying out well on the weather-rails, too.

It was quite an exciting bit of racing this run to windward, and the times of the boats at the buoy at the end of the leg were awaited with great interest. Glencairn rounded at 11.59.00. Momo followed her at 12.00.50. This was truly a good omen, and the skippers of the steam craft saluted the Glencairn with blasts of their whistles.

On the reach towards the next buoy, off Thompson's Point, Glencairn was clearly increasing her lead, and a victory for her in to-day's race appeared to be almost a foregone conclusion, but in such a blow it is not safe to count on one's cups before they are won. At the second buoy Glencairn's time was 12.08.40, and Momo's, 12.09.30.

* * *

THE THIRD LEG.

Glencairn Was Half Way to Starting Point When Momo Turned.

Half way down the last leg Momo set a larger jib in place of the small one she had been carrying. Glencairn was half way over the leg of a mile and a third to the starting point when Momo rounded. Before approaching the line Glencairn lowered the peak of her mainsail to put in a reef, preparatory to the next thresh to windward.

The work was rather slowly done, and the slack and dis-aged-looking appearance of the mainsail caused rather a flutter in the hearts of Glencairn's friends, who feared that she had carried away her peak-halyards. In a minute or so, however, attention was attracted to a similar appearance on the part of the Momo's mainsail, and then everybody at all familiar with nautical affairs realized that the Glencairn was not in trouble, but was reducing her sail.

Momo's crew were much more successful in the reefing than the Glencairn's and she made an appreciable reduction in the head of the Lake St. Louis yacht. I have omitted to state, though that Momo lost a few seconds shortly after beginning this leg, by the fore-sheet getting adrift. As the yachts approached the buoy at the stirling point, at the conclusion of the first round of four miles, it was evident that the lead of Glencairn had been greatly reduced.

* * *

SMALLER JIBS

Both Yachts Changed to Balance the Sails.

Both yachts changed to smaller jibs to balance the sails, after the reefing as approaching the buoy—a little of near-by seamanship much appreciated by the spectators on the excursion steamers. The Glencairn rounded the mark at 12.17.20 and the Momo at 12.18, a substantial gain for Momo during the leg. The wind, if anything, freshened as the boats bore off on the second thresh to windward. At 12.44 a guest struck the Momo and knocked her squarely down on her beam-ends, but she at once regained herself.

* * *

MR. M'VEY'S STORY.

The Boston Herald Expert Gives His Impressions of To-day's Contest.

(Special to the Star.)

On board Steam Yacht Gertrude, August 16.—The Glencairn II. and Momo started off in a good breeze over a triangular 12 mile course, which steadily increased so that sails were lowered and a reef tied down on both boats just before they reached the last mark, the first time over the course. The Glencairn II. made a splendid start and was off and away at the weather end with a good move on. She had a different mainsail on to-day. The battens were not so long and none reached across the sail. She had a number one jib on going to windward. The Momo shifted her mainsail on the way out and in the beat to weather the first time up she carried a baby jib. The Momo got a bad send off. She was at the lee end of the line and with no move on at all, while the Glencairn was away and had great life on. The Canadian boat went over on the port tack, while the American had to sail from the lee to the weather end of the line before she was flung about on the port tack and headed after the Glencairn.

The wind increased and the sea with it on the first time up, and the boats battled against a head sea. The Glencairn made a steady gain, and by honest sailing, without flukes, she beat the Momo out to the first mark, 1 1-8 miles on end, to the tune of 59 seconds. Fifteen seconds should be taken off this for the good send away the Glencairn got, so about 45 seconds flat is the time in which the Canadian boat covered the distance, quicker than the American boat.

They made the second leg on a broad port reach, the Momo setting her big jib soon after rounding. The Glencairn gained about 10 on this leg, and lost about 10 seconds on the third leg of the first round.

On the second time to windward the Glencairn gave the Momo a good beating, and both forereached and outpointed her. The Canadian boat rounded the weather mark about four minutes ahead, and this after 4 1-8 miles had been covered. On the two reaching legs the second time around, the Glencairn held her own. On the third time up to weather the Momo carried no jib and sailed under mainsail.

The wind kept increasing and whitecaps were on the water. The short, choppy sea hit the pair hard on end.

As the boats started off on the last round over the course, the outlook was a sure win for the Glencairn, except on a fluke, and then even a most remote chance for this. In the strong breeze and weather work going on end against ahead sea, the Glencairn made her greatest gains.

It looks as if Glencairn was the faster heavy weather boat and that the Momo's chances were best in light winds. The Glencairn made easier work of it against the head sea; the bluffer bow of the Momo hit the sea harder. At 10 2-3 miles out the Glencairn had over a mile lead with only 1 1-3 miles to sail. As the Glencairn rounded the last buoy, the wind was blowing 15 knots strong and a big sea for lake waters ran. The Glencairn at 1.25 was sailing on the last leg, a sure winner, which will be officially recorded when she crosses the line.

The Glencairn has won a worthy victory on the merits, and in as fair a field as yachts ever started in. All the boats kept away from the line, and everybody insisted on, and shouted for a clear course, and the yachts had it. If the wind holds on as it is to-day for two more days, the strong chances are that the cup will remain on the Canadian side.

Glencairn crossed a winner at 1.37 amid cheers, whistles and handkerchief waving. There are no sober solemn faces to be seen to-day. Everybody is smiling over the Canadian boat's victory. The Momo finished at 1.42, nearly a mile astern.

A. G. McVEY.

* * *

RACE NEWS IN NEW YORK.

Excitement Over Momo.

(Special to the Star.)

New York, August 16.— The excitement in the city over the yacht race was far away and beyond what might ordinarily have been expected for an event of less than major importance. This is explained by the fact that the facilities for getting the news by one of the leading papers was simply perfect, eclipsing all the efforts of all the papers at Oyster Bay, when Duggan wrested the cup. It had got noised about that the Montreal Star was establishing marine telegraph stations in Lake St. Louis for instataneous reporting. The New York World, with characteristic enterprise, telegraphed to the Montreal Star to secure the Star reports for the World exclusively for Greater New York. The Star's service is considered phenomenal here.

A COMPLIMENT FROM THE WORLD.

(Telegram.)

New York, 16th August.

To Yachting Editor Montreal Star:

"The Star service beat everything in town, including Associated Press, out of sight."

Editor World.
New York.

* * *

RACE BY BULLETINS.

Telegraphic Photographs of the Incidents of the Day.

Nun's Point, Pointe Claire, August 16.—Weather is clearing; south-west wind is blowing at rate of four miles an hour.

9.20 a.m.—Yachts are beginning to come up from Dorval. The race is over a triangular course, a mile and a third to each leg.

9.32 a.m.—Wind is fresher, about six miles an hour.

10 a.m.—Wind freshens, promises to get stronger. This, it is expected, will favor Glencairn.

10.05 a.m.—The Dama is putting into Dorval to get the committee and to tow up the racers.

10.07 a.m.—The Chipmunk is the first patrol boat to appear on the scene.

10.10 a.m.—Excursion steamer coming up. Wind stiffening considerably.

10.25 a.m.—One of the racing boats is coming up from Dorval, being towed up.

10.27 a.m.—The committee boat, Dama, is hurrying up the lake.

10.31 a.m.—Momo has arrived in tow of a small steam yacht.

10.32 a.m. — Glencairn is coming in view.

10.50 a.m.—The Momo is now getting up her mainsail and proceeding to the starting buoy under her own canvas.

10.52 a.m.—The Dama, containing officials, is now making her way up, with the Glencairn in tow.

11.00 a.m.—Glencairn has just cast loose from judges' boat.

11.03 a.m.—Glencairn under way.

11.13½ a.m.—The starting line is from a buoy to Star cable station No. 1, to which the committee boat Dama is anchored.

11.18 a.m.—The two boats are manoeuvering about for position.

11.20 a.m.—First signal blown.

11.22 a.m.—Crew of Glencairn occupying itself with taking slack in off leech of mainsail.

11.24 a.m.—Boats pass by judges' boat to take instructions.

11.25 a.m.—Glencairn coming in. First leg is a beat to windward.

11.27 a.m.—Both crews as they pass look very fit.

11.30 a.m.—Five minute signal just blown.

11.31 a.m.—Momo fitting extra sails in stops.

11.31½ a.m.—Glencairn preparing to run out balloon sails.

11.31½ a.m.—Glencairn's sails are fitting better than Saturday.

11.32 a.m.—Glencairn keeping close to starting buoy.

11.34 a.m.—Glencairn has windward position. The yachts have started.

11.35 a.m.—Glencairn is over the line first.

11.35 25.—Momo is over, losing time.

THE GLENCAIRN LEADS.

11.37 a.m.—Glencairn has a good lead.

11.37½.—Glencairn standing up better.

11.38 a. m.—Glencairn gained windward position.

11.38½.—Momo now is to windward, but 200 yards behind.

11.38.15.—Glencairn 250 yards ahead at the one-third mile mark.

11.46 a.m.—Both boats are standing for first buoy.

11.47 a.m.—Glencairn gone about on starboard tack and crossed Momo's bow.

11.48 a.m.—Both sailing beautifully Glencairn is still maintaining her lead.

11.51 a.m.—Glencairn appears to be drawing away from Momo.

11.55 a.m.—Glencairn gone about on starboard tack.

11.56 a.m.—Momo has gone about.

11.56½ a.m.—Glencairn has rounded first buoy.

11.58 a.m.—Momo passed first buoy.

11.58½ a.m.—Glencairn standing for second mark, and increasing her lead.

12 noon—Between the first and second buoys Glencairn fully maintained her lead and when Captain Duggan had the distance half covered he led by at least a quarter-mile.

12.02 p.m.—Glencairn turns second buoy.

12.03 p.m.—Glencairn seems to stand up to the wind better than Momo.

12.04 p.m.—Momo turns second buoy.

12.06 p.m.—When Momo turned the second buoy the Glencairn had slightly increased her lead. It is now at least 2500 feet.

Momo was much slower than the Glencairn in breaking out her jib after rounding the second mark.

12.09 p.m.—Glencairn sails all right; they took in a reef.

12.10 p.m.—Glencairn leads by 300 yards.

12.11 p.m.—Glencairn 300 yards ahead at 2-3 mile mark.

12.11.50 p.m.—Glencairn rounded starting buoy, four mile mark, amid great cheers.

12.13.20 p.m.—The Momo about the four-mile buoy; losing time.

12.14 p.m.—Both boats have reefed; rudders almost out of water.

12.15 p.m.—Both boats carrying all sail possible, and pitching heavily. Wind blowing 15 miles an hour.

GLENCAIRN'S LEAD INCREASES.

12.17 p.m.—At the 4 1-8 mile mark Glencairn was 400 yards ahead, and increasing her lead.

12.23 p.m.—The wind is freshening from the west, and Glencairn is increasing her lead under its influence.

12.28 p.m.—Glencairn has gone about on starboard tack.

12.29.—Momo has gone about. Both boats are standing for the second buoy, and will probably make it on this tack.

12.30 p.m.—Glencairn is pointing better than the Momo, and losing less ground.

12.32. Glencairn is approaching the second buoy on second round, and has increased her lead.

12.33.45 p.m.—Glencairn has rounded the second buoy on the second round.

12.39.—The Momo has rounded the second buoy on the second round.

12.43 p.m.—Glencairn has rounded the third buoy on second round.

12.45 p.m.—When the Glencairn passed the buoy making 6 2-3 miles of the race completed, she had a good half mile the best of the Momo.

12.46.30 p.m.—The Momo has rounded the third buoy for the second time.

12.51 P. m.—Glencairn approaching stake boat over half a mile ahead. Wind has increased to 20 miles an hour.

12.55 p.m.—Glencairn still carries her jib.

12.56 p.m.—At eight mile mark the boats go over on their beam ends.

12.57 p.m.—Glencairn has gone about and standing out.

12.58 p.m.—Glencairn has reefed her jib.

1.01 p.m.—Glencairn still increasing her lead.

1.05 p.m.—At nine miles the Glencairn was three-quarters of a mile ahead.

1.07.—Momo appears to have gained slightly.

GLENCAIRN'S RACE.

1.16½.—Glencairn has rounded the first buoy of the third round.

1.17.—The Momo is quite a distance from the buoy, and is pointing high into the wind.

1.20.—Glencairn is one mile ahead.

1.22½.—Momo has rounded the first buoy on the third round.

1.24.—The Glencairn turned the first buoy at 1.24, and went away for the stake boat with all the canvas set that the yacht could stand under the very heavy wind. The Glencairn is a good mile in the lead.

1.25.—Glencairn led the Momo by a mile on turning No. 2 buoy for the last time.

1.29½.—Momo has turned last buoy.

* * *

GLENCAIRN WINS.

1.37 p.m.—Glencairn wins.

1.42 p.m.—The Momo has just finished, a mile behind the Glencairn.

A BIG DEAL.

A Montreal Man Buys 51,000 pairs of Boots and Shoes.

Quebec, August 16.—Mr. James Robinson, the extensive wholesale boot and shoe jobber, of Montreal, has just closed one of the largest deals in his line ever transacted in this city. He has purchased the whole of the present stock of the Bresse factory. The price paid for this lot will reach in the vicinity of $50,000. It will require a train of seven cars to ship it to Montreal.

ANOTHER SUSPECT

Removedto the Tent at the Civic Hospital.

A young married woman living with her husband, mother, two months old babe and servant in the upper part of the city was reported to the health authorities yesterday as probably suffering from smallpox. Dr. Laberge, Civic Health Officer, and Dr. Beaudry, of the Provincial Board of Health investigated the case, and the patient was removed to a tent near the Civic Hospital, in company with her husband. The two other women and child were taken to the civic disinfecting rooms and thoroughly disinfected, and the house fumigated. The woman will not be taken into the smallpox pavilion until all doubts are removed. The other patients are doing well.

DEATH OF DUGALD GRAHAM.

A despatch was received to-day saying that Mr. Dugald Graham, of Montreal, had died at Sparkill, N. Y., of heart disease and dropsy. Mr. Graham was formerly manager of the Williams Sewing Machine Company, being connected with the Company as such from 1874 to 1887, when he retired. He was a public spirited citizen, and was connected in various ways with a large number of Montreal enterprises, among which was the Park and Island Railway, of which he was an active promoter. Mr. Graham was 60 years of age, and came to Montreal from St. Thomas, Ont. He moved to Sparkill, N. Y., a year and a half ago, and resided with Mrs. Grisham, his son and his daughter, Mrs. Geo. H. Bland. Mr. Graham was an active member of the Methodist Church, being connected with the old and new St. James and the Dominion Square churches. The deceased was highly esteemed and respected.

MR. RUBIDGE DEAD.

The death is announced in this city of Mr. Frederick Preston Rubidge, for thirty years architect of the Public Works Department. He was in his 92nd year.

CHICAGO'S MAYOR HERE.

Mr. Carter Harrison, Mayor of Chicago, is a guest at the Windsor Hotel.

STATE OF CALIFORNIA.

The SS. State of California arrived at Moville this morning.

PRINCE HENRI DOING WELL.

Paris, August 16.—12.30 p.m.—Prince Henry of Orleans, who was wounded in the lower part of the right side of the abdomen yesterday morning, in a duel fought with the Count of Turin, nephew of the King of Italy, passed a quiet night. His condition is now considered by his physicians to be satisfactory. General Albertone, the Italian officer, has withdrawn his challenge.

DEATHS.

DESMARCHAIS—At Cote des Neiges, on the 16th inst. Ferdinand Desmarchais, trader, and Mayor of Notre Dame des Neiges, aged 84 years and 10 months. Funeral from his residence, Cote des Neiges, on Thursday, the 19th inst., at 8.30 o'clock, to the Cote des Neiges Chapel, thence to Cote des Neiges cemetery. Friends and acquaintances will please accept this invitation. 190 2

THE WEATHER.

Monday, 11 a.m.—Probabilities for the next twenty-four hours: Warm and showery to-day, westerly winds and fair to-morrow.

SIR LOUIS DAVIES

Addresses the London Chamber of Commerce.

ISSUES A WARNING AGAINST THE KLONDIKE CRAZE

And Speaks About Fast Line Terminal Ports.

By Cable from the Star's Special Correspondent in London.

London, August 16. — Sir Louis Davies to-day addressed the Canadian section of the London Chamber of Commerce on the commercial relations between Canada and the British Empire. He warned investors and intending emigrants against the Klondike craze. The region was, he said, utterly unknown, though he did not doubt its immense wealth.

Speaking of the fast Atlantic service he said that Quebec would be the summer, and Halifax or St. John the winter ports. The English port would be Liverpool or Milford Haven. Amongst the Canadians present were Lieutenant-Col. Laurie, M.P., Lieut.-Col. Domville, M.P., Sir Howard Vincent and Sir Frederick Young, K. C. M. G.

Finance and Commerce

FINANCIAL.

The chief feature on the Montreal Stock Exchange to-day was the buying of 1030 shares of Canadian Pacific at 71—an advance of ⅛c on opening figure, 71 was bid at the close. Montreal Street Railway was strong at 219, and Cable at 178¼. Apart from these three stocks the local market was very dull.

Morning Sales.—1 Merchants at 175; 4 Commerce at 130; 50 Cable at 178¼; 5 Hal. Street Railway at 106½; 150 C. P. R. at 70⅝, 1050 at 71; 75 St. Ry. at 218, 25 at 218½, 50 at 219; 7 Street Railway, new, at 210½, 3 at 211.

Afternoon sales—25 Cable at 178¼, 250 Toronto Railway at 80; 125 C. P. R. at 71, 100 at 71⅛, 100 at 71¼; 10 Street Railway at 219.

MONTREAL STOCK EXCHANGE.

Reported for the STAR by Gordon Strathy & Co., Stock Brokers, 9 St. Sacrament street

Close	Aug 16th Ask	Aug 16th Bid	Aug 13th Ask	Aug 13th Bid
Canadian Pacific Ry	71⅛	71¼	70⅝	70¾
Do do Land Bonds	—	109	—	109
Duluth S. S. Atlantic	4⅜	4	4	3⅜
Do do pfd	19	18½	20	17
Commercial Cable	178¼	178	177¾	177⅝
Do Coupon Bonds	107⅛	106	107	105
Montreal Telegraph	183	173½	180	173½
Rich & Ont. Nav Co	95	88½	95	88
Montreal St. Ry Co	219¾	219¼	217¾	217¾
Do N Stock	211	210½	210½	209½
Montreal Gas Co	190	188½	187½	187¾
Do do	—	—	—	—
Do do Bonds	—	—	—	—
Bell Telephone Co	175	167½	175	167½
Do do Bonds	—	—	—	—
Royal Electric	133½	125	132½	127½
Toronto Railway	81	80	79½	79½
Halifax Street Ry	109	107½	109	107½
Do Bonds	—	103½	—	103½
Bank of Montreal	237½	233½	237½	233½
Ontario Bank	90	85	90	85
Bank C. B. N. A.	—	—	—	—
People's Bank	—	—	—	—
Molsons Bank	200	190	200	190
Bank of Toronto	230	227	229	227
Jacques Cartier	—	—	—	—
Merchants Bank	—	174	—	173
Do of Halifax	190	173	190	173
E. Townships Bank	—	—	—	—
Quebec Bank	—	122	—	122
La Banque Nationale	90	—	90	—
Union Bank	—	101	—	101
Can. Bank of Com.	131	129	130	129
La Banque Ville Marie	70	70	70	70
Hochelaga Bank	140	139	140½	140
Windsor Hotel	105	93	105	92
Intercolonial Coal	—	—	—	—
Do do pref	—	—	—	—
North West Land Co pref	50	48	55	47½
Canada Paper Co. bonds	106	104	106	104
Canada Central bonds	—	—	—	—
Champlain & St. L. bonds	—	—	—	—
Montreal Cotton	130	125	130	125
Can. Col. Cot. Mill Co	40	27	40	27
Do do Bonds	—	—	—	—
Merchants Manf. Co	—	—	—	—
Dom. Cotton Mills Co	76½	75	76½	70
Loan & Mortgage Co	143	134	143	134
Guarantee Co. of N. A.	—	—	—	—
Diamond Glass Co	—	—	—	—
West. Loan & Trust Co	—	98	—	98
Street Ry. Rail	—	—	—	—
Heat & Light	45	—	45	—
Do do Bonds	95	—	95	—
Cable reg. Bonds	—	—	—	—
Cornwall Railway	53½	—	53½	—
St. John Railway	120	115	120	110

WHEAT HIGHER AGAIN.

Fears of Frost Cause Prices to Advance.

(Special to the Star.)

Chicago, August 16. — Wheat prices were again higher to-day, the opening trade being at an advance of 1c to 1¼c for September, which closed on Saturday at 84c, and sold to-day at 85c to 84⅝c, up sharply to 86¾c, off to 84½c, and up to 86c about noon. The advance was caused by the action of Liverpool in going up 1½d to 2d, and the colder weather in the North-West, where it was feared frost was liable to appear in a few days. There were other items to favor holders, the leading ones being the decrease in the English visible supply of 1,427,000 bushels, and the decrease in the visible supply of Canada and the United States for the week of 424,000 bus.

The world's shipments of 7,284,000 bushels favored holders, as 4,460,000 bushels were sent out from Canada and the United States, which exceed those for the corresponding week last year by 1,795,000 bushels. The clique brokers were not active in wheat, the demand coming almost wholly from shorts and the buying orders arrived from all sections in which Montreal had a good share and Toronto was a buyer too.

A HIGHER LEVEL.

(Special to the Star.)

New York, August 16.— An accumulation of orders hurried to execution by commission houses started the day and week with high prices to-day, but London had come in weak and there was a good deal of realizing during the advance, which continued through the first hour. The next hour was active with prices steady, then it became comparatively dull and all the shares that had gone up came gradually down till most of the increase was lost.

There was no news either way. It looks as though the big bull movement were over. The fact that the bears did not take up the attack when the decline set in suggests a general reconciliation to a permanent higher level for the list. This is only a theory of course, but it is what I gather from the expressed sentiment of the street.

AMERICAN MARKETS

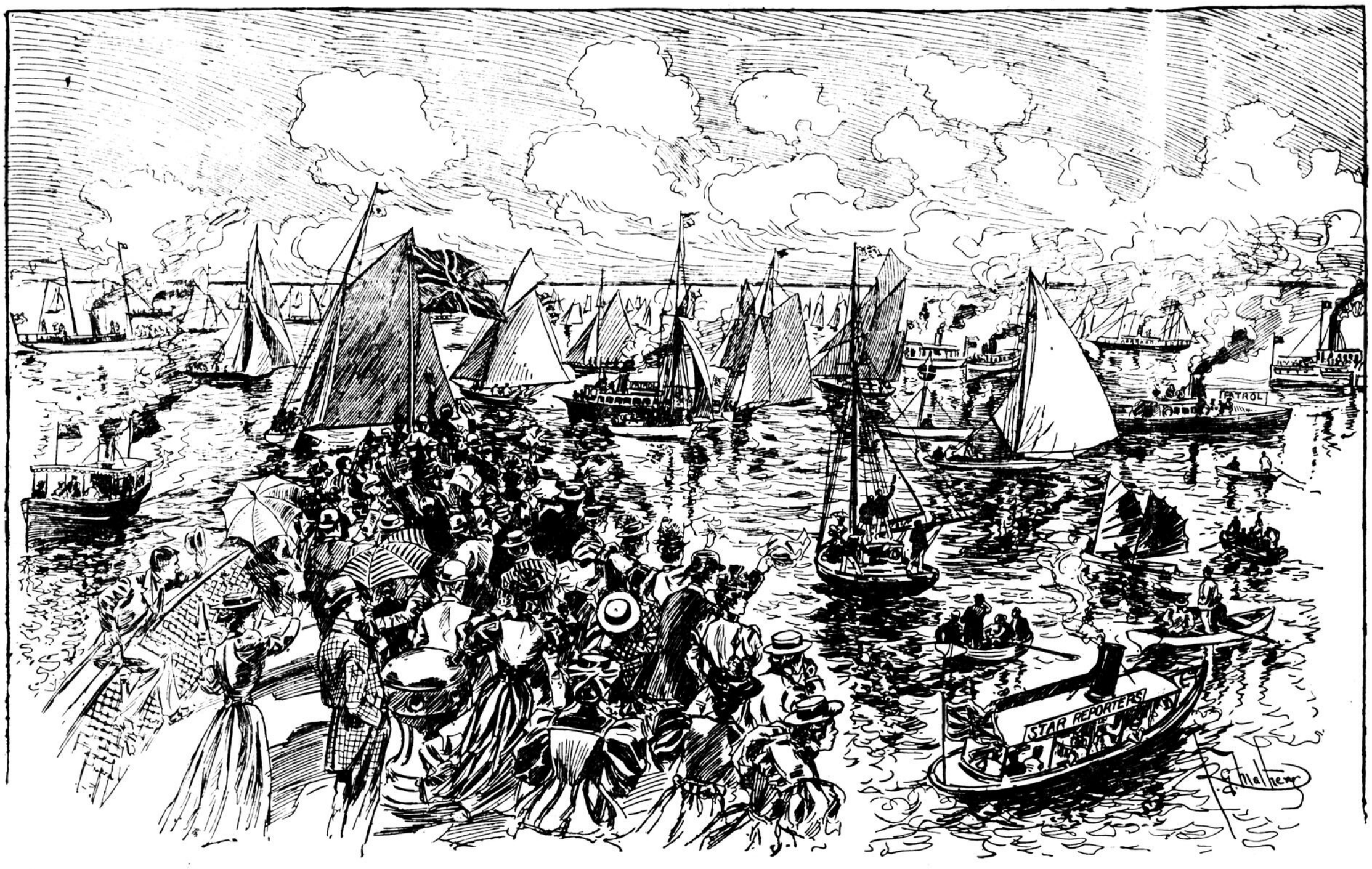
August 16, 1897

Chicago.	Month	Open's	Highest	Lowest	Closing
Wheat	Sept.	85¼	86¾	84⅝	86¼
"	Dec.	83¼	84⅝	83¼	84
Corn	Sept.	28¾-⅝	29½	27¼-½	29⅜
"	Dec.	30¾-¾	30¾-⅝	29⅝-¾	29⅞
Oats	Sept.	18	18	17⅝	17⅞
"	Dec.	19¼	19¼	18⅝	18⅝
Pork	Sept.	807	812	805	807
"	Oct.	810	810	810	810
Lard	Sept.	445	447	445	447
"	Oct.	447	450	447	450
Short Ribs	Sept.	495	497	492	495
"	Oct.	—	497	497	497
New York.					
Wheat	Sept.	91¼	93	91¼	91¾
"	Oct.	90	93½	90	90¾
"	Dec.	89¾	91¾	89¾	90
Corn	Sept.	34¾	35	33¾	33¾
"	Oct.	34¾	35⅛	34¼	34¼
"	Dec.	35⅜	35⅝	35⅜	35⅝

NEW YORK STOCK EXCHANGE.

Specially reported for the Star by C. D. Monk 16 St. Sacrament Street, local manager for J. S. Bache & Co., New York over direct private wire

	Aug 16. Open	Aug 16. Close	Aug 14 Open	Aug 14 Close
Amer Cotton Oil Co	18¾	19⅜	19¼	19⅜
Do do Pref	—	—	—	—
Amer Tobacco Co	94	93	94¼	93¼
Do do Pref	—	—	132½	132½
Amer Sugar Refin Co.	148	148⅝	147¾	147¾
Do do Pref	—	—	—	—
Amer Spirits Mfg Co.	13¾	14⅜	13¾	13⅝
Do do Pref	33¼	34¼	32½	32½
A. Top & St. Fe, all paid	15¼	15¾	15⅜	15⅜
Do do Pref	32⅜	32⅝	32½	32⅝
Baltimore & Ohio	16	16¼	15¾	15¾
Bay State Gas	—	14⅜	14¼	14¼
Canadian Pacific	70⅜	70⅝	—	—
Canada Southern	53⅝	54	54¼	54¼
Ches and Ohio	22¾	23¼	22	22
Chic Burl and Quincy	98¾	98¾	96¾	97
Chicago Gas	103	103	102	102¾
Chic and N. W.	130⅜	119⅝	119¾	130¾
Chic R. I. and Pac	95¾	95¾	94¾	95¼
Chic Mil and St. P	94¾	94¾	93	94¾
Con. Gas, N. Y.	—	—	—	—
Cleveland, C. C. & St. L.	—	33¾	32¾	33
Delaware Lack & West	—	162½	162	163
Delaware & Hudson	—	—	119¾	119¾
Denver & R. Grand pref	50¼	49¾	48	49¾
Duluth S. Shore & Atl	—	—	—	—
Do do pfd	—	—	—	—
General Electric	37⅜	36¾	36¾	36¾
Hockey Valley	—	5¾	5¾	5¾
Jersey Central	—	93¾	93¾	93¾
Laclede Gas Com	—	30¾	30¾	30
Lake Erie & Western	—	—	—	—
Do. do. pref	—	—	—	—
Lake Shore	175	175	174¾	175¼
Louisville & Nashville	61¾	60¾	60¾	60¾
Manhattan Elevated	106¾	106	105¾	106
Missouri Pacific	30¾	30



INTERNATIONAL YACHT RACE.—THE MOMO CROSSING THE LINE AT THE FINISH.

MOMO WON ON HER MERITS.

The American Yacht is Undoubtedly the Better Boat in Saturday's Wind.

MR. DUGGAN ON THE MISHAP TO THE GLENCAIRN.

It Was Unfortunate; But Would Not Have Changed the Result.

(Special to the Star.)

On Board the special Star Yacht, Gertrude, off Pointe Claire, Saturday, August 15.—The opinion of all experts who witnessed to-day's race was that the American yacht Momo won the race on her merits. True, the Glencairn was handicapped by an accident at the very start of the race, and she, besides, appeared to get the worst of the luck befalling the two yachts during the first two or three legs of the race, when the wind was particularly fluky and tricky. But without the accident, and with fickle fortune smiling benignly upon her during the time the wind was being doled out in streaks, it is difficult for any one to figure out how Mr. Duggan's yacht could have carried off the honors from the Momo to-day under prevailing conditions. The Momo fairly and squarely won the race on her merits. Under the same conditions, and with the boats similarly canvassed as they were to-day, Momo could win as many races from Glencairn as her skipper choose, though, perhaps, not by anything like such a substantial margin of time. But it is not likely that any of the remaining races will be sailed under similar conditions as regards that most important and uncertain factor in yacht sailing—wind.

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THE FRIENDS OF GLENCAIRN,

and what patriotic Canadian does not feel a proper feeling of friendly pride in the smart little black twenty-footer, pin their hopes of ultimate success on the chance of a good honest blow during the rest of the series of races. There is more than mere local pride and patriotism in these hopes, too, for it is a most significant fact that during the time the wind was blowing the freshest to-day the Canadian boat made her best showing in comparison with her fleet Yankee rival. The only leg in which the Glencairn could succeed in reducing the Momo's lead was the fifth, being the last beat to windward, when she cut off no less than thirty-six seconds from the time by which the American boat led her at the beginning of the two miles beat. The value of this record to those who expect Glencairn to show a distinct superiority over Momo in sustained strong winds, lies in the fact that the fifth leg of to-day's race was the only one in which the wind held fairly strong and steady. To the spectators the Glencairn appeared distinctly stiffer in the bit of a blow during this leg than her rival. The crew of the latter, all three of them, fairly hyked out over the weather gunwale in their efforts to hold her up to her work, and then she had distinctly a more pronounced heel over to leeward than the Glencairn.

Mr. Duggan's crew is lighter somewhat than Mr. Crane's, and is consequently not so efficient as live ballast out to windward of the boat, but Mr. Duggan only once joined his crew on the weather side of the deck. Nevertheless the Glencairn stood up stiffer to the wind than did the Momo with the whole three of her crew disposed along her gunwale as far to windward as possible. Glencairn could certainly stand considerable more wind than blew today without reefing. The Momo appeared to be almost at her limit of endurance, but as not actually disabled, yachts usually complete a race; disqualified or not disqualified.

For a second or two there appeared to be some excitement on board of the Glencairn and uncertainty about her course. But she kept on, and interest at once became concentrated upon the Momo, which was sliding rapidly away at this stage of the race, from the Lake St. Louis biat.

Nothing further was thought of the buoy fouling incident until towards the close of the race, when a launchful of which had approached close to the Glencairn reported that she had been hailed and told that the decorder had knocked a hole in her starboard side, just below the gunwale and was making water. The report was not generally credited until a few minutes afterwards the Glencairn sailed over the line and it was seen that she had a hole punched in her side as indicated.

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MR. DUGGAN'S OPINION.

Immediately after the race, as the Glencairn was being towed to her berth at Dorval by the launch, Mr. Duggan, standing perfectly possessed on the little deck of the Glencairn was hailed from a Star yacht and asked if the accident had materially handicapped his yacht. He replied that it had not, being pretty well above the water mark and easily blocked.

There is no doubt, however, that to the accident the Glencairn can charge many of the precious seconds she lost to Momo to-day. A jersey was jammed into the hole. That necessitated some moments on the part of the crew which tended to impede the speed of the yacht at a critical part of the race. Then Mr. Duggan, splendid sailor, fine sportsman and all as he undoubtedly is, must have been considerably put out and worried, if not unnerved, and every one who has ever sailed a yacht knows that that means a great deal. The break did not interfere with the free passage of the Glencairn through the water, and she only shipped a couple of pailsful of water during the whole race. Though the accident was certainly not responsible for Glencairn's defeat, it was a great disadvantage to her and contributed in a slight measure to the result.

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THE UNFORTUNATE ACCIDENT.

And now as to the accident to the Glencairn at the start of to-day's race. The mishap occurred at the most exciting moment of the race. The two yachts had been tacking about behind the starting line, killing time and working into position for the start. Excursion boats, steam yachts and sailing yachts, were keeping well off so as to give the two clever skippers a free sea to manoeuvre on. It was to be a flying start, or in other words, the times of the yachts would not be taken crossing the imaginary line opposite the judges' boat, but the race would be calculated as starting from the second the starting whistle blew. Every fraction of a second elapsed between the sounding of the whistle and the crossing of the line would be so much time lost. The blue peter had been hauled down from the foremast head of the judges' boat, and replaced by a red ball in the shrouds. The skippers knew that after this signal had been up five minutes the whistle would blow and the race begin. The circles or triangles, in which the yachts had been moving were gradually reduced, and as the second of the last of the five minutes were called out to the skippers by members of their crews they approached the line close together.

The rules of the road on the water, particularly at yacht races about crossing, giving way, etc., are very complete, very rigorous and very complicated. During the second or two preceding the sounding of the whistle the Momo gained such a position as obliged the Glencairn to put about. The Momo slipped across the line just as the whistle was blowing, the Glencairn was immediately behind her, but dangerously close to a skiff supporting the post, forming the extreme end of the starting line from the judges' boat. The skiff appeared to move as the Glencairn slipped by, and from the Star's steam yacht near the starting point it appeared as though Glencairn had fouled the buoy. The judges' boat was hailed, but the reply came that no foul had been seen. It might be mentioned here that a yacht in a race, fouling (or touching) a buoy is ipso facto disqualified. It should also be remarked, that once started, so long as a yacht is not disabled, she usually completes a race; disqualified or not disqualified.

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GLENCAIRN'S SAILS FAULTY.

Direct contributors to the Glencairn's failure were her sails, which made certainly a most unsatisfactory set of canvas. Their bagginess and wrinkles were the talk of the whole course, and if some of their most glaring defects can be remedied, a great improvement in Glencairn's speed must result.

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ANOTHER MISHAP

which had considerable influence on the bad showing made by the Glencairn at the start of the race to-day (Saturday) was the breaking of the tiller. As in the case of Mr. Duggan's half raters last year, the Glencairn steers with a jointed tiller, an extension being jointed to the ordinary tiller, to permit of the helmsman going forward in the cockpit, and also to hyke out to windward in a blow. Mr. Duggan, it is well known, is more anxious about avoiding collisions at the starting line than he is about crossing first, and as the two yachts were moving to the line to-day (Saturday) he paid particular attention to the Momo. He had just made way for her when his attention was called to the fact that the Glencairn was right upon the mark boat. He instantly jammed the tiller over, and with such force that the extension of which he had hold was wrenched away from the hinge. The tiller, released from the steersman's hand, the Glencairn luffed and struck the buoy. Mr. Duggan was only a fraction of a second in grasping the tiller, but the incident was in itself disconcerting, not to speak of the complication of awkwardness caused by the hole in the starboard side of the Glencairn. The loss of the extension tiller was, of course, something of a disadvantage, too, all through the race, as Mr. Duggan had to steer his yacht in a novel condition, and in the threshing to windward in the stiff breeze during the fifth leg he was unable to satisfactorily aid his crew in holding up Glencairn to the wind.

A pleasantly conspicuous feature of the yachting display on the lake was the friendly manner in which the yachts on the lake treated the American flag. All of the steam yachts and many of the sailing yachts carried the United States ensign at the bows in honor of the visitors, who were pleased at the compliment paid them.

The management of the races proved entirely satisfactory, and all those who were interested were pleased with the manner in which the arrangements were made and carried out. The patrol service was splendid and the course was at all times clear and the racing yachts were free from interference. The officials on board of the committee boat, Dama, treated the press men courteously, and at all times showed a willingness to give promptly any desired information.

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AFTER THE RACE.

The Battle Fought Over Again at the Club House.

On Saturday night the Royal St. Lawrence Yacht Club was a scene of much activity and life. The greater majority of the members were at Dorval, and all congregated at the club-house in the evening. The afternoon's race furnished the principal subject for the conversation and the race was sailed over again many times by the members of the arm-chair fleet. Everybody expressed themselves as being satisfied that Duggan and the Glencairn would redeem their defeat by three successive victories and retain the cup. The Glencairn's mishap in fouling the boat at the start of Saturday's race was spoken of as having contributed in a great measure to the defeat of the boat, but the members of the Glencairn's crew think otherwise, and state that this had nothing whatever to do with the result. Its only effect was to ma e Mr. Duggan, who had previously been nervous, more nervous. The manner in which the Momo had been handled was a surprise to those who have looked upon Duggan as the premier yachtsman of Lake St. Louis. The crew worked well together and every order was promptly and thoroughly carried out.

After [illegible] the boats were towed down to Dorval, the Dama taking the Glencairn II and the Vaillina brought down the Momo. After the fr rerived both crafts were placed on the ways and taken out of the water.

A small dinner party was given by the club to the yachtsmen and the visiting gentlemen. The members of both crews were at the dinner, but they both retired early and left the other gentlemen to discuss the race among themselves.

The hole in the Glencairn was just below the deck and almost amidships, and was patched as she lay on the ways at the club house. Yesterday she was blackleaded in preparation for today's race. The Momo was cleaned and Andrews was at work on her for a long time arranging everything satisfactorily.

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THE MOMO'S HELMSMAN.

A Star reporter had a conversation with Mr. Stackpole, the helmsman of the Momo. He expressed himself as being perfectly satisfied that the Momo would be able to hold her own in the rest of the races. The manner in which the course had been kept clear pleased him. He stated that they had not found the course any more difficult to sail over than that at Oyster Bay, or in fact any of the courses in their country. Saturday's weather conditions suited them perfectly, and they found that their boat sailed beautifully in the breeze. Mr. Stackpole said that they found the wind fairly true and seldom variable. Just after the start the trough-block on a rod afterwards smashed. The wire hight held and kept the sail in place, but the only difference that it made was that the sail hung slightly lower. They lost only about 15 seconds from this accident.

Continuing, Mr. Stackpole said that he was surprised at the manner in which their boat went before the wind and their principal gains were when running before the wind. Their sails and spars were ever so much better than the Glencairn's. Their sails were cut much nicer and fitted perfectly and the consequence was that they drew much better. Asked if he thought that the Glencairn would do any better in a stronger wind, Mr. Stackpole replied that he could not tell that, but he thought that the Momo would sail just as well in a heavier wind. The Glencairn has a centreboard that weighs much more than the Momo's and he thought that this would prove a big advantage in the Glencairn's favor in a blow. He was also of the opinion that the Glencairn was stronger than the Momo in reaching and that this will prove a great help in the races on the triangular course. There will not be any changes on board of the Momo for to-day's race. The hull of the boat was cleaned but not varnished or polished, and Mr. Stackpole explained that it was not found necessary to do so. He doubts if there is any advantage in blackleading a hull and considers that a properly varnished hull will slip through the water just as easily.

Mr. Crane was in town yesterday and only returned to the Yacht club late in the afternoon.

The disposition of the crew in the Momo was as follows: Mr. Crane went forra'd and looked after the head sails, Mr. Shaw was amidships, and looked after the heavy work, and Mr. Stackpole steered. Mr. Shaw weighs in the vicinity of 213 pounds, and recently some of the members of the club expressed a doubt as to his ability to move about actively in the boat, but Mr. Shaw played left guard for the Harvard University football team last season, and this ought to be sufficient practice for any man's activity.

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A CHANGE IN CONDITIONS.

Regarding the conditions for the custody of the Seawanhaka International Cup for small yachts, a change has been made in the article referring to challenges. It has been decided that no challenge will be accepted until thirty days after a match, and that in considering challenges received then, priority of date is not to decide the acceptance. This rule has been received with general satisfaction. It is thought that this will do away with any inclination that there might be to turn the contests into a seesaw between any two countries.

Apropos of challenges, it is generally thought that in the event of a challenge being received from England, at the conclusion of this match, it will have the preference. Of course, it is rather early yet to speak about challenges before the result of the match is known.

On Saturday the steam yacht Lotus, of New York, with a party from Ogdensburg on board, ran out of the channel below Dorval, and ran aground on a shoal. After some difficulty a tug, which had been sent for to the city, pulled the Lotus off without much damage having been done to the yacht.

The visitors are particularly impressed with the pretty scenery along the lake shore and were in raptures over the view obtained from Lointe Claire. On the nun's property at Pointe Claire there is an old windmill, and a view from this spot is beautiful. The visitors who walked through Pointe Claire were immensely pleased with the quaint old dwellings and thought them delightful old buildings. Certainly the view along the whole lakeshore is a splendid one and many people have realized, for the first time probably, that the country in the neighborhood of the city is as pretty as one can find anywhere in the Dominion.

Among those who are here to see the races are: F. W. Taylor, Deseronto, Ont.; C. Sorrney, Vancouver; E. Bodwell, Victoria; E. R. Jarvis, Royal Canadian Yacht Club, Toronto; Rear Commodore Geo. F. Goodeiham, Royal Canadian Yacht Club, Toronto; W. H. Scott, Quebec; Stanley Smith, New York; Geo. C. Scott, Quebec; Chas. A. Shurman, New York; S. Glenlet, New York; Frank Wolf, Philadelphia. On board of the yacht Lotus from Ogdensburg, came Messrs. Geo. Hall, J. G. Fraser, Geo. E. Vankenner, Frank Owen and J. M. Wells. Other visitors were: C. Castillon de Perron, France; J. J. Kenny, Toronto; Chas. Arthur Jones, Boston; J. R. Arnoldi, Ottawa; W. M. McKay, Ottawa; Captain McLean, Ottawa; Edward F. Cook, Philadelphia.

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SUNDAY AT DORVAL.

The Interval Between the Races Gives Time for Gossip.

Yesterday was a busy day out at the Royal St. Lawrence Yacht Club house, notwithstanding the hot, muggy weather of the morning. The crowd lounged around the verandahs and divided their attention between their efforts to keep cool and to ascertain the reason why victory had forsaken the banners of the R. St. L. Y. C.

One who knows what he is talking about being appealed to said he had very little doubt that the Momo was the faster boat in a light wind such as was blowing on Saturday. In a good stiff blow he thought that the Glencairn would give a much better account of herself, as the Momo, being a light weather boat, in all probability would have to reduce sail long before the Glencairn. He coincided with Mr. Duggan's opinion that the hole, in itself, in the Glencairn's side did not effect mmmmmmm cairn's side did not affect the result of the race particularly. Of course it was only natural to suppose that an accident occurring at the beginning of a race would have a somewhat demoralizing effect upon the crew, and though this might not make any difference in the actual result of a race, it certainly would give the other yacht an advantage.

Asked if jockeying for position at the starting line had thrown the Glencairn upon the buoy, he said that this could not be, as Mr. Duggan, while always upon the alert for any advantage, was very careful in risking his yacht in a collision at the beginning of a race, preferring if necessary to cross the line a few seconds later. The accident was due entirely to the Glencairn's tiller getting out of order at a very critical moment, thus throwing the boat, which is very susceptible to her rudder, upon the buoy.

There were a great many visitors at the club, many of whom are yachting experts, and it is interesting to know that all agreed that the Momo had won the race upon her merits.

The breeze commenced to play around the corners of the club house, and under its stimulus the crowd ventured forth in twos and threes to examine the yachts which had been hauled up after Saturday's exertions, and were upon the ways. The Glencairn, being nearest the water, came first. While the yachtsmen had been trying to keep cool the carpenter had been hard at work repairing the hole, and it was now almost impossible to tell where it had been.

A new board, two or three feet long, had been fitted in and the boat, having been again black leaded and splendidly polished, was as good as before.

The Momo lay a few feet ahead, her varnished hull shining in the sun, looking as though she had just come out of a band box. Her sails had been removed and she had been thoroughly overhauled by her caretaker.

(Continued on Page 8.)

INTERNATIONAL YACHT RACE.—SCENE AT THE CLUB HOUSE, POINTE CLAIRE, LAKE ST. LOUIS, ON SATURDAY.

TWO LACROSSE SURPRISES.

Capitals' and Tecumsehs' Easy Wins Over Cornwall and Toronto.

THE REGATTA AT PHILADELPHIA.

Star Pointer's New World's Pacing Record--Montreal Breaks Even at Syracuse--General Sports of a Saturday.

(Special to the Star.)

Ottawa, August 16.—The Capital-Cornwall lacrosse match played here on Saturday, ended in a win for the home team by 7 games to 2.

Seldom has a more disappointing game been played before any body of spectators. The first two games were as good lacrosse as one could wish to see; the rest were variations of more or less bad play, now on one side, now on the other, now on both, but bad play somewhere all the time.

The Cornwalls were not in it; indeed, they were less in it than the score shows, for up to the end of the fourth game they had only made two shots at the Capital goal, and the two games that were credited them at the end bore every appearance of being almost given them. Black, the Cornwall centre man, played really well, and gives great promise. The Whites were not up to the mark, and the rest of the team did nothing remarkable.

As to the Capitals, they were a little better than their opponents, but they have a great deal of practice to put in before they can claim to be as good a team as that which commenced the season in the uniform of garnet and grey. Every match sees some change in the team, and every change is marked by a new loss of esprit de corps, and by increased want of dependence one upon another on the part of the players.

On Saturday it was painfully evident time and again that the younger members of the team lost their heads, and played wildly, conditions which, however good the intentions of the players do not conduce to either interesting or good play. In several cases this wild play caused the absolute loss of opportunities of taking a game.

Notwithstanding the fact that the game was advertised to commence at 3 o'clock, it was 3.46 before the ball was faced, the teams lining up as follows:

Capitals.		Cornwalls.
Robertson	Goal	J. Broderick
O. Doherty	Point	Crites
Quinn	Cover Point	Riviere
W. Powers	Defence Field	L. White
James	"	J. White
Banks	"	Degan
Hyde	Centre	Black
G. Carson	Home Field	P. White
Westwick	"	Tobin
Murphy	"	O. Callaghan
Gleeson	Outside Home	James Broderick
J. Powers	Inside Home	W. Broderick
W. Stuart	Captain	Macdonald

Referee: Chittick.
Umpires, Copeland, Cornwall and N. Poole, Ottawa.

The Caps took the ball for the first draw, and made a quick run on the Cornwall goal. P. White, however, took the ball from J. Powers, and the game surged back, some good all round play coming in, but the ball would not stay at the Caps end and soon G. Carson made a try on the Blue and Grey goal, which would have been successful, but that it sailed much too high. From behind the Cornwall's goal the ball went up the side to the Caps, drawing Robertson out from the posts and leaving the garnet and grey goal open. All Robertson succeeded in doing was to draw down on himself a well deserved warning from the referee for needlessly tripping the man in front of him. Three tries on the Cornwall goal followed, but the defence was good. Then came a spell of up and down play, the "coils" on the Capitals making some very wild play, Powers soon made another attempt at the Cornwall's goal, which was also aimed too high. It was, however, only the shadow of the coming event, for almost immediately Gleeson fired the rubber between the posts, winning first blood for the Capitals in 12½ minutes.

The Caps again opened the scrimmage in the second game, and an attack on the blue and grey goal to very slow music followed, the colts repeatedly showing lack of head and missing chances. Then Barney Quinn secured the rubber and drew down the grand stand by outplaying the whole of the Cornwall defence. Black soon after showed some good play, and Robertson again left the goal open, a trick he repeatedly did all through the afternoon. Tobin had a try at the Capitals' goal but missed, and Gleeson evened up a minute later by also missing, but getting a second chance he scored for the Caps again in 16 minutes.

The third game was the first of a procession of poor games. Gleeson made a frightfully bad pass to Powers but Westwick put in some good play. Then came a time when the blue and grey with the rubber were everywhere where no Capital men were, and Captain Stuart was heard repeatedly shouting to the garnet and grey lads to cover their men, amidst agonised enquiries from Pete Greene at the fence to know who was playing on this, that and the other "fellah." Then Quinn was put off for tripping, while Powers made an excellent try which glanced off J. Broderick's wrist, rising just above the goal post, and was so not allowed, though Powers claimed it. The disallowance made no great difference, for a second after Powers scored. Time, 10 minutes.

The fourth game opened with a try to Powers, but was rendered remarkable by the referee calling down Captain Stuart for getting in the way of a Cornwall player. This unusual incident probably caused Gleeson to shoot wide of the goal. The Cornwalls made their second try for the match, and Powers took the game in 6 minutes.

In the fifth game, Powers passed to Geo. Carson, who scored. Time 3 minutes.

In the sixth game, the Caps generally played rag with the Cornwalls. O'Doherty did more good work, whilst Hyde dodged the whole field and carried the rubber right up to and through the Cornwalls' goal. Time, 4 minutes.

The seventh game was the Cornwalls' all the way, O'Callaghan scoring in 1 minute.

The eighth game was like unto the seventh, J. Broderick scoring. Time, 3 minutes.

In the ninth game Black was hurt and went off. Powers made a try and Gleason scored. Time of play 4 minutes. The following is the synopsis of the games:

1st game	Capital by Gleeson, time	12½	minutes
2nd "	" " "	16½	"
3rd "	" J. Powers,	10	"
4th "	" "	6	"
5th "	" G. Carson,	3	"
6th "	" Hyde,	4	"
7th "	Cornwall, O'Callaghan,	1	"
8th "	" J. Broderick,	3	"
9th "	Capital, Gleeson,	4	"

TECUMSEH VS. TORONTO.

Toronto, August 16.— Tecumseh had an easy time of it with Toronto on Saturday. Before 2500 spectators they defeated their opponents on the Island Athletic ground by a score of 7 goals to 2. The game was never in doubt, as the Toronto team was outplayed at every point. The playing was fast and rough, several players being ruled off for fighting and cross-checking.

The teams lined up as follows:

Tecumseh.		Toronto.
Foley	Goal	Allan
McGibbony	Point	Patterson
Davis	Cover	Griffith
York	Defence	Moore
Grimes	"	Murray
Hartley	"	Wheeler
Gamble	Centre	Read
Peaker	Home	Guthrie
Murphy	"	Gale
O'Meara	"	Bucus
McVey	Outside	Smith
German	Inside	Nolan

Read was replaced by Bennett in the fourth.

From the face off in the first game the ball went to the Tecumsehs' end, but was soon carried back, and for three minutes Toronto played on the defence before German got the ball. Then, on a long shot, he tallied first for Tecumsehs.

The second game was short, lasting 1½ minutes, when German shot, missed and Murphy swiped it through, adding another for Tecumsehs.

The third game was the longest of the day and by far the roughest. The play in this game was more even, and the ball travelled from end to end for 18¾ minutes before German could get it past Allan. In this game Wheeler went to the fence for fouling, and Moore got his hand hurt, but went on playing. Peaker and Patterson got in a mix up and were ruled off. Patterson was the aggressor.

The fourth game also went to the Indians, after several shots on Toronto's flags, which Allan cleared in good style. Patterson and Griffith did some pretty work in one mix-up. Davis got the ball and carried it up the field, giving it to Murphy, who tallied.

In the fifth, which was Toronto's, Griffith and German got in a mix-up, and Griffith was sent to the boards. Captain McCullough started to kick as Macpherson, who gave a just decision. This was the only game that Tecumseh played on the defence, and Foley did good work for his team. Nolan got the rubber at centre and carried it down and scored.

The sixth went to Tecumseh. Murphy did the work on a long pass from behind from German.

The seventh was also a fast and short one. German got the ball and from the side tallied another for his team.

The eighth went to Toronto, Nolan again doing the trick. After several shots had been made on the Tecumseh goal he secured the ball on a pass from Smith, and scored Toronto's last game.

With only three minutes to play, Tecumseh and Toronto forced each other for the ninth. The Toronto defence played harder than they did all day.

SUMMARY.

Game.	Won by.	Time.	Scored by.
1st	Tecumseh	3 min	German
2nd	Tecumseh	1½ min	Murphy
3rd	Tecumsen	18¾ min	German
4th	Tecumseh	5½ min	Murphy
5th	Toronto	12½ min	Nolan
6th	Tecumseh	1½ min	Murphy
7th	Tecumseh	2½ min	Germau
8th	Toronto	15 min	Nolan
9th	Tecumseh	2½ min	O'Meara

ANOTHER CORNWALL LOSS.

Cornwall, August 16.—The Montreal Street Railway Company's lacrosse team defeated the Cornwall Street Railway's team here by the close score of four goals to three. The match was not a brilliant one, but this was owing in a measure to the poor condition of the field. A return match will be played in a few weeks, and, if necessary, a third game will be played on neutral grounds.

FIREMEN VS. POLICE.

The firemen did a few things with the police in the lacrosse game on Saturday and the result was a whitewash for the latter. The score stood 8 games to 0. Both teams were gay in brand new uniforms; the firemen's were not so pretty, but the wearers played better lacrosse.

YOUNG SHAMROCKS WIN.

In the intermediate series, the Young Shamrocks on Saturday defeated the Sherbrookes by a score of six to two. Brilliant play on either side was lacking, but the Sherbrookes were by far more deficient. Some played a good individual game, but were very much off color in team work. Covering was poor and passing bad.

AQUATICS

THE PHILADELPHIA REGATTA.

Philadelphia, August 16.—The finals in the events of the silver jubilee regatta of the National Association of American Amateur Oarsmen, rowed on Saturday, were most interesting and witnessed some very fast time made. Never in a good many years has the attendance at any national regatta approached the attendance of Saturday. It is estimated that more than 35,000 people viewed the races from both sides of the course, and in river craft of every imaginable description. As on the previous day the races were rowed over the national course, ¾ of a mile and return in all events except the International four and senior eights, which were pulled one and one-half miles straight away. In the first race, the senior doubles, the Catlin Club, of Chicago, the Toronto Rowing Club and the Pennsylvania Barge Club were the only starters and all rowed a good stroke. The local crew were first on the turn and they came in pulling a steady stroke, crossing first by a length. In the senior four, the Institute Boat Club passed the judges' stand a winner by half a length. Then came the battle royal, the senior singles with at least three favorites, Whitehead, Juvenal and Maguire, and much was expected of the others. Maguire after the start forged ahead slightly and led at the turn. Juvenal was right after, Van Damme, Thompson and Whitehead next. Maguire led all the way home and won by three lengths. Whitehead by good headwork pulled in for second place, with Juvenal close behind.

The pair-oared shell was a chapter of accidents. Just after the start the Quaker City Club broke an oar by rowing too close in shore. Argonaut was putting up a good race and seemed a likely winner when, on rounding the turn, the crew fouled. West Philadelphia and almost immediately the Argonaut boat sank. The crews got together soon after, and it was decided to row the race all over on Monday, with all the entries. Summary:

Senior double sculls, final heat—Pennsylvania Barge Club, Philadelphia, H. Monoghan stroke and Geo. W. Van Vliet, bow, won by three lengths; Catlin B. C., Chicago, second; Toronto B. C., third. Time, 9.27¾.

Vesper B. C., Philadelphia, did not start, De Burlow, the stroke, being sick.

Senior four-oared shell race, for championship of America—Won by Institute B. C., Newark, N. J. (E. J. Garney, F. A. Sullivan, J. E. Walker and Owen E. Fox) by a quarter of a length; Ariel R. C., Baltimore, second; Argonaut R. C., Toronto, third. Time, 9.07. Staten Island B. C. also started.

Senior single scull, for championship of United States—Won by Joseph Maguire, Cambridge, Mass., by three lengths; Joseph J. Whitehead, Boston, second; J. B. Juvenal, Philadelphia, third; C. Louis Van Damme, of Detroit, fourth; F. A. Thompson, of Toronto, fifth. Time, 9.59.

Intermediate single sculls, final heat—Won by C. H. Lewis, Wachusetts B. C., Worcester, by ten lengths; F. J. Green, Columbia, R. A., Boston, second; B. G. Wilson, New York A. C., third. Bunker, Crescent B. C., Philadelphia; F. F. Scholze, Narragansett B. C., Providence; H. Vought, Atalanta B. C., New York, also started. Time, 10.17.

Pair-oared shells, final heat — Argonaut, West Philadelphia, Quaker City, and Vesper, of Philadelphia, started. At the turn the Argonauts fouled West Philadelphia and were disqualified. The others will row the race over after the last event.

Intermediate double sculls, final heat—Won by Fairmount R. A., Philadelphia (Thomas Skelly stroke, and C. Devery bow), by half a length; Vesper B. C., Philadelphia, second; Nonpareil, New York, third. No time taken.

The Nassau B. C., New York, was disqualified for fouling Fairmount. The race was re-started at the quarter-mile mark. Detroit R. C. also started.

Intermediate four-oared shells final heat.—Won by Vesper B.C., Philadelphia (Groshm J. Patterson, C. E. Krauter and D. H. Niles), by a length; Seawanhaka R. C., Brooklyn, second; Pennsylvania Barge Club, Philadelphia third. Time, 9.18. Lone Star B. C., New York, also started.

International four-oared shell final heat—Won by Argonaut R. C., Toronto (O. Heron, A. J. Boyd, F. H. Thompson, Jos. Wright), by three lengths; Ariel R. C., Baltimore, second; Institute B. C., Newark, third. Time, 8.52. Columbia A. C., Washington, D.C., also started.

Senior eight-oared shell race—Won by Pennsylvania Barge Club, Philadelphia (G. W. Van Vleit, C. H. Vernier, H. G. Scott, H. W. Mende, J. O. Exley, H. Monaghan, J. Dempsey, J. B. Juvenal), by five lengths; Weld, of Cambridge, second, three-quarters of a length in front of University of Pennsylvania. Time, 8.01½.

N. A. A. O. ELECTS OFFICERS.

At a meeting of the National Association of Amateur Oarsmen held just before the races the following officers were elected: President, W. C. Jupp, Detroit; vice-president, Walter Simpson, North Cambridge, Mass.; treasurer, Robt. H. Felton, Brooklyn; secretary, Fred. B. Fortmeyer, Newark, N. J. Geo. H. Root, of Philadelphia, was chosen a member of the Executive Committee, vice, Geo. W. Statzell, who resigned this morning. The place for holding the next regatta will be decided at the January meeting of the association.

THE POINTE CLAIRE REGATTA.

The Pointe Claire regatta was held at Pointe Claire on Saturday just after the finish of the international yacht race between Momo and Glencairn. All the events were interesting and well contested. Summaries:

1. Sailing canoe, one prize — Wasp, Lachine, sailed by Fred. Jeffrey, 1; Lelie, Pointe Claire, sailed by G. Bolton, 2.

2. Single scull, green, start 2.15 p.m., half mile with turn —H. Davidson, 1, Lachine B. C.; J. G. Lee, 2, Lachine B. C.; J. Mattison, 3, St. Lambert B. C.

3. Tandem canoe, green, start 3.30 p. m., half mile with turn, two prizes —Hurtubise Brothers, 1, Longueuil B. C.; D. Russell and T. Millington, 2, Longueuil B. C.; E. Disney and P. Raymond, 3, G. T. B. C.

4. Double scull, boys under 17, half mile with turn, two prizes — F. Rollo and F. McKabe, 1, G. T. B. C.; Rowell Brothers, 2, St. L. B. C.

5. Single paddle canoe, senior, start 4 p. m., half mile with turn, first and second prizes —J. Smith, 1, St. Lambert; W. Holland, 2, G. T. B. C.

6. Indian war canoe race, start 4.15 p.m., half mile with turn—Crews captained by Sawatis Arentoont vs. Sakasaie Seontbarinkon, under the direction of Chief Big John, of Caughnawaga. Won by Sawatis Arentonni or Big John. Time, 3.46 2-5.

7. Four in a canoe, open, start 4.30 p.m., half mile with turn, one prize—Leroux brothers, Payne and Wilson, 1; G.T.B.C.; Hurtubise brothers, 2, Longueuil.

8. Single paddle, green, start 4.45 p.m., half mile with turn, two prizes—A. W. H. Birch, 1, Lachine B.C.; W. H. Reynolds, 2, Lachine B.C.; L. Hurtubise, 3, Longueuil.

9. Fancy canoe tournament, lady and gentleman—C. Baby and F. Davidson, 1; Reynolds and Birch, 2.

10. Tandem canoe, open, start 5 p.m., half mile with turn, two prizes—Leroux brothers, 1, G. T. B. C.; J. E. and W. Smith, 2, St. L. B. C.

11. Four in canoe, boys 17 and under, start 5.15, half mile with turn, two prizes—Pointe Claire crew 1; Valois crew 2; Lachine crew 3.

12. Hurry-scurry, start 5.30 p.m., first and second prizes— A. E. Small, 1; Lachine; F. A. Shakell, 2, Lachine; F. H. Elliott, 3, Lachine.

13. War canoe race, start 5.45, half mile with turn, first and second prizes —Dorval Juniors, 1; St. Lambert, 2; Lachine, 3.

* * *

TRACK.

TROTTING AT FORT ERIE.

Buffalo, N. Y., August 16. —Racing conditions were perfect at Fort Erie today, and the records had to go. Star Pointer paced a mile in 2.01¼, breaking his previous record of 2.02½ by nearly a second, and in the 2.06 pace Quinette broke both the track and the Canadian pacing record by covering the mile in 2.03½. There were close on to five thousand people present.

Star Pointer was first called at 4.30 and given a warming up mile, which was made in 2.04¾. At 6 o'clock the great pacer again made his appearance, accompanied by a runner. On the second break McCleary nodded for the word, and the record breaking trial began. The quarter was reached in 31¼, and the half in 1.01¾. Then the runner moved out a bit and Pointer let out a link. The time at the three-quarters was 1.31, and down the stretch the pair flew. McCleary sat as still as a mouse, while his horse seemed to increase its speed every second. When the announcement was made that the mile had been covered in 2.01¾ the enthusiasm of the big crowd broke forth in repeated cheers, both for the great horse and the clever driver. Summaries:

2.08 class, pacing; purse, $1000 — Bright Light, br m, by Dark Night, Boyce, won first, third and fifth heats and race. Mignon, Saunders; Hall Cloud (Bush), Dan Q. (McLaughlin), Allen (Shockency), Kansas (Foote) also started. Best time, 2.09¼.

2.15 class, trotting; purse, $1000 — Tommy Britton, br h, by Liberty Bell, McFerran, won in three straight. Don O'Lold, Bennett; Record, Kelly; Black Seth, Pouty; Boreal, Spkin; Bryson, Caledonia, Ont., Scott; Fides Stanton, Hamilton, Ont., James; Repeat, Petit; Kate F., Sherbrooke, Que., Gatcomb, also started.

2.27 class, trotting; purse, $1000 — Waubun, gr g., by Pilot Medium, Young, won in three straights. Hazel Mack, Sherbrooke, Que., Gatcomb; Axmon, Boyce; Lotus, Stony Creek, Ont., Lambert; Anna Mace, McCarthy. Time, 2.17½, 2.19¼, 2.22.

2.06 class, pacing; purse, $1000 — Guinette, b.g., by Gambetta Wilkes, McClary; Lottie Loraine, Hutchins; Phenol, Dunbar, also started. Best time, 2.05½.

Star Pointer, against his record of 2.02½, won. Time by quarters, 31¼, 1.01¾, 1.31, 2.01¾.

Hurdle race, short course, about 1½ miles—Dauntless 1st, Geraldine 2nd. Our Bob 3rd. Time, 3.47¾. King Kemm, Decameron and Ruby did not finish.

* * *

WHEEL.

NEW WORLD'S RECORDS.

Boston, August 16.—At the Charles River Park Saturday afternoon, Eddie McDuffie established a new world's record for a paced mile, flying start, at 1 minute and 38 1-5 seconds, lowering the existing record, held by W. W. Hamilton, by one second. Leeerne Lenon broke a bunch of records containing all American marks from 11 to 36 miles and also the American hour record held by Jimmy Michael.

THE RACES AT OTTAWA.

Ottawa, August 16.— More than 2000 persons attended the circuit bicycle races of the O.A.A.C. Bicycle Club on Saturday. Angus McLeod, the Toronto crack, went against the Canadian two minute record and negotiated a mile in 2.05, which was fast, considering the heavy wind which prevailed. He was paced by a professional quad. Outside of his performance there was nothing startling about the other events. Montreal was represented by James Drury, H. A. Cousirat, W. Tuff and L. G. Cameron, and of them Drury was the only one who got a prize, he landing second in the quarter mile. The one mile tandem was won by Tuff and Cousairat, of Montreal, in 2.19. All the Montreal men managed to qualify in the finals. The results were:

Quarter mile—H. F. Carman, Morrisburg, 1; James Drury, Montreal, 2. Time, 30 1-5.

One mile—R. E. Axton, Toronto, 1; D. Wilson, Toronto, 2. Time, 2.17.

Half mile, professional—Harley Davidson, Toronto, 1; A. McLeod, Toronto, 2. Time, 1.06 2-5.

One mile, tandem—Tuff and Cousirat Montreal, 1; Wilson and Parr, Ottawa, 2. Time, 2.19.

One quarter mile, open—D. Wilson, 1; R. E. Axton, 2. Time, 1.12 1-5.

One mile, professional—In this race Carman, the amateur, made his first appearance as a professional and finished third. McLeod won, and T. B. McCarthy second. Time, 2.19 2-5.

One mile handicap—F. Wilson, Ottawa, 1; C. Blackburn, Perth, 2. Time, 2.19 1-5.

(Continued on Page 8.)

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THE MOMO WON ON HER MERITS.

(Continued from Page 6.)

After dinner the crowd commenced to thin out a little. Many drove out in carriages upon various quests, while others, true to their aquatic instincts, went out boating on the lake. Mr. Crane and Mr. Stackpole, accompanied by several other gentlemen, boarded the Idle Hour, and were taken by Mr. Morris to view the scene of to-day's encounter. Mr. Jarvis, owner of the Bonshew, of Toronto, who sailed the Glencairn a few weeks ago, in her trial races against the Avoca, took a spin with Mr. Duggan and Mr. Sherwood in the defender. Mr. Jarvis has made many friends around the club and it is unfortunate that he will probably not be able to attend the balance of the races.

Of course the result of Saturday's race was quite a shock to those who considered the Glencairn had a sure thing, but the unhappy awakening of her backers is by no means one of despair. It is still the general opinion that with a good strong wind blowing for the next few days, the progress of the cup towards New York will be arrested.

** ** **

WHAT MR. CRANE SAID.

Mr. Crane, being asked how heavy weather would affect the Momo, said that he could not say how it would affect her sailing qualities as compared with those of the Glencairn. In sailing with his other boat, the Al-Anka, the Momo always defeated her in a strong breeze; in a breeze like Saturday's the Al-Anka would have defeated the Momo. Of course the Momo lay well over in Saturday's race, but she could stand considerably more wind.

Asked if Momo did not sail better upon the port tack than upon the starboard, he said he had frequently noticed that she made better speed upon that tack, though he could not ascertain the reason of it.

He also said that he did not think the carrying away of the Momo's throat halyard block, shortly after the start of Saturday's race, made very much difference to her. Asked if Mr. Stackpole would take the stick throughout the race, as for Saturday, he said that the conditions of the deed of trust of the Cup did not allow of any change of men at the stick, though formerly Mr. Stackpole and he took the stick in the leeward work, as he (Mr. Crane) was more accustomed to handling the sails, while in the windward work Mr. Crane took the stick himself. Mr. Stackpole will be therefore at the stick throughout the races.

Duggan appears to think that a strong blow will be to the advantage of Glencairn.

Mr. D. Le Roy Dresser, who sailed on the Skate against the Momo in the trial races, and who is a member of the Sailing Committee of the Seawanhaka-Corinthian Club, said that, under the circumstances, he would prefer not to be quoted as making any comparisons. He, however, thinks that the Momo can stand up to a reasonably strong blow.

Mr. Geo. Hall, of Ogdensburg, owner of the steam yacht Lotus, which ran aground Saturday in trading to the south of the ship channel opposite the lub house, did not see Saturday's races, but hopes to see the balance of them. He reached Lachine, he says, about 9 a.m., Saturday, and secured a man to pilot his yacht around the race course. This man, he fancies, cannot know much about the lake, for suddenly, as they got nearly opposite the club house, though away out near the channel, bang went the Lotus and lifted herself two feet upon a shoal. She then lay over on her starboard side almost down to the rail. At the time of the accident the engines were going slowly, and Mr. Hall thinks had they been at full speed the boat might have gone clear over the reef and got away all right. In the evening the tugs Spray and Logie, succeeded in pulling the Lotus off the reef, and, so far as can be ascertained, she is none the worse for her experience. She lies at Lachine, but will move up the river on Monday, as Mr. Hall wishes to take several of his friends of the R. St. L. Y. C. and of the Forest and Stream Club, both of which he is a member of, to see the races.

** ** **

EXPERT OPINION.

What the New York and Boston Writers Have to Say.

Boston, August 16. — A. G. McVey, the well-known yachting expert, has the following to say of Saturday's race, in the Herald:

The Momo from the start showed superior heels and better weatherly qualities, and it was noticeable that she forereached and lifted out on the Canadian boat.

For a few minutes Duggan followed the Momo. He saw that the Glencairn was drifting to leeward of the wake of the Momo, so in less than three minutes from the start the Glencairn spit tacks and was flung about for a board inshore. This was the first evidence that Duggan had given of his being outsailed in the race. The Momo ahead, and gaining all the while, was flung about a few seconds later, and both held in toward Pointe Claire shore on the same tack.

By invitation of the proprietor of the Montreal Star, I was in the yacht owned by him, and from her saw every foot of the race. As the yachts held in for the shore on the port tack, it was quite plain that the Momo was working a different road altogether from the Glencairn. The latter could not foot with the American boat, neither could she lie within half a point as high, and the result of the short boards off and in shore was a steady pulling out to windward and drawing away from the American.

The reception given to the Momo when she finished was war and friendly. Whistles screeched, cheers were given, and, take it all in all, it was a good greeting. It was reserved, however, for the Glencairn to receive the bigger greeting and the greater hurrah. Steam whistles blew for minutes, men, women and children shouted, and Duggan himself was not forgotten.

I saw G. Herrick Duggan after the race and asked him if the dent in the topsides had any effect on the result. He replied, "None whatever."

Mr. Crane, owner and winner, had nothing to say. He is extremely modest and is of international yacht racing calibre.

Of course the American contingent here are happy, and why not? The course was clear, there was no interference whatever, and those having control, acted in the broadest spirit and went in for "a fair field and no favor."

The Montreal Star has shown great enterprise, and, so far as newspapers go, holds all the strong places. It has two barges anchored out on the lake with a cable running to each, with direct wires into its office in Montreal.

Beside this the Star has the exclusive right to the high tower on the convent grounds at Point Claire.

W. E. Robinson telegraphs the Globe the following: "The race was sailed in a light easterly air, to which the Momo took very kindly, and in which she lifted out to windward in a most surprising way. Off the wind her speed was also more than had been expected of her, and her victory was so clearly won on her merits that the Canadians are to-night losing much of their disappointment over their defeat in their admiration for her performance. She was admirably sailed by J. L. Stackpole, jr., to whom Mr. Crane resigned the tiller, and her skipper was ably assisted by Mr. Crane and Norton Shaw.

The Momo could have won the race on a sailover had her owner chosen to claim his rights, for the Glencairn II. fouled the mark boat at the starting a few seconds after the starting whistle had been blown, and could have been disqualified.

Mr. Crane was not out to win on technicalities, however, and was glad to see the Glencairn II keep on and make a race for him. The result was a clean win for the American boat.

The Glencairn II, barring the accident at the start, which was caused by the jamming of her extension tiller, was well sailed by Mr. Duggan, and gave decided promise of being a more formidable rival of the Momo in stronger winds. She was handicapped a little by her sails, which were not quite up to the Momo's in fit, but this handicap would be largely done away with in a strong breeze.

Mr. Crane and Mr. Duggan met at the club house and shook hands, and this is a sample of the good feeling that exists all around.

To the writer Mr. Duggan said that the Momo was clearly the faster boat under such conditions as Saturday's. She would have won in spite of the accident to his own boat. He would express no opinion, however, as to whether his chances would be better in heavier weather.

Mr. Crane accepted congratulations very modestly, and said the Momo had come fully up to his expectations. Mr. Stackpole's confidence in the boat in all sorts of weather is, he says, as strong as ever.

New York, August 16. — Duncan Curry, of the Journal, in his account of the race, says:

The race was sailed under a smiling summer sun and in a light south-easterly breeze, and, unless something goes amiss, the cup will cross the border next week and return to its former resting place in the Seawanhaka Club house.

However, the contest is best three in five races, and the little Canadian flyer may retrieve her fortunes yet, although, judging by Saturday's races, the Momo holds her safe in windward races, even if the Glencairn should be fortunate enough to win the triangular race on Monday.

As a matter of fact, the Momo beat the Glencairn on every leg of the course save one, and in light airs, at least, she can beat the Canadian yacht in both running and beating. The wind was not so very light, as the Momo covered the twelve miles, which include six miles of windward work, in 2 hours and 40 minutes, which is very fair time for such little boats.

The Glencairn unfortunately fouled the mark boat at the start, and stove a small hole in her starboard side, just forward of the shrouds, which delayed her a little, but, according to her designer and skipper, and G. Herrick Duggan, it in no way affected the result. The accident was caused through the Glencairn's extension tiller being jammed, and while Mr. Duggan was clearing it, the yacht luffed into the mark boat. A sweater was jammed into the opening, and the Glencairn made only a little water during the race, and she was easily bailed out.

A DREAM OF THE PREHISTORIC.

By Frederick George Scott.

(From the Independent, New York.)

Naked and shaggy they herded at eve by the sound of the sea,
When the sky and the ocean were red as with blood from the battles of God,
And the wind like a monster aped forth with its feet on the rocks and the trees,
And the sands of the desert blew over the wastes of the drought-smitten sod.

Here, mad with the torments of hunger, despairing they sank to their rest,
Some crouching alone in their anguish, some gathered in groups on the beach;
And with tears almost human the mother looked down at the babe on her breast;
And her pain was the germ of our love, and her cry was the root of our speech.

Then a cloud from the sunset arose, like a cormorant gorged with its prey,
And extended its wings on the sky till it smothered the stars in its gloom,
And ever the famine-worn faces were wet with the wind-carried spray,
And only the voice of the deep to their ears was a portent of doom.

And the dawn that rose up on the morrow, apparelled in gold, like a priest,
Through the smoke of the incense of morning, looked down on a vision of death:
For the vultures were gathered together, and circled with joy to their feast
On hearts that had ceased from their sorrow, and lips that had yielded their breath.

Then the ages went by like a dream, and the shore-line emerged from the deep,
And the stars as they watched through the years saw a change on the face of the earth;
For over the blanket of sand that had covered the dead in their sleep
Great forests grew up with their green, and the sources of rivers had birth.

And here in the after-times, man, the white-faced and smooth-handed came by,
And he built him a city to dwell in, and temples of prayer to his God:
He filled it with music and beauty, his spirit aspired to the sky,
While the dead by whose pain it was fashioned lay under the ground that he trod.

He wrenched from great Nature her secrets, the stars in their courses he named:
He weighed them and measured their orbits, he harnessed the horses of steam:
He captured the lightnings of heaven, the waves of the ocean he tamed,—
And ever the wonder amazed him as one that awakes from a dream.

But under the streets and the markets, the banks and the temples of prayer
Where humanity labored and plotted, or loved with an instinct divine,
Deep down in the silence and gloom of the earth that had shrouded them there
Were the fossil remains of a skull and the bones of what was once a spine.

Enfolded in darkness for ever, untouched by the changes above,
And mingled as clay with the clay which the hands of the ages had brought,
Were the hearts in whose furnace of anguish was smelted the gold of our love,
And the brains from whose twilight of instinct has risen the dawn of our thought.

But the law, that was victor of old with its heel on the neck of the brute,
Still tramples our hearts in the darkness, still grinds down our face in the dust;
We are sown in corruption and anguish —whose fingers will gather the fruit?
Our life is but lent for a season—for whom do we hold it in trust?

In the vault of the sky overhead, in the gulfs that lie under our feet,
The wheels of the universe turns and the laws of the universe bind;
The pulse of our life is in tune with the rhythm of forces that beat
In the surf of the farthest star's sea, and are spent and regathered to spend.

Yet we trust in the will of the Being whose fingers have spangled the night
With the dust of a myriad worlds, and who speaks in the thunders of space;
Tho we see not the start or the finish, tho' vainly we cry for the light,
Let us mount in the glory of manhood and meet the God-Man face to face.

—FREDERICK GEORGE SCOTT.
Quebec, Canada.

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190 1

Sporting.

(Continued from page 7.)

TURF

LEPINE PARK RACES.

The track at Lepine Park on Saturday was in good condition, and the attendance was also good. Althea fell twice during the day, but in the farmers' steeplechase she brought her jockey, H. Burt, down with her. At first it looked as if he was seriously injured, as he had to be carried off the field.

Following were the events:

No. 1. Purse, $100, of which $20 to second and $10 to third; for horses foaled and raised in the Province of Quebec; half-breds allowed 10 pounds; maidens allowed 10 pounds; one mile and a quarter—M. Minogue's br g Piper, 1; Mr. Melton's b m Quebec, 2; Hugh McGee's b m Dianthus, 3; J. P. Dawes' b f St. Lawrence Belle, 4.

No. 2, steeplechase, purse $125, of which $25 to second and $15 to third; open to half-bred horses owned by farmers whose sole occupation is farming; Montreal hunt welter-weights; over two miles of air hunting country:

C. W. Penniston's br m Lapwing, 1; P. Paquette's ch c Milton, 2; F. H. Hamilton's br m Rapid Queen, 3; T. H. Hunt's ch m Althea, fell.

No. 3. Purse $125, of which $25 to second and $15 to third; weight for age; winners at this meeting 10 pounds extra; heats, 2 in 3; five furlongs:

J. P. Dawes' ch g Red Monk, 1; W. McBride's br g Bonnisfield, 2; Mr. Melton's gr g Felix, 3; N. Foley's br g Hoffman, 4.

No. 4. Consolidation handicap hurdle race; one mile; over four hurdles; top weight, 160 lbs.

Hugh McGee's b. m. Dianthus, 1; A. E. Penniston's ch. g. Rapid Star, 2; N. Foley's br. g. Hoffman, 3; T. H. Hunt's ch. m. Althea, fell.

AT SARATOGA.

Saratoga, N. Y., August 16. — The Saratoga Racing Association had fine weather, a good track and a large attendance again on Saturday. Summary:

First race, maidens, 2-years-olds, 5 furlongs—Gibraltar, 1; Sir Gwaine, 2; Pendoran, 3. Time, 1.03. Corelli, Dinsmore, Inverray III. and Jack Dandy also ran. Hewitt, the rider of Jack Dandy was suspended one day and fined $50 for jostling Bendoran and Dinsmore.

Second race, 3 years old and up, selling one mile—James Monroe, 1; Ace, 2; Maserine, 3. Time, 1.44. Mohawk Prince and King Michael also ran.

Third race, six furlongs—Clifford and Hastings ran a dead heat; Semper Ego 3. Time 1.14. Stake divided.

Fourth race, handicap, for three-year olds and up, 1 1-16 miles.—Havoc, 1; Ben Holliday, 2; Ulysses, 3. Time, 1.49¾.

Fifth race, three year olds and up, selling, five furlongs—Xmas Boy, 1; Midnight, 2; Dumbarton, 3. Time, 1.02¾. Tarbarin, Hurl and Purple Jacket also ran.

Sixth race, handicap steeplechase, 4 year olds and upwards, about 2½ miles—Royal Scarlet, 1; Beaumont, 2; Decappoo, 3. Time, 6.15. Lion Heart and Saymara fell.

** ** **

BASEBALL.

EASTERN LEAGUE.

Syracuse, N.Y., August 16.—Syracuse and Montreal broke even on Saturday and Sunday, the Stars winning the Sunday, and the Canadians the Saturday game. In the first game Syracuse could not find Yerick at any stage, while Lampe was bit hard. He was replaced by Malarkey in the fifth, after which Montreal made not a hit. Score:

	R.	H.	E.
Syracuse	0	1	0
Montreal	0	1	0

Batteries—Lampe, Mularkey and Ryan; Yerrick and McNamara. Umpire Swartwood.

In Sunday's game Willis and Becker fought out a pitcher's battle, keeping the few hits well scattered. Willis won his own game by a corking two-bagger, bringing in Ryan after two were out in the second. Three successive singles and an error in the fifth netted two more runs. Bannon and Dooley were the only visitors to reach second. Score:

	R.	H.	E.
Syracuse	1	0	2
Montreal	0	0	0

Batteries—Willis and Ryan; Becker and McNamara. Umpire, Swartwood.

Buffalo, N.Y., August 16.— Toronto again leads the Eastern League, although during the early part of Sunday's game it looked as if the Bisons were about to take another fall out of the Canadians. There were about 5000 people present at the game. Score:

	R.	H.	E.
Buffalo	4	9	3
Toronto	10	11	1

Batteries—McPartland and Urquhart; Staley, Gaston and Casey.

Saturday's score was:

	R.	H.	E.
Buffalo	5	11	1
Toronto	3	6	2

Batteries—Grey and Urquhart; Norton and Casey.

Wilkesbarre, Pa., August 16.— The game between Wilkesbarre and Scranton Saturday was interesting enough up to the eighth innings, when the visitors went to pieces. Five errors and Atherton's timely two bagger netted the home team seven runs. The miners could not overcome this lead. John L. Sullivan umpired and gave satisfaction. Score:

	R.	H.	E.
Wilkesbarre	7	8	4
Scranton	2	5	1

Batteries—Wellner and Diggins; Gillon and Boyd.

Providence, August 16.—Mains was a puzzle to Providence batsmen and held them down to four hits and no runs to-day. Hodson pitched great ball for Providence. Score:

	R.	H.	E.
Springfield	1	6	1
Providence	3	6	2

Batteries—Hodson and Coogan; Mains and Nichols.

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Providence, R. I., August 16—Providence won from Springfield by a narrow margin at Rocky Point yesteaday. Score:

	R.	H.	E.
Providence	6	11	1
Springfield	5	7	0

Batteries—Braun and Dixon; Korwan and Duncan.

STANDING OF THE CLUBS.

Club.	Won.	Lost.	Per cent.
Toronto	56	38	.608
Buffalo	59	39	.602
Syracuse	57	40	.587
Springfield	50	38	.568
Providence	47	43	.510
Scranton	39	45	.464
Montreal	31	49	.344
Wilkesbarre	25	63	.287

NATIONAL LEAGUE.

Philadelphia, Pa., August 16.—Baltimore made it three straight on Saturday, but only after one of the most exciting contests seen on the local grounds this season. Score:

	R.	H.	E.
Philadelphia	10	14	3
Baltimore	13	20	4

Batteries—Orth and McFarland; Hoffer and Clarke.

Washington, D. C., August 16.—Brooklyn could not hit Mercer, while Dunn was an easy proposition for the Senators on Saturday. Score:

	R.	H.	E.
Washington	7	12	2
Brooklyn	4	11	4

Batteries—Mercer and Farrell; Dunn and Smith.

New York, August 16—Rusie held the leaders down to one hit up to the eighth inning, and Saturday's game, when four hits, assisted by errors, gave them two runs. Score:

	R.	H.	E.
New York	6	10	4
Boston	0	4	7

Batteries—Rusie and Warner; Lewis and Bergen.

Cincinnati, Ohio, August 16—It took ten innings to decide the game between the Reds and Colts on Saturday, and then the Colts won. On Sunday, the Reds won. Score of Saturday's game:

	R.	H.	E.
Cincinnati	9	13	4
Chicago	10	14	4

Batteries—Erhet, Teaman and Peitz; Thornton and Donohue.

Sunday's score:

	R.	H.	E.
Cincinnati	3	10	1
Chicago	2	5	2

Batteries—Rhines and Vaughn; Briggs and Kittridge.

Cleveland, O., August 16. — Cleveland lost on Saturday and won on Sunday. Saturday's score:

	R.	H.	E.
Cleveland	5	10	1
St. Louis	10	14	1

Batteries—Brown, Young and Zimmer; Coleman, Donohue and Douglas.

Sunday's score:

	R.	H.	E.
Cleveland	13	20	3
St. Louis	3	11	7

Batteries—Powell and Zimmer; Lucid and Douglass.

Pittsburg, Pa., August 16.—The game on Saturday was won in the eighth inning by the good batting of the home team. Score:

	R.	H.	E.
Pittsburg	6	13	3
Louisville	2	9	3

Batteries—Killen and Sugden; Hill and Wilson.

STANDING OF THE CLUBS.

Club.	Won.	Lost.	Per cent
Boston	64	39	.620
Baltimore	60	39	.607
Cincinnati	58	38	.604
New York	54	38	.600
Cleveland	49	44	.526
Chicago	47	49	.485
Pittsburg	42	48	.454
Louisville	42	48	.442
Philadelphia	43	48	.442
Brooklyn	38	48	.413
Washington	37	55	.402
St. Louis	26	71	.268

** ** **

CRICKET.

MONTREAL VS. McGILL.

Saturday's cricket match between Montreal and McGill resulted in a fairly easy win for the former. The game was played on the M.A.A.A. grounds, and quite a number of spectators were present. McGill's fielding was loose, and largely contributed to the result. The series now stands with two wins for both Montreal and McGill.

The score of Saturday's game: Montreal 169, McGill 65. C. B. Philpot were the only two who attained double figures. Bowmer's 27 being well put together. Montreal, J. J. Boyle's 73 not out, A. Browning's 62 were the features

Montreal "Star"

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BIRTHS.

HAGGERTY—On Sunday, the 15th inst., at 856 st. Hypolite street, the wife of William Haggerty, of a daughter.

BURK—In this city, on the 14th inst., the wife of M. V. Burk, of a daughter. Sherbrooke papers please copy.

La MOTHE—At Montreal, on the 15th August, at No. 23 Guilbault street, Mrs. Charles La Mothe, of a daughter. 190 2

THOMSON—At 156 Cote St. Antoine road, Westmount, on Sunday, the 8th August, the wife of Robert Thomson, of a daughter. 189 2

BROWN—At South Rawdon, N. S., Aug. 9, to Mr. and Mrs. Alfonso Brown, a daughter.*

BOEHMER—On Saturday, August 7, at Hamilton, the wife of Fred. Boehmer, of a daughter.*

CONROD—At Upper La Have, N.S., Aug. 8, to the wife of Joseph Conrod, a son.*

DONCASTER—At Oxford, N. S., July 25 to Mr. and Mrs. J. A. Doncaster, a daughter.*

GORDON-SMITH—At Montclair, N. J. July 24, to Mr. and Mrs. Fred. Gordon-Smith, a daughter.*

GAGE—On August 9th, at Bartonville, Ont., the wife of Frank D. Gage, of a son.*

HENRY—At Shubenacadie, N.S., July 17, to Mr. and Mrs. Blanchard Henry, a son.*

KNOWLES—At Windsor, N.S., August 9, to Mr. and Mrs. Philip Knowles, a son.*

McNEIL—At Millview, N.S., Aug. 8, to Mr. and Mrs. Alex. McNeil, a daughter.*

SMITH—June 30, to Mr. and Mrs. Wm. Smith, of Fenwick, N. S., a daughter.*

MARRIAGES.

ROUGH-BELISLE—At the Balmoral Hotel, Montreal, Que., on Saturday, 14th August, 1897, by the Rev. Thomas Harris, Robert Weir Rough, son of the late Alexander Rough, to Marie Anne Bachelle Belisle, second daughter of Henry Belisle, all of this city. 190 2

BACON-BACON—On the 31st July, at St. Luke's Church, West Norwood, London, England, by the Right Rev. Geo. Thornhe, D.D., Lord Bishop of Algoma, assisted by the Rev. A. G. P. Baines, Frederic John Abney Bacon to Marion Elizabeth Bacon, both of Montreal, Canada.

BULLEN-RAMSAY—On the 11th inst., at Eastwood, Ont., Annie Ramsay, daughter of the late Frederick Broughton, to Charles F. Bullen.*

COOPER-GOODWIN—In Springhill, N.S., August 10th, Carl Cooper to Leota Goodwin.*

DERAGON-DION—At Danby Que., on the 9th August, 1897, George Alphonse Deragon to Victoria, daughter of Octave Dion.*

GIBSON-CODD — At Trinity Church, Frankford, Ont., on August 11th, 1897, James Edward Gibson, son of the late Dr. Gibson, of Packingham, Ont., to Helena, youngest daughter of the Rev. Francis Codd. 189 2

KELLEY-RAMSAY—On the 11th inst., at Hamilton, Katie, eldest daughter of J. C. Ramsay, to Dr. Charles I. Kelley.*

McCALLUM-ROSS—At Forest Glen, N.S., July 14, Thomas McCallum to Jessie Ross.*

NEVILLE-BEACH—At Warden, Que., on the 4th August, 1897, Mr. Albert Neville to Miss Agnes M. Beach.*

PATTERSON-FRIZZEL—At Halifax, Aug. 11, Frank Patterson to Miss Emma Frizzel.*

ROSS-FRASER—At New Glasgow, N. S., July 31, Daniel S. Ross to Mary Fraser.*

SMITH-VEINOT—At West Northfield, N. S., August 2, John Smith and Grace Beatrice Veinot.*

SMITH-SMITH—At Truro, N.S., July 28, Rev. W. H. Smith to Susan Bayliss Smith.*

DEATHS.

COLBECK—On the 14th inst., at 490 Albert street, Montreal, Ada, the beloved daughter of Joseph and Ann Colbeck, aged 19 years, 6 months and 19 days, a native of Batley, Yorkshire, England. Funeral from the above address on Tuesday, the 17th inst., at 2.30 p.m., to Mount Royal Cemetery. Friends and acquaintances respectfully invited to attend.

HUMPHREYS—In this city, on Sunday, August 15th, John Harold Marshall Humphreys, aged 4 months and 7 days. Funeral private.

KINGSTONE—In this city, on the 15th inst., at 894 Bourgeois street, Frederic John, eldest son of the late Edward Kingstone, chief train despatcher of the G. T. R., aged 19 years and 8 months. Funeral on Tuesday, August 17th, at 2.30 p.m. to Grace Church, thence to Mount Royal Cemetery. Friends and acquaintances please accept this intimation. 190 2

LEWIS—On the 15th August, Mrs. Henry Lewis, aged 70 years and 3 months. Funeral on Tuesday afternoon at 2.30, from 807 Dorchester street. Friends and acquaintances respectfully invited to attend.

RIDGE—On the 16th inst., at his residence, 87 Victoria street, Montreal, Frederick Preston Rubidge, in his 52nd year, for 30 years architect of the Public Works Department, Ottawa. Funeral private.

SIMMONS—At the Royal Victoria Hospital, on August 14, Mary Lydia Simmons. Funeral on Monday, at 7.30 a. m., from her late residence, 34 St. Lawrence street, to St. Patrick's church and thence to Cote des Neiges Cemetery. Ottawa, Toronto and Hamilton papers please copy.

BETTS—At New Glasgow, N. S., August 8, John Betts, aged 83.*

CLIFF—On August 9th, 1897, at London, Ont., Alfred S. Cliff, in his 56th year.*

CURRY—At Shenacadie, C. B., July 21st, Mrs. D. D. Curry, of Whitney Pier, Sydney, aged 28.*

FULTON — At Cambridge, Mass., July 16, Dugald McE. Fulton, aged 20 years and 2 months, second son of Captain Allan and Margaret Fulton.*

FOLEY—On August 11th, at Hamilton, Timothy Foley, aged 47.*

GEGGIE—At Halifax, August 10th, John Geggie, aged 62.*

GILFOY—At Barrigan Cove, Halifax Co., N.S., July 2nd, Seymour Gilfoy, aged 27 years.*

JENKINSON—On August 9th, at St. John, N.B., Janet, widow of the late Joseph Jenkinson, in the 85th year of her age.*

JONES—At Hatley, Que., August 1st, 1897, John M. Jones, aged 75 years.*

LAVELL — At Thousand Island Park, Ont., on August 6, Charles Lavell, aged 7 years, son of J. R. Lavell.*

LIGHT — In Kingston, on August 7th, Ann Lavinia, wife of Richard H. Light, aged 86 years.*

MAYO—In Hamilton, on August 10, 1897 Margaret Louise Jane, wife of William Mayo, aged 44.*

MARSHALL—At Dumfrieshire, Eng., on July 28, Richard Marshall, aged 84 years.*

MCKING—On the 8th August, at No. Washington avenue, Toronto, Maria ...ber, wife of George Milmine McMick..., M.D., aged 72 years.*

...RY—At North-East Harbor, N.S., on ...16th June, 1897, Alice, wife of Cap... Alexander Perry, aged 78 years.*

...ITT—In Oshawa, Ont., on August ... Herbert John, son of Thomas Pol... aged 13 years and 8 months.*

...UT—In Sylhet, Assam, on the 18th ...ly, Pendarves Bailey Ridout, aged ...second son of Lieut.-Col. J. Bram...ridout, A.

...—Drowned in North-West Arm, ...r. August 4th, Joseph D. Scott, ...42 years, eldest son of Lavinia ...he late W. J. Scott.*

...At Liverpool, N.S., August 11th, ...Sanderson, widow of Jabish Snow, ...5 years.*

...—At Sault Ste. Marie, Ont., on ...6th, 1897, Rev. William Shan...ely of 109 Major street, Toronto, ...77th year.*

...—At Barton, Ont., on August ...nerie A., only daughter of O. H. ...nale A. Webber, aged 15 years ...months.*

...—In Tyrone, Ont., August 8th, ...n Welch, aged 75 years.*

Additional Births, Marriages and ...see page 5.

PERSONAL.

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WRITE FOR CATALOGUE.

James A. Ogilvy & Sons, The Largest Exclusive Dry Goods Store in Canada.
St. Catherine and Mountain Streets. 190 1

A Good Start For the Eighth Year.

We wound up our seventh year in business with a very successful anniversary sale. We are well pleased with our seven years' progress. At the solicitation of many who called on us last week and for the benefit of those who failed to call, we have decided to start out our first year with another week of this Anniversary Sale. The price-littleness that brought so many economists last week will be even more interesting. Even at this store—Economy's Center—reliable goods cannot always be so abnormally priced. Trade incidents have helped. From the short-sighted immediate dollars-and-cents standpoint we'd be gainers to sell at full values. But that would put us in the old-fogey line. Every merchandise advantage we get is for Our Public's Sharing. Here are just a few brief notes of the low-price news that will make quick selling this first week in our eighth business year. These prices are for cash purchases only, of course.

Belts and Buckles.
Just one of those little details that add so much to the effect of a costume and cost so little here. Buckles worth from 25c to 30c for 5c each; Tinsel Belts worth 60c for 19c.

Gloves.
A well gloved woman is a well dressed woman. Doesn't cost much at our prices. Silk, Taffeta and Cashmere Gloves, worth from 10c to 35c a pair, for half price.

Veilings.
Veilings in all the latest fads and colors, worth from 15c to 50c pair, now at half price.

Laces.
A basket overflowing with them. Worth from 5c to 65c. Half price should empty the basket quickly.

Umbrellas & Sunshades
Wish we could always give such values as these—or would wish it if makers could exist by selling goods so cheap. Umbrellas and parasols worth 50c to $5.00. Selling this week at half price.

Hosiery.
Broken assortment of sizes of Infants' Socks, Children's and Ladies' Stockings, worth 19c to 67c for half price. All other lines, less 20 per cent.

Curtains.
Lace Curtains, Curtain Materials, Cretonnes, Denims and Art Muslins to be cleared at 20 per cent. discount.

Boys' Suits and Blouses.
It's only a balance of our stock which we wish to clear out. They are worth from 45c to $6.00. Half price buys any of them. The best we have for $3.00.

Ladies' Blouses.
Two tables overflowing with the latest styles in blouses worth from 75c to $1.50. We wish to clear off both tables quickly. One third the price makes them yours.

Dress Goods
Such selling of Dress Goods! Newness, richness and goodness of fabrics will not let our stock stay long on our counters. To-day's news will carry a lot of these fabrics away. We have a lot of colored Woollen Dress Goods in which the color assortment is not quite complete, worth from 25c to $1.00 for half price.
Black Figured Lustre, worth 50c and 55c for 25c a yard. A lot of Black Figured Soleils worth 50c and 35c for 25c a yard. Real Scotch Tartans, 42 inches wide, all wool, at 48c a yard.

Underwear
All lines of Ladies', Men's and Children's Underwear, less 20 per cent.

White Shirts
Shirt selling that seems impossible—but is only possible under certain conditions. We haven't got a size 15 in stock. If you wear any other size of shirt you can have one worth a dollar now, for 54cts.

Cotton Dress Goods
A large table of wash fabrics, worth from 15c to 35c a yard, all at 9c a yard.
Another table including Muslins and Silver Silks worth 30 cts., for 12 1-2c a yard.
A large lot of fast color Prints, worth 10c to 14c, for 6 1-2c a yard.

Linens
A table of Remnants, Table Cloths, Napkins, etc. These are slightly imperfect, so we are selling them at one third regular prices. For this week we take off an extra 20 per cent.

Towels
Turkish Towels, 22 1-2x45 inches, for 25 cts. each. You never bought such a quality of towel at such a low price.

Quilts.
This lot includes several handsome "Satin" Quilts worth from $4.00 to $6.50, less 20 per cent. during this week.

Pillow Cottons & Sheetings
Pillow Cottons worth 12c to 25c a yard, and Sheetings worth 18c to 65c a yard, during this week less 15 per cent.

Flannelettes.
Flannelettes worth from 12c to 25c a yard, for 10c, 12 1-2c and 15c a yard.

Embroideries.
Flannel and Flannelette Embroideries for trimming underwear, worth from 5c to 25c a yard, now at half price.

Store Closes at One O'clock Saturdays.
Mail orders will receive prompt and careful attention.
HAYCOCK & DUDGEON, 2401-3 St. Catherine St.
190 11

REMEMBER THIS NAME. Famous Bed Bug, Roach, Beetle, Rat and Mice Killer. In tins 25c, 50c and $1.00. Money returned if it does not clear your house. I have no agents selling this. Sold only at 71 MAIN STREET. 190 sty 2eod

Little Furniture Prices. Big Price Discounts.
There is no furniture dealer in the city who can give you just such money saving bargains as we are offering now. Any article you buy of us this month will have at least 25 per cent. taken off the price. We'll store the furniture, too, until you are ready to use it. Call round and see how easy we make it for you to help clear out our stock.
Renaud, King & Patterson,
Artistic Furniture House,
652 CRAIG STREET.
190 11

Your Skirt
Always hangs nicely and the bottom is well protected when bound
. . . WITH . . .
The "Lip" and "Tube" Bias Dress Bindings
They will outwear the skirt. Worth's latest French skirt pattern free with every purchase.
190 11

SHOT HIMSELF.

(Special to the Star.)

Winnipeg, August 16.— Mr. Gilbert a well known literary man of New Brunswick, who has been travelling with Artist Glover of the London Graphic, accidentally shot himself, dying in a few hours. The accident occurred at Lac Seul.

AN ITALIAN STATESMAN DEAD.

Rome, August 16.—Senator G. Costa Minister of Justice, is dead. Shortly before he expired he sent a touching death-bed telegram of farewell to King Humbert.

The Marquis Di Rudini, the Premier, will temporarily assume the portfolio.

MAY BE PRESIDENT.

A Montrealer's Chances on the Fitchburg Railway.

Boston, August 16. — One of the most important matters which the directors of the Fitchburg Railroad will probably consider at their meeting tomorrow will be the choice of a president to succeed President Henry S. Marcy, recently deceased, whose place is being temporarily filled by Mr. Robert Codman. It is not unlikely that one of two prominent officials of the road will be promoted to the responsible position, W. P. Ewing, the general superintendent, or J. P. Watson, the general passenger agent.

J. R. Watson was born in Montreal in November, 1843, and entered the railroad service as a clerk in the general freight office of the Central Vermont Railroad at St. Albans, Vt., in January, 1870. He next became superintendent of the Vermont Iron & Car Company, commercial agent of the Atchison, Topeka and Santa Fe Railroad, and then general agent of the same road at Chicago. He next became the New England passenger agent of the Canada Southern Railway, from which position he came to the Fitchburg Railroad as general passenger agent on Feb. 1, 1883.

Mr. Watson's connection with the Fitchburg has been much the longest, and his experience with the business of that road is probably second to that of no man in its employ. He has the confidence and esteem of his associates, and if he should be promoted to the highest office in the gift of the trustees he would undoubtedly have the hearty co-operation of all in assisting him to attain the highest results.

A MONTREALER DROWNED.

(Special to the Star.)

Moncton, N. B., August 16.— Hugh Stewart and Fred Williams were drowned by the capsizing of a yacht in a squall while crossing from the beach to the mainland at a point twelve miles from Richibucto on Saturday. Their bodies have not yet been recovered. Two other occupants, brothers of Stewart, clung to the bottom of the boat till rescued. Williams was a native of Montreal and married. He was a nephew of Rev. Father Pattenaude and overseer of his farms.

PARISIAN'S VOYAGE

A Member of Parliament's Sketch.

THE EMINENT SCIENTISTS ON BOARD

The following account of the voyage of the Parisian, with such a distinguished party of scientists on board, was written for the Star by an English Member of Parliament, who is also a member of the British Association:

Some time before the Parisian came alongside the landing stage at Liverpool, passengers from different parts of the world were exchanging greetings and making acquaintance with those who were booked for the British Association meeting at Toronto, and the Medical Association at Montreal. The new arrangement whereby the large liners are boarded direct from the stage was a great convenience to the crowd of passengers, and especially to those who came direct from London by the train which landed them on to the stage itself. The bustle was more than usual as the accommodation of the ship was tried to its fullest extent, later comers having to accept their berths in the second class, where the skill of the ship's carpenter had been called into play to improvise state-rooms with thin deal boards and paper. Soon after five the Parisian turned her head down the stream, carrying with her the same hot, close atmosphere which had prevailed on land for some days previously, but having cleared the channel; and dinner, rather late and somewhat overcrowded, being over, all soon settled down to their places and in a smooth sea and a fresh breeze, were well off the Isle of Man before bedtime. A fine morning and an interesting peep into Lough Foyle to catch the mails and the latest passengers at Moville, was the final adieu to land, and having posted the last letters and received the last messages, the ship's company began to look round on itself and make its dispositions for the voyage.

The published list of passengers showed 255 persons in the first-class. The second and steerage were also fairly full, but it was the quality and not the quantity of passengers which deserves remark. The president of the Royal Society, the president-elect of the B. A., meeting at Toronto, a number of Fellows of the Royal Society, three bishops, numerous professors, and a quantity of others who might be called nice people, formed an assembly, which promised well for the pleasure and interest of the voyage and as many of the savants were either known to each other personally or by reputation; and the prospect of a week's further companionship on shore was to follow, it was much more worth while than usual on shipboard that all friendly relations possible should be encouraged to their fullest extent. It is not often that one ship contains so much accumulated knowledge, and although the world would still go round if the ship and cargo had gone to the bottom, there would have been a large and awkward vacancy in the work of the meeting at Toronto, should such an event have happened.

Short sketches of individuals might be multiplied to almost any extent, and groups such as Lord Lister, Sir John Evans, a Canadian Bishop in deep conference leaning over the rails of the upper deck are very suggestive for speculative writing.

A few individuals, however, deserve a word of recognition, none more so than the Lord Bishop of Qu'Appelle, whose genial good humor and pleasant stories of North-Western life made him an acceptable addition to any company. The typical German botanist, stout and gray, and jolly, bestowing his imperfect English indiscriminately on all who came near him, the redoubtable hunter H. C. Selous, who was on his way to bag a couple or so of Wapiti in the North-West, after the meeting discoursed freely of African wilds and the prospects of Matabele land, and gave a recital in the saloon; a fine young Canadian volunteer returning from the Jubilee to his home in Nova Scotia; the newly-made Lord Lister and his daughter, with her single sight short old telescope in her hand; the treasurer Rinker of the B.A., bright, sharp, definite and clever, knowing and known of everybody; the dissenting parson of scientific taste sent by his people for a holiday; explorers from New Guinea and the Malay Archipelago; a hard-headed Scotch Presbyterian lumberman full of good stories and experiences; an authority on earthquakes who will lecture during the meeting, but where it is to be feared his best smoke room stories will not have the chance of being heard, the man who represents the mint and to whom it is possible to express forcible opinions as to the folly of having four shilling pieces in circulation, and any other grumble which at other times would never reach the authorities interested. Professor Hardman also must not be forgotten, seeing he has been robbing the whales of their food ever since the ship sailed by passing a stream of salt water through a fine muslin sieve, and obtaining a sort of slobber which, through his microscope, is seen to be a mass of wonderful crustaceans with unpronounceable names.

The typical English girl is not wanting, a Lancashire lass half a head taller than many men, well built, honest, unveiled, freckled face with naval cap, which can scarcely keep in control her curly bronze hair, she is found in sympathetic activity when the gentle roll of the ship has laid most of the ladies to passive rest, and is ready for a needle race or a dance as chance may offer. The American girl is also here, light hair blue eyes, and full of pleasant talk to a few of the younger men who find it difficult to allow her to read stupid books in such lively and brilliant surroundings. The occupations of the day are varied as the company, there has been much writing of papers, working up sketches, translating German into English, reading up Canadian history of different kinds, while a standard business has been the anthropometrical branch which has been busy taking the dimensions of the heads of everybody. In this list the head of the lumbermen from Canada took the palm until Professor Thomson and Sir Robt. Robertson, of Chiltral fame came up a fraction higher.

The smoke room, often crowded much beyond its sitting accommodation, is a centre for those who take an interest in whiskey poker and dignitaries of high ranks in the world's esteem call in for a short pipe and "Bye" before bedtime or perchance a "Manhattan" before dinner and find that their ecarnade is not needed on behalf of many lesser lights. Amusements such as rope quoits and deck shuffle have attained a considerable importance by the skill and patronage of eminent men, while the tug-of-war between the sections of the association has been organized and partially carried out on an extensive scale. Professor Robertson, of Ontario, gave a capital discourse on Canada and the points likely to interest the visitors, and on Thursday evening a successful con-

THE RIGHT HON. LORD LISTER, President of the Royal Society.

cert with short speeches was given in the saloon.

The voyage has been exceptionally fine, many who came on board full of gloomy anticipations having "never missed a meal" as it is usually phrased. The climax of interest arrived when the icebergs appeared on Wednesday, and ploughing through them came a large school of bottle-nosed whales.

The still water of the Gulf brought out every individual on deck, and with a clear sky, bright sunshine, and in excellent health and spirits, the Parisian's contingent of the British Association are looking forward to a happy time with their near kinsfolk in the great colony, which now, as in the past, has always testified its abounding love and affection for the Old Country.

LORD LISTER

Among the Distinguished Guests at the Windsor.

Lord Lister, the distinguished English physician and scientist, accompanied by the Hon. A. Lister and the Hon. Misses Lister, arrived in town by the R.M.S. Parisian on Saturday afternoon, and proceeded to the Windsor Hotel, where apartments had been engaged for them.

His Lordship is on his way to Toronto to attend the annual meeting of the British Association for the Advancement of Science, but will return to this city for the annual meeting of the British Medical Association, of which he is a member. Lord Lister is to be asked to-day by the Governors of the Montreal General Hospital to lay the corner stone of the new Nurses' Home during his stay in this city. He will, in all probability, accept the invitation. His Lordship enjoys the distinction of being the first physician in the United Kingdom to be raised to the Peerage by Her Majesty.....Sir John Evans, K.C.B., president of the British Association, and Lady Evans, were also passengers on the Parisian.

Like nearly all the other English arrivals, they will proceed to Toronto to-morrow to take part in the annual meeting of the Association.

BISHOPS RETURNING.

The Lord Bishop of Qu'Appelle, who, with Mrs. Grisdale, Miss Grisdale and Miss Cowley, have been in England since May last, was among the arrivals in town on Saturday by the steamer Parisian. They leave town to-day for the West, going part of the way by boat to Winnipeg.

The Lord Bishop of Quebec, who has been attending the Jubilee and the Lambeth Conference, arrived home on Saturday by the Parisian, accompanied by Mrs. Dunn. The Lord Bishop of Algoma was also a passenger on the same steamer.

If you want to make your hair grow, use Luby's. Only 50c a bottle.

Special Notice.
CAPITAL PRIZE.
Value: $2000.00.

At the drawing of 11th August, of the "Society of Arts of Canada," the capital prize, (value, $2000.00) has been won by Mr. Napoleon Normand, of Three Rivers.

At the same drawing, Mr. N. Girard, butcher, 257 Champlain, Montreal, has won a prize worth $120.00. Mr. L. Ross Rabold, 1825 Notre Dame, a prize worth $50.00, and Mr. George Aime Tremblay, 7 Water, also a prize worth $50.00. 190 2

The disciples of Izaak Walton will find a few fine first-class Lance Wood Fishing Rods at J. Eveleigh & Co.'s Store, 245 St. James street. They are being sold at a sacrifice to clear. Now is your time to get a good rod cheap. 190 3 Saw

HOW IT WAS REPORTED.

The "Star's" Most Complete Arrangements for Giving the Earliest News.

(Special to the Star.)

Pointe Claire, Que., Aug. 16. — The arrangements made for the purpose of reporting and bulletining the yacht races for the Star were the most complete in the history of yacht racing on the continent, and ensured that every movement of the boats would be known with the most precise accuracy. For the purpose of reporting the races, the yacht Gertrude, with yachting writers on board, followed the yachts at such a distance that the reporters could see every movement of the racers.

The reporters recorded every move as it occurred, and every tack and gibe was on paper a second after it had taken place. Two despatch boats, smart and speedy, followed in the wake of the Gertrude, and carried the reporters' copy away as soon as it was ready to one of the many cable stations in the lake.

Barges were moored in the lake outside the course. Cables from the shore ran to these barges, and telegraph instruments with expert operators were on board. These cables were directly connected to instruments in the Star office and the news was received promptly. The New York World, for Greater New York, and the Boston Herald, for Boston, secured from the Star the exclusive use of these reports in the two great cities.

The launches carried the accounts of the race to either of these barges and the story was immediately despatched to the Star office. For the purpose of bulletining the movements of the yachts, reporters were stationed on board the barges and, watching every movement, immediately telegraphed to the Star.

In addition, a telegraph station was established in the old stone mill on Convent Point, and from there an excellent view of the race was obtained, and the reporter here sent bulletins of the progress of the race.

In addition to the usual written bulletins at the Star office, there was an illustrated bulletin which indicated the distance the boats had traveled and their relative positions.

A canvas scene was drawn across the whole front of the Star building. This was painted to represent water and on this two models, almost perfect in detail, of the Glencairn II and Momo had been placed.

As they progressed the models moved along the screen and the exact positions were maintained by the bulletin yachts in the real yachts on Lake St. Louis. The course was drawn on the scale of 12 miles to the length of the canvas and it was possible at all times to see how far the racers had gone and their relative positions to each other.

Mr. H. G. McVey, the renowned yachting expert, telegraphs to the American papers as follows:

"The Montreal Star has shown great enterprise, and, so far as newspapers go, holds all the strong places. It has two barges anchored out in the lake with a cable running to each, with direct wires into its offices in Montreal. Besides this the Star has the exclusive right to the high tower on the convent grounds at Pointe Claire.

"H. G. McVEY."

AT THE WINDSOR.

LIST OF ARRIVALS SINCE SATURDAY EVENING.

Mr. and Mrs. Carey Foster, London; Lord Lister, the Hon. Arthur Lister, the Hon. Miss Lister and the Hon. Miss G. Lister, London; Professor Oliver Lodge, Liverpool; Mr. W. G. Walker, Westminster; Mr. Jno. Milne, London; Mr. Ernest Ratcliffe and wife, Wolverhampton; Mr. C. Scott Keddie, London; Mr. W. Cook, Ottawa; Prof. Beare, London; Dr. Hugh Robert Mill and wife, London; Prof. Meldola, London; Dr. Lewis Shore, Cambridge; Mr. Charles W. Darbishire, North Wales; Mr. W. Channell, Leeds; Mr. J. Vincent Jones, Cardiff; Mr. Herbert McLeod, Cooper's Hill, Staines; Mr. A. C. Haddon, Cambridge; Mr. T. Hudson Beare and wife, London; Mr. A. R. Forsythe, Cambridge; Mr. W. Hayes, Dublin; Rev. A. Thursby-Pelham, B. Thursby-Pelham, Dublin; Rev. T. S. Lindsay, Dublin; Miss Lindsay and Miss M. Casey, Dublin; Sir William Turner, Edinburgh; Dr. Logan Turner, Edinburgh; Mr. and Mrs. Chesterman, Edinburgh; Miss Chesterman, Edinburgh; Dr. W. T. Blenmord, London; Mr. Ry. Higgs, London; Mr. Lewis Carman, Oxford; Prof. and Mrs. Ramsay, London; Miss and Master Ramsay, London; Prof. and Mrs. M. Foster, Cambridge; Prof. and Mrs. Waller, London, Eng.; Miss F. A. Welby, London, Eng.; Mr. and Mrs. E. J. Ravenstein, London; Mr. and Mrs. Augustus Kempson, Eastborne; Messrs. J. Jewel and W. Horne, London; Mr. W. E. Vine, London; Mr. and Mrs. H. E. Beddington, Miss Beddington and maid, and Master Beddington, England; Mr. C. P. Nicholson and wife, Rochester; Miss Carrie J. Williams, Cobourg; Miss Ingraham, Boston; Mr. H. O. Hurst, Baltimore, Mr. John E. Hurst, jr., Baltimore; Mr. C. V. Boys and wife, London; Mrs. Robert Austen, Royce; Mr. Robert Austen, Royce; Mr. and Mrs. W. Heaton, Nottingham; Mr. W. S. Farncomb, Eastbourne; Mr. S. P. Thompson, London; Mr. Charles Hawksley and wife, London; Hon. Sir Charles Fremantle, London; Mr. J. A. Ewing, Cambridge; Dr. D. P. S. Stebbing, London; Mr. E. Hingston and wife, Bristol; Sir John and Lady Evans, London; Mr. and Mrs. Cooke, Hong Kong; Mr. and Miss Deacon, Westminster; Mr. J. Midwood, Shanghai; Mr. Ed. Taylor, London; Miss A. Birley, London; Miss F. Copland, London; Prof. Ewing, London; Dr. and Mrs. R. H. Mill, London; Mr. L. F. Vernon Harcourt, Queen Anne's Gate, Westminster; Miss Campbell, London; Mr. G. E. Moberly; Miss Frances A. Welby, London; Mr. W. R. White, London; Mr. G. S. Robertson London; Mr. Henry O. Forbes, Liverpool; Mr. Francis Fowke, London; Mr. Geo. H. Gooderham, Toronto; Mr. Frank LeBar, Philadelphia; Mr. Charles A. Kohn, Liverpool; Mr. and Mrs. Kenard, Chicago; Mr. Fred T. Elsworthy, England; Mr. E. Sidney Hartland, England; Col. and Mrs. Bailey, of England; Mr. F. W. Frabrook, England; Miss Ella and Mamie Krendleberg, Mr. A. Butts and wife, Poughkeepsie; Mr. and Mrs. C. F. Bishop, Mr. and Mrs. H. Smith, Buffalo; Mr. A. F. Kerr, Mr. J. H. Lacelles, Mr. C. B. Lacelles, Buffalo; Mr. and Mrs. Goltman, Philadelphia; Mr. G. Bens, St. Paul; Mr. H. C. Briggs, Howell; Mr. and Mrs. Bredin, Franklyn; Miss Margaret Anderson, Philadelphia; Mr., Mrs and Miss Butzell, New York; Mr. J. M. Goldsmith, Mr. F. Ashton, Easton, Pa.; Mr. and Mrs. F. C. Tenoe, New York; Mr. and Miss Hayden, Waterbury, Miss Ward, Waterbury; Messrs. Geo. Hall, J. M. Wells, Frank Owen, Geo. E. Van Kennen, John Fraser, Ogdensburg; Mr. J. B. Stowe, Rochester; H. D. Warren, Toronto; H. C. Cunningham, Boston; Mrs. J. C. Miller, Corning, N. Y.; Miss M. J. Hudson, Chicago; Kenneth Barnhart, wife and son, Toronto; D. J. Wegg, Chicago; J. M. Hefferistein, wife and daughter, New York; A. L. Williston, E. G. Cobb, Northampton, Mass.; Mrs. Eisendrath and daughter, Chicago; E. H. Lindsay, Boston; R. H. Martin, New York; Fredor Bons, St. Hyacinthe; Geo. H. Macy, New York; Mr. and Mrs. S. T. Dauchy, Miss Dauchy, Brooklyn; E. C. Osborn and wife, New York; Marquis Ito, M. Tokioka, K. Nabesteina, Tokio, Japan; J. M. Ellsworth, C. W. Hoyt, J. C. Hoyt, J. B. Tarbell, Corning, N.Y.; O. H. Story, Boston; B. Steel, New York; D. Erskine, Ottawa; F. Lewin, Fredericton; R. K. Jones, Miss E. Caverhill Jones, St. John; Frank J. Usher and wife, Edinburgh; Lionel A. T. Johnson, Derbyshire, Eng.; B. T. A. Bell, Ottawa; Sir Charles and Lady Rivers-Wilson, London, Eng.; Sir John Swinburne and Lady Swinburne, London, Eng.; N. B. Spencer, Mrs. and Master Spencer, Ottawa; R. C. Carter, Mrs. and Miss Carter, Kingston; Herbert C. Wright, Chicago; R. C. Lazier, Belleville; Miss M. Love, J. L. Love, W. M. Begg, Toronto; Wm. E. Williams, Brooklyn; A. Gemmell, Greenock; M. S. Levy, Baltimore; Mr. and Mrs. Martin Joost, Brooklyn; Miss Hattie Frank, Ogdensburg; Miss M. Sanger, New York; Mr. Leo Frank, Ogdensburg; J. Frank, New York; Mr. and Mrs. R. C. Kirkpatrick, Prescott; R. J. Hester and wife, Worcester, Mass.; M. K. Green and wife, Boston; Miss Nellie H. Green, Boston; Thomas McMichael, Rodman, N. Y.; J. G. Millen, Buffalo; Ernest M. Lake, Leonard C. McMurray, Toronto, G. Gibson, Louvers, Belgium; Mrs. and Miss Eppes, City Point, Va., H. B. Clarke, Chicago; Chas. Pugsley and son, Mrs. Pugsley, Buffalo; Miss Johnston, Buffalo; E. Brindlast, Wymon; Heaton Ownsley, Carter H. Harrison, Mr. and Mrs. F. B. Archibald, Chicago; Mr. and Mrs. Butterworth, Moline, Ill.; Jas. B. Hill and wife, St. Louis, Mo.; Mrs. Mier, the Misses Mier, Chicago; Dr. and Mrs. Telfer, J. D. Hoor, Mrs. Hoor, Toronto; John H. Beacon, U. S. Army; Miss Annie Elsie Wing, Washington; C. H. Wickham, Hartford; R. Hicks, Miss Hicks, New York; Chs. Nave Foster and family, Dr. Von Rychevossel, Ukandudos; C. Vaudelear, Cardea, London; Dr. and Mrs. J. W. Ashworth, Manchester, C. W. Andrews, Syracuse; Geo. H. Warren, Geo. H. Wagner, Manchester; R. O. Hurst, Toronto; J. W. Woods, Ottawa; Jas. J. Hill, St. Paul; Count Trotter, London; H. C. McLeod, Halifax; Mr. and Mrs. R. J. Mackay Miss Alice Mackay, Miss Edna Mackay, Pittsburg.

RECEIVED AT McGILL.

British Scientists at the University.

ENTERTAINED AT LUNCHEON BY THE GOVERNORS.

The reception tendered to the Right Hon. Lord Lister, president of the Royal Society; Sir John Evans and other members of the British Association for the Advancement of Science, by the Board of Governors of McGill University this morning, was one of the most enjoyable functions of its kind which has ever taken place at McGill. About two hundred persons were present, including many of the leading scientists of the United Kingdom. The reception proper took place in the Peter Redpath Library, the guests being received by Vice-Principal Johnston—in the absence of the Chancellor and Principal Peterson — and the following members of the Board of Governors: Messrs. John Molson, W. C. McDonald, Hugh McLennan, George Hague, R. B. Angers and Charles Fleet, Q.C. After the formal introductions were over, the members of the party divided themselves into groups, and were conducted through the different University buildings.

The medical section was headed by Drs. Ruttan and Adami; Vice-Principal Johnston and Professor Callendar looked after the interests of the physical scientists; Professors Adams and Harrington performed a similar duty for the natural scientists, and Dean Bovey and Prof. McLeod had charge of the engineering section. After inspecting the principal buildings, the Governors and their guests repaired to the Molson Hall, where an excellent luncheon had been prepared. The chair was occupied by Mr. Hugh McLennan, the Right Hon. Lord Lister being seated on his right, and Sir John Evans, President of the British Association, on his left. After ample justice had been done the sensonable delicacies, the chairman proposed the health of the Queen which was drunk with honors. The toast of the "British Association" followed, the respondent being the Right Hon. Lord Lister. Sir John Evans then proposed the toast of "McGill University," to which Vice-Principal Johnston made an appropriate reply. At three o'clock cabs in waiting at the William Molson Hall conveyed the members of the party around the mountain.

ORDINATION AT THE GESU.

Mgr. Bruchesi held his first ordination service at the Gesu yesterday, amid the customary eclat in the presence of a large gathering. He conferred holy orders on twenty-three members of religious orders including six for the diaconate and 11 for the priesthood. The minor orders were conferred on Messrs. Barry, Bambers, Garaix, Hudon, Thuet, Chatigny, Arcand, Lebel, Desgeorges, Jean, Plante, Gras, Lemay, Colclough, Redmond, McDonnell, Bellavance, Waddell and Tessier of the Society of Jesus, and Belleresse, Gregoire and two others of the Congregation of St. Viateur. Messrs. Migneron, Lafortune, Forget and three others were raised to the office of subdeacon; and Messrs. A. Couture, Coffey, Grenier, Robichaud, Pare and Monet, of the Society of Jesus; Mr. Martel, of the Congregation of the Holy Cross, and Messrs. Brodeur, Perreault, Valiquette and Duplessis were ordained priests. The church was richly decorated for the occasion, and the Gesu choir, under Prof. Clerk, performed a well selected Mass in its usual way. After the ceremony His Grace was entertained at the college.

CITY COUNCIL TO-DAY.

The City Council is meeting this afternoon. The first three orders of the day are: To consider and adopt such measures as may be deemed desirable in connection with the arrival in Montreal of the Rt. Hon. Sir Wilfrid Laurier, G. C. M. G.; Report of Health: To give full charge of the Civic Hospital to the Medical Health Officer; To appoint a Board of Health in virtue of by-law No. 105 and amendments, and the Act 51-52, Vict. ch. 47.

WEATHER IN MANITOBA.

The weather has been very bad for the past three days in Manitoba. But messages received to-day by leading Manitoba millers from their Winnipeg offices state that the weather has turned fine and warm. It is believed that all danger of frost is now over.

ITALY'S HONOR AVENGED.

Scions of Royal Houses Cross Swords in France.

HENRI OF ORLEANS WOUNDED BY THE COUNT OF TURIN.

Abyssinian Adventures Lead to a Parisian Duel.

(Special by Cable to the Star.)

Paris, August 16.—The duel between Prince Henri of Orleans and the Count of Turin, which grew out of statements made by the Prince regarding the conduct of the Italian prisoners who were captured by King Menelek during the recent disastrous campaign in Abyssinia, took place at 5 o'clock on Sunday morning in the Bois des Marechaux, about ten miles from Paris.

The fight was a desperate one. The Prince was severely wounded, and was removed from the field hors de combat. The count was slightly wounded. The place where the meeting occurred is a favorite duelling ground. The absolute secrecy and numerous precautions observed in the arrangements succeeded in preventing any journalists from witnessing the duel, hence, all accounts are derived from the seconds or physicians. Following is the most interesting story available, compiled from information so given.

THE COUNT OF TURIN, who Avenged Italy's Honor in a Duel with Prince Henri of Orleans.

ENSURING SECRECY.

It must be explained by way of preface that the Court of Turin had insisted on one particular point. He was ready to cross swords with Prince Henri in France, but on one express condition, that not a living soul besides the principals, the seconds and the medical attendants should be present on the scene of the combat. The reason for such a course hardly requires explanation here. The Count was a stranger fighting in a foreign land. In what was regarded in many quarters as an international quarrel. The affair had attracted immense attention, and anything in the shape of a demonstration might lead to trouble. The Italian Prince even went so far as to declare that if any outsiders were permitted to witness the fight, his seconds would at once stop it, and it might be resumed in his own country. With these views Prince Henri entirely concurred; hence the extreme secrecy maintained all along. Some pains were, moreover, taken to put everybody completely off the scent, and by way of an additional precaution, the representatives of two Princes had quietly selected several spots so if any intruder was detected at one place the parties might repair to another. For some reason the place to which they would first proceed was only chosen and the hour for the meeting fixed at the last possible moment. Furthermore, in order to foil any one who might be one th lookout in the neighborhood of the hotel during the small hours of the morning, Count Leontieff removed for the night to another house and his example was followed by M. Mourichon.

AT THE BATTLE GROUND.

It was between three and four o'clock that MM. Leontieff and Mourichon proceeded in a landau to the Bois des Marechaux, whither Prince Henri drove with his medical attendant, while the Count of Turin went to the trysting place in company with his seconds. On arrival it was at once perceived to their great relief that they were secure from prying eyes, all intrusion having been successfully eluded.

Both princes were attired in the garb which appears to be de rigueur on such occasions. They were frock coats and tall hats. There was no picnic air about them. On the contrary, they looked stern and serious, and as if they meant business. The encounter after all that had occurred was bound to be no mere parade.

Henri is tall of stature, and although he is of rather slight build, he was strong, the active energetic life which he has led having considerably developed his muscles. He is an expert fencer, and on Saturday he spent some time in practice. The Count of Turin has also a manly figure. He carries his uniform well, and is an beau cavalier.

THE DUEL DESCRIBED.

No time was lost in arranging the preliminaries of the combat. A glade had been selected bounded by lofty trees. It was a convenient spot in every respect for the purpose to which it was to be adapted. It was nearly 5 o'clock when the duel began. Henri and Turin, throwing off their waistcoats, took their positions bareheaded, facing each other. It was a thrilling moment for the seconds who were to witness the encounter between the scions of the Houses of Orleans and Savoy. Each of the combatants held — the French Prince in his bare, the Italian in his gloved hand —a rapier of the pattern most in vogue in his own country, but each, as expressly stipulated, of the same length as the other. The representatives of Count Turin had shown a decided preference for the cavalry sabre, but the seconds of his adversary had objected to this, and the rapier had been finally chosen as being the fairest arm.

The fight was directed by M. Leontieff, and as soon as the word was given the principals began with a will. There were in all five encounters, and the vigor with which the attack was carried on will be easily understood when it is said that several times the duel had to be interrupted, as the principals had

COME TO CLOSE QUARTERS.

They, in fact, assailed each other with an amount of fire and fury seldom witnessed on such occasions. They were well matched. Both were in capital condition, and both were expert swordsmen. Each felt that he was fighting not only for himself but for his country's honor.

Hardly had the rapiers been crossed, when Prince Henri attacked his opponent with the utmost energy, but in a moment it was Count Turin who, assuming the offensive, thrust with great skill putting his adversary on his mettle. Eventually the Count hit the Prince in the right breast, which brought the first engagement to a close.

Doctors speedily examined the injury, but were agreed in pronouncing it so slight—the skin only having been cut —that the Prince was not impeded in any degree from resuming the combat.

The encounter which followed was carried on with even more vigor than the former one, for the antagonist attacked each other with such energy that they had presently arrived at close quarters, and "corps a corps" not being recognised or permitted, they were separated.

The third encounter was very exciting. There was a sharp struggle at close, in which the Count of Turin was slightly hurt in the right hand. Again were the doctors at work, examining the injury, though the Italian Prince maintained that it was of no importance and continually argued with them that they allow

THE FIGHT TO CONTINUE.

The fourth engagement was even more vigorously conducted than its predecessors. On both sides the attack was renewed with an amount of energy which much impressed the spectators. Prince and Count thrust and parried with lightning-like rapidity and soon the point of Prince Henri's rapier struck a button on his opponent's clothing and was turned, so that another weapon had to be substituted. Had it not been that the button was there to parry the thrust the Count of Turin must inevitably have been run through.

PRINCE HENRI WOUNDED.

The hottest of all was the fifth and final encounter. It seemed as if those which had gone before had only had the effect of exciting the fire of the combatants and so closely did they press each other that once more the engagement had to be interrupted.

Scarcely had it been resumed when Prince Henri received a wound which put an end to the duel. A thrust from his adversary's rapier caught him in the right side of the abdomen, and Count Leontieff, who have been directing the fight with the utmost attention and impartiality, brought the encounter to an end.

The Prince's injury was examined by doctors, who without the slightest hesitation, declared that it was too serious to admit of a renewal of the fight.

While his wound was being dressed, Prince Henri raised himself, and addressing Count Turin, asked to shake hands with him. The Count promptly responded, and they pressed each other's hands kindly like gallant foes, who have learned to appreciate each other. The Count soon afterward returned with his seconds to Paris, and later left for Italy. The injury to the Count's hand was very slight, and in a few days there will be little trace of it. Prince Henri, after having his wound dressed, was able to walk to his carriage, and was driven to his father's house in the Rue Jean Goujon, where he arrived at 8 o'clock. From inquiries made this morning, the impression was gained that the Prince is not in a critical condition.

MR. GREENWAY HOME.

(Special to the Star.)

Winnipeg, August 16.—Premier Greenway has returned from the south, where he went to consult with his principals in the Winnipeg and Duluth Railway scheme. Mr. Greenway refuses to give any information, but intimates that his latest railway scheme is sure to go.

Trade, Finance and Commerce.

MONTREAL WHOLESALE MARKETS.

Star Office, August 16th, 1897.

Flour—The demand is good on both local and export account at the full advance. If Saturday's advance is maintained to-day, millers will have to raise the price another 25c. We quote: Spring patents, $5 to $5.15; strong bakers', $4.65 to $4.75; winter patents, $4.30 to $4.50; straight rollers, $4.15 to $4.25; medium bakers, $4.20 to $4.25.

Mill Feed—A quiet feeling amounting almost to one of dullness rules in the market for mill feed. The feeling is one of firmness at former quotations: Manitoba bran, bags thrown in, may be had for $12, and Ontario bran in bulk, is offered freely at $11. Shorts are quotable at $12 to $13.

Meal—There is no change to note in the meal market. Rolled oats continue to be offered in wholesale quantities at $3.40 per barrel.

Grain—There was no wheat offered in Montreal on Saturday or to-day, and none offering either at Fort William or in Manitoba. 50,000 bushels of No. 1 hard sold on Friday at 90½c Fort William, which is equal to 97c Montreal. Coarse grains are neglected just now in American markets, all attention being centred for the present in wheat. We quote: Oats, 28¼c; peas, 53½c, feed barley is offered at 31c to 32c, and malting nominal at 35c to 37c. Buckwheat is firm at 41½c to 42½c, and rye, at 41c to 42c.

Provisions.— A fair volume of business is passing in pork and lard, and hams are also reported in fair demand. The market throughout is a firm one. We quote: Canada short cut mess, new pack, $15 to $16.50; bacon, per lb., 12c; hams, per lb., 12c to 14c; lard, compound, per lb., 5½c to 6c; lard, pure, per lb., 6½c to 7c.

Cheese. — The receipts this morning of French cheese by boat and rail amounted to some five thousand boxes. The price ranged from 8⅜c to 8¼c. At Cowansville on Saturday twenty-five factories offered 1469 boxes of cheese; 214 sold for 8⅜c; 545 sold for 8¼c, and 207 sold for 8⅜c. At London, Ont., eight factories offered 749 boxes colored, last half July cheese, and 850 boxes first ten days of August. Sales, 80 boxes at 8 7-16c 829 boxes at 8½c. At Canton, N. Y., sales, 2200 large cheese, 8¾c; 1000 small, 8¼c. At Watertown, N. Y., sales of cheese on the Board of Trade to-day were 7000 boxes at 8c to 8¼c; 4000 were for Montreal, and 2000 for direct export via New York. At Ogdensburg, N. Y., twenty-five lots, 2035 boxes, offered. Six hundred and fifty-four sold at 8½c.

Butter.— There are no new features to note in the condition of the butter market. A quiet feeling is reported. Finest creamery continues to command from 17c to 17¼c.

Eggs.—The export demand continues very good, 200 cases having been ordered by cable this morning. Those required by shippers bring 11c easily. For No. 1 held fresh the local trade are paying 9½ to 10c, an advance of ½c over last quotations.

Maple Products.—There is practically nothing doing in maple products. For sugar 5c is asked, with syrup offering at 4c.

Beans.— A slow market is noted for beans. For fine hand-picked mediums in car lots 60c per bushel is the top price.

Ashes.—There is little or nothing doing in ashes at the moment, and an easy tone prevails. Pots, first sorts, are quotable at $3 to $3.10, and seconds are offering at $2.80 to $2.85.

Baled Hay— For baled hay a quiet feeling was noted this morning with values unchanged. In car lots No. 1 is offered at $11.50 to $12, and No. 2 brings from $10 to $10.25.

Potatoes. — Heavy receipts are responsible for asomewhat easier feeling in potatoes. In large lots 85c per bbl. is about the idea.

RECEIPTS IN MONTREAL.

	G.T.R.	C.P.R.	CANAL
Wheat, bush	7900	1980	88,003
Corn, bush	—	—	98,073
Peas, bush	2300	1830	9168
Oats, bush	10,700	7700	—
Flour, bbls	7353	2400	—
Meal, bbls	—	200	—
Ashes, bbls	1	—	—
Butter, pkgs	934	695	—
Cheese, boxes	18,919	5645	—
Eggs, cases	608	370	—
Ham, Bacon, boxes	49	46	—
Tinned meats, pkgs	—	250	—
Leather, rolls	1359	120	—
Raw hides	196	45	—
Beef, bbls	10	—	—
Tobacco pkgs	16	35	—
Whiskey bbls	100	50	—
High Wines, bbls	46	—	—

MONTREAL STOCKS IN STORE.

	Aug. 14th, 1897.	Aug. 7, 1897.	Aug. 15, 1896.
Wheat, bush.	239,312	233,385	267,813
Corn, "	68,222	78,248	43,252
Peas, "	99,989	101,789	42,455
Oats, "	516,197	485,453	286,993
Barley, "	34,683	35,405	35,873
Rye, "	21,03	27,762	6,484
Flour, brls.	17,043	18,405	24,362
Meal, brls.	159	191	2,930

COWANSVILLE CHEESE BOARD.

At the Cowansville Cheese Board on Saturday prices went ahead in quite an unexpected manner. The factorymen came prepared to hold out for 8¾c, but sales were made at 8⅞c, 8¾c and 8¾c. Some factories refused the latter price even, and a bid of 8½ for balance of the Board did not find a single taker. The attendance was one of the smallest this season, the farmers, seemingly, not wishing to lose such a splendid day away from their work. Twenty-five factories boarded 1,482 boxes of white cheese which was principally last week in July and first week in August goods.

The first lot went to Geo. W. Brock, of Glen Sutton, at 8¾c. He got 214 boxes. P. F. Ferguson got 545 boxes at 8¾c and 207 boxes at 8⅞c. Total sales 966 boxes, balance unsold. 516 boxes. The Board adjourned for a week. Buyers were well represented, there being seven present, all seemingly anxious to buy.

CHEESE.

The exports from Montreal last week were all told local and through 78,679 boxes as compared with 70,204 boxes for the corresponding week last year. The total shipments since May 1, 1897 re 964,039, corresponding period, 1896, 751,816. The exports from New York last week were: 22,711 boxes, including 15,238 boxes to Liverpool, 788 boxes to Southampton, 1402 boxes to London, 1252 boxes to Glasgow, 1949 boxes to Bristol, 545 boxes to Hull and 1537 boxes to Leith and Dundee, of the situation in New York the Journal of Commerce and Commercial Bulletin of Saturday says: There is little fresh large full cream cheese available or wanted, but the market has cleaned up fairly closely and outlook firm for first of next week in view of the comparatively full prices paid at the country markets. At Sinclairville yesterday 1500 boxes were offered and sold at 7¾ to 8¼c, fully 7¾c. At Boonville sales were at 7¾c to 8c, but many lots held. Small size full cream colored were cleaned up closely and actually scarce at the close with most holders talking even higher than we quote. Small size white selling slowly, but feeling firm in sympathy with colored. Skims quiet and nominally unchanged.

BRITISH MARKETS.

Cable advices this morning to the Board of Trade report the English markets for breadstuffs as follows: London, on spot, wheat, nominally unchanged; maize, nothing doing; parcels, wheat sellers moving at an advance of 6d; maize, rather firmer. English country markets, wheat firm. Mark Lane. Liverpool, wheat in spot firm; futures firm at 7s 2½d August; as September; maize, futures firm. Russian shipments, wheat, 39,000 qrs.; maize, 25,000 qrs. Danubian shipments, wheat 28,000 qrs.; maize 15,000 qrs. French country markets firm.

LIVERPOOL LATEST PRICES CURRENT, Aug 16th, 1897.

	s. d.		s. d.		s. d.		s. d.
Spring Wheat,	7 4	to	7 5	Pork	47 6	to	0 0
Red Winter,	0 0	to	0 0	Lard	27 9	to	0 0
No. 1 Cal.,	7 4	to	7 4½	Bacon	32 0	to	33 0
No. 2 Chas.,	0 0	to	0 0	Tallow	25 6	to	0 0
Corn,	3 0	to	3 1	Cheese	0 0	to	0 0
Peas,	4 6	to	0 0	Canvas	30 0	to	0 0

AMERICAN MARKETS.

Receipts and Shipments.

Chicago, August 16. — Receipts, 140,000 bus. wheat, 733,000 corn, 735,000 oats, 11,828 bbls. flour; shipments, 188,000 bus. wheat, 34,000 corn, 319,000 oats, 11,663 bbls. flour.

New York, August 16.—Receipts, 290,050 bus. wheat, 7,525 corn, 231,600 oats, 10,398 bbls. flour and 11,986 sacks flour; shipments, 271,867 bus. wheat, 176,686 corn, 34,095 oats, 4,117 bbls. and 32,871 sacks flour.

Duluth, August 16.—Receipts, 105,000 bus. wheat; shipments, 145,000 bus. wheat.

Toledo, August 16.—Receipts, 21,000 bus. wheat, 24,000 corn; shipments, 1,000 bus. wheat, 33,000 corn.

Milwaukee, August 16.—Receipts—37,000 bus. wheat, 22,000 corn. Shipments—2,000 bus. wheat.

St. Louis, August 16.—Receipts—148,000 bus. wheat, 128,000 corn. Shipments—114,000 bus. wheat, 19,000 corn.

Detroit, August 16.—Receipts—38,000 bus. wheat. Shipments—22,000 bus wheat.

Chicago Hog Market.

Union Stock Yards, August 16.—The estimated receipts of hogs were 33,000. The official report of Saturday was 11,826, of which 5,036 were shipped, and 1,000 left over. The quotations today were: Light mixed, $3.90 to $4.12; mixed packing, $3.80 to $4.05; heavy shipping $3.60 to $4.02; rough grades, $3.60 to $3.70. Receipts of cattle were 22,000, including 1,500 Texans and 4,000 Westerns. Best grades steady, others mostly 10 cents lower.

Toronto Produce Market.

Toronto, Ont., August 16. — Market quiet. Flour strong, with good demand. Straight rollers quoted at $3.75 to $3.85 west. Bran dull at $8 west and $9 for shorts. Bran quoted here at $10. Wheat, demand for new wheat fairly active and prices firm. Red winter brings 77 for new. White is quoted at 78 and old white at 80 west. No. 1 Man. hard quoted at 88 to 89 afloat, Fort William. This means 92 Goderich and Owen Sound. No. 2 hard, 90 Goderich or Owen Sound. Buckwheat, demand limited, prices nominal. Barley quiet, no business reported. Oats quiet demand fair, white sold at 22 to 23 west and mixed at 21½ to 22. Peas dull, prices quoted at 43 to 44 west. Oatmeal quiet, prices steady at $3.10 to $3.20 for cars on track. Corn, demand fair, prices steady, sales outside at 27½ to 28. Rye firm, sales outside at 38 to 40.

MONTREAL EXCHANGE MARKET

Reported for the Star by Messrs. Nichols & Marler, Notre Dame street, Montreal.

August 16, 1897	Between Banks. Buyers / Sellers.	Counter.
New York Funds,	¼ dis to 1-10 dis	par. to 1-10 pm
Sterling, 60 days,	$ 9 16 to 811-16	8⅝ to 9
Sterling, Demand,	9 1-16 to 5-16	9⅝ to 9¾
Sterling, Cables,	9¾ to 9¾	9¾ to 9¾

London Stock Market.

Messrs J. R. Willard & Co., 1719 Notre Dame st., report the London Market at 4 p. m. to-day as follows.

August 16, 1897. Stocks.	London Prices.	New York Equivalent
Atchison,	3??	31?
Canadian Pacific,	73?	71?
Erie,	17?	17?
Kan. & Texas,	—	—
Louisville & N.	63?	61?
Lake Shore,	—	—
Northern Pac. Pr.	50?	50?
N. Y. Central,	108?	103?
Ont. & Western,	—	—
Reading,	13?	9??
St. Paul,	97?	94?
Union Pacific,	17?	13?
Wabash Pr.	—	—

SHIPPNG NOTES.

ARRIVED.

Steamship Salamanca, Reynolds, Pictou, Intercolonial Coal Company, coal.

Steamship Parisian, Barrett, Liverpool, H. & A. Allan, general.

Steamship Sheerness, Norman, Barry, Elder, Dempster & Co., light.

Steamship Montevidean, Fairful, London, H. & A. Allan.

Steamship Turret Court, Irving, Sydney, Kingman, Brown & Co., coal.

Steamship Tyr, Sydney, Kingman, Brown & Co., coal.

CLEARED.

Steamship Strathdee, 1697, Forsyth, Sydney, Kingman, Brown & Co., light.

Steamship British Trader, O'Hagan, Three Rivers, W. Johnston & Co., general.

Steamship Coban, Fraser, St. John's, Nfld., Kingman, Brown & Co., general.

Steamship Grecian, Nunan, London, H. & A. Allan, general.

VESSELS IN PORT.

STEAMSHIPS.

Baltimore, 2058, Henry W. Johnston & Co.

Turret Chief, Taylor, Kingman, Brown & Co.

Ramore Head, Williams, McLean, Kennedy & Co.

Glen Head, Kennedy, McLean, Kennedy & Co.

Tritonia, 2720, Rollo, R. Reford & Co.

Pomeranian, 2734, Stirrat, H. & A. Allan.

Bernicia, 1652, Howey, Carbray, Routh & Co.

Milwaukee, 4755, Lugg, Elder, Dempster & Co.

Hurona, 2150, Dorward, R. Reford & Co.

Grecian, 3613, Nunan, H. & A. Allan.

British Trader, O'Hagan, W. Johnston & Co.

Monkseaton, Davies, McLean, Kennedy & Co.

Eveline, Nadden, McLean, Kennedy & Co.

Boston City, D. Torrance & Co.

Inishowen Head, 1988, Sutfern, McLean, Kennedy & Co.

Campana, 1143, Demers, J. G. Brock.

Coban, Fraser, Sydney, Kingman, Brown & Co.

Montcalm, Morgan, Leith, Elder, Dempster & Co.

Salmanca, Reynolds, Intercolonial Coal Co.

Parisian, Barrett, H. & A. Allan.

Sheerness, Norman, Elder, Dempster & Co.

Turret Court, Irving, Kingman, Brown & Co.

Montevidean, Fairfull, H. & A. Allan.

Tyr, Kingman, Brown & Co.

Out of Sorts

Loss of Appetite, Loss of Sleep and Great Weakness.

"I was feeling all out of sorts and suffered with weakness, loss of appetite and loss of sleep. I could not dress myself without stopping to rest. I had a severe pain in my right shoulder and was troubled with noises in my ears. My kidneys were affected, and I was low-spirited and could do but little work. I began taking Hood's Sarsaparilla and Hood's Pills and I now have a better appetite and am rapidly improving. I am able to sleep soundly and recommend Hood's Sarsaparilla to all." Mrs. Margaret Bird, 582 Bethune street, Peterboro, Ontario.

Hood's Sarsaparilla

Is the best the One True Blood Purifier.

Hood's Pills cure all liver ills. 25 cents. 190 1

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For Furniture of all grades, Carpets or Oilcloths, inspect the stock of F. Lapointe, the acknowledged lowest priced cash or credit Furniture Dealer, 1551 St. Catherine st. Open evenings.

188x26

A MAYOR'S DEATH.

Sudden End of Mr. Desmarchais, of Cote des Neiges.

Mr. Ferdinand Desmarchais, Mayor of Cote des Neiges, dropped dead this morning at his home. He had enjoyed splendid health, and his death came as a shock to his friends. He was Postmaster of the village, and was last January elected Mayor. He was thirty-four years of age, and leaves a wife and two children. The funeral will take place on Thursday morning at half-past eight.

FRENCH PRE

La Patrie referring to the reception of the Premier by the Pope says: "Leo XIII. is a man of broad views, and his enlightened policy has secured for the Church a commanding position in diplomacy and in the councils of the civilized world. Sir Wilfrid Laurier is a disciple of that school of which the present Pope is the champion, and it is since his accession to the Pontifical throne that ideas of tolerance and harmony have prevailed amongst Christians. We believe, therefore, that the visit of Sir Wilfrid Laurier to the Eternal City, and the presence of Mgr. Merry del Val in Canada, will bring about the re-establishment of concord and religious liberty amongst us."

* * *

La Presse deal