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The Herald.

LAST EDITION.

90TH YEAR. No.

MONTREAL, WEDNESDAY, AUGUST 18, 1897.

PRICE ONE CENT.

SEAWANAKA CUP STAYS HERE.

Duggan Wins His Third
and Most Exciting Race.

A BIG RIP IN GLENCAIRN'S SAIL.

Looked at One Time as if She
Were Going to be Beaten - -
Crossed the Line 2 Minutes 35
Seconds Ahead of Momo.

(Special to The Herald.)

Pointe Claire, August 18.—10.30 a.m.—
Once more the indications for strong weather showed in favor of the Canadian Cup defender Glencairn, for this morning the strong westerly wind which prevailed yesterday still held, and when at ten o'clock the two yachts, Glencairn II. and Momo, were making all snug at the Dorval Clubhouse, a good sea was running, and the lake was dotted with whitecaps.

The wind was by no means as strong as it was yesterday, but it was strong enough to be fairly considered as Glencairn weather. The day was bright and sunny, the blue sky being covered with driving, fleecy clouds, which were an omen of an increasing rather than of a lowering in the wind's force.

The wind was now freshening considerably, it was gusty and tricky, and the two yachts staggered considerably under its force. As in yesterday's race Glencairn seemed to stand up better, she lifted her long bow well above the waves, while Momo's snout seemed to plunge beneath. By eleven o'clock the fleet of attendant craft had increased considerably, the fineness of the day doubtless making up for the roughness of the water to many people.

As the two yachts flitted about the troubled lake they were the objects of any number of criticisms of greater and less value. Glencairn's sail spread, while nominally the same, was really slightly larger, yet she stood up stiffer than did Momo, thanks no doubt to her weighted centerboard.

At 11.11 the preparatory whistle blew and ten minutes later the five minute whistle brought both yachts back to the line.

The jockeying was pretty and when at 11.26 the starting whistle sounded Momo had her nose just at the line, but Glencairn II. had the windward position.

MOMO CROSSED FIRST
Momo crossed a length in the lead, and both yachts began the thrash to windward on the port tack.

of her lost time on the reach, and the two gybed round thus:—

Glencairn... 11.57.02
Momo... 12.00.12
The last leg of the triangle was also a broad reach, this time on the starboard tack. The wind had dropped slightly, but the sea was still choppy. As Glencairn approached the line her balloon was smartly housed, and the storm jib set in its place again. She got to the home buoy at 12.05.50. Momo at 12.09.08.

Thus Glencairn II. was now three minutes eighteen seconds in the lead, having gained eight seconds more on the last reach. The yachts started for the windward mark each with one reef in their mainsails.

WIND FALLS, MOMO GAINS.

The wind had dropped considerably by the time that Momo had rounded the mark and Glencairn shook out her third reef. Momo was a little slow in following suit. There was still enough wind to make the yachts heel over considerably. Glencairn's mainsail began to give her considerable trouble now, that the outer leech was flapping badly, and the boat was plainly distressed by its ill behavior. As a natural result Momo began to pick up rapidly, to the manifest joy of the American onlookers. One of Glencairn's crew was trying his best to get the mainsail in shape, but to no seeming effect, and the boats turned the windward mark for the second time in this order:—

Glencairn... 12.29.40
Momo... 12.31.01

Momo had picked up nearly two minutes on this leg, and in the falling wind she was looked for to do great things, but she too had trouble. She was slow in setting her balloon jib for the broad reach for the next mark, and when it finally was set it commenced to flap terribly. It would not draw at all in fact, and finally it was taken down. Glencairn drew away again, but at last Momo got her canvas into shape and she rapidly overhauled the Canadian again.

GLENCAIRN'S SAIL TORN.

As the boats drew near to the fifth buoy it could be seen that the trouble with Glencairn's sail was serious. There was a bad rip in the outer leech, near the first row of reefing points, and the end of the tear was flapping. She turned the buoy only a minute ahead of Momo, and the reach home began with things looking bad for the cup defender. The wind was now of the style to suit Momo, and she overhauled Glencairn rapidly. The Canadian turned the home buoy 12.49.55, with Momo only twelve seconds behind at 12.50.07.

With her mainsail flapping dismally Glencairn made but a sorry show for a while, and it seemed a pretty safe thing for the American boat, but Capt. Duggan used some expediency and after a few minutes Glencairn seemed to recover her form.

The wind had now dropped considerably, but at last to the joy of the Canadians a heavy puff from the north-west sent the two yachts over on their beam ends, and Glencairn II. began to point closer again. Momo was not standing up well, and the Canadian was surely outfooting her. The last windward buoy was turned thus:—

Glencairn... 1.11.20
Momo... 1.14.45

The two boats stood away for the next

to last mark under full mainsails and balloon jib.

MOMO HOT FOOT IN PURSUIT.

The regained lead of Glencairn heartened the Canadians again, though it was with the gloomiest forebodings that they watched the flapping rent in their champion's mainsail. Momo was hot foot after Glencairn in this reach for the eighth mark, but she did not seem to be closing the gap appreciably. The wind held steady and strong, but Momo had only picked up seven seconds on her rival when she gybed round the buoy and started on her reach home.

It was a case of time against distance for on the reach Momo was outfooting her Canadian rival slowly. But the distance was too short. Thousands of eyes watched Glencairn's mainsail in dread lest the tear should still further extend, and the excitement as she neared the line was intense. But the ripped canvas held true, and amid the widest exhibition of enthusiasm Glencairn crossed the winning line at 1.29.45. Momo crossed at 1.32.10, just two minutes and thirty-five seconds behind. Thus does the Seawanaka-Corinthian cup stay in Canada for another year. Whoop.

DUGGAN'S MASTERFUL WORK.

The race was undoubtedly the most exciting ever sailed on Lake St. Louis, and was won by the masterly seamanship of Mr. Duggan in his windward work. With his sail ripped, he simply outtailed his American rival at every point.

CONDITIONS CHANGED.

Dorval, Aug. 18.—It is officially announced that an agreement has been arrived at between the Seawanaka-Corinthian Yacht Club and the Royal St. Lawrence Yacht Club in accordance with which the clause of the deed of trust governing challenges for the Seawanaka International challenge cup has been amended so as to provide that all challenges received by the club holding the cup, for thirty days following the last race in a match held for it, will be held, and the challenged club will have the right to select from the challenges sent in during this period, that which it will accept without regard to priority of receipt of challenge. After the expiration of the thirty days the original clause giving to priority of receipt of challenge an absolute preference will be in force.

MAD AT BOURKE.

Friction Between a British Commodore and Fishermen.

They Insist on Packing the Lobster Catch on the French Treaty Coast.

St. John's, N.F., August 18.—The friction between the fishermen on the French treaty coast of Newfoundland and Commodore Bourke of the British warship Cornwallis, is increasing in consequence of the latter's attitude against resident fishermen for packing lobsters in defiance of the modus vivendi between England and France, under the terms of which only a limited number of factories is permitted to the fishermen of each country pending the settlement of the general question of which nation has the sole right to the lobster fisheries. Newfoundlanders disregard the agreement, and are catching lobsters all around the coast. There is intense indignation over the attitude of Commodore Bourke.

THE WAGES OF SIN.

How the Offenders at This Morning's Police Court Were Dealt With.

For stealing goods from Mr. John Harris, 265 Craig Street, three prisoners named Alphonse Portlance, Thos. Leithead and Alf. Aumais, were sentenced by Judge Dugas to six months at hard labor. Jos. Paquette was given seven hours in the cells for neglecting to properly support his wife.

Thos. Page, a stalwart young Englishman, appeared before the Recorder this morning on a charge of aggravated assault on Geo. Robinson. Witness testified that Page beat Mr. Robinson into insensibility. As Robinson went away on a steamer, Lieut. Reid and Constable Brown, who arrested the prisoner, testified to his severe drubbing. The Recorder sentenced him to two months' imprisonment in default of the payment of a fine of \$10.

Rich Marien was given \$10 or two months for assaulting Geo. Piston.

SEALS ARE SCARCE.

A Number of the Victoria Fleet May Not Proceed to the Grounds.

Washington, August 18.—Captain Shoemaker, chief of the revenue cutter service, has received a report from Captain Hooper, commanding the Behring Sea Patrol fleet. July 9 the Grant landed Prof. Stejneger, the American seal commissioner on Commander Islands, where the British ship Linet was found with Commissioner Barrett-Hamilton on board. A scarcity of seals is reported on the Commander Islands and very few have been seen in the sea going or coming. The report also states that owing to the scarcity of seals at the low prices offered by dealers and the high prices demanded by the Indian hunters the majority of the British Columbia sailing fleet will not fit out this season.

BIKE AND BEER WAGON.

The Wagon Wasn't Injured in the Least But Mr. Jones Did Not Escape.

Wilfrid Jones was riding a bicycle down St. Lawrence Street this morning when he ran into a beer wagon. Jones' bicycle was badly damaged, and he was cut on the head but not hurt very much.

POISONED BY SALMON.

Mount Forest, Ont., Aug. 18.—Two fatal cases of poisoning from eating canned salmon occurred in this place. Mr. C. L. King, station agent G.T.R. here, through using a can of salmon, has lost two of his children. Ruth, aged three, and Randolph, aged five years, are dead; and Arthur, aged fourteen, is very seriously ill, with little hopes of his recovery. Nessie, Charlie, and Rupert, aged twelve, ten and eight respectively, are also suffering from the same cause.

A BOMB EXPLODED

When President Faure Left
Paris for Russia.

CREATED A GREAT FURORE.

He Is Accompanied by Hanotaux and Others.

Great Preparations Have Been Made
for Faure's Reception by
the Czar.

Paris, August 18.—The departure of President Faure on his visit to the Czar at St. Petersburg today was marked by a scene of the greatest excitement, accompanied by the circulation of the wildest kind of rumors. After his departure a bomb exploded along the route the President had followed, and although no damage was done, and in spite of the fact that nobody was hurt, the most intense excitement prevailed for a long time afterwards, and the sensational reports had it that those who exploded the bomb had intended an outrage of a more serious nature. The President received an ovation from the public when he started on his journey to Russia, large crowds of people lining the route from the Elysee Palace to the railroad station, and greeting the President with enthusiastic cries of "Vive la Republique, Vive la Russie, Vive Faure."

Ten minutes after the President's departure, while the crowds were returning along the route, a bomb exploded at the corner of the boulevard Magenta and the Rue Lafayette in front of the restaurant Duval. The report caused a panic in the neighborhood, and all sorts of wild stories were circulated, based on the statements attributed to anarchists that their next effort would be an attempt on the life of President Faure. Upon investigation by the police of Havre, it developed that the explosion caused but little damage, and that nobody was hurt. The bomb was of a cylindrical form, was covered with yellow paper, and appears to have contained a black substance, possibly coarse gunpowder, mixed with large-headed nails, similar to those usually found in the roughly constructed infernal machines used by the less intelligent class of anarchists. Fragments of the bomb were taken to the Prefecture of Police, where they were submitted to a thorough examination on the part of experts, who pronounced the bomb to have been a comparatively harmless affair.

HANOTAUX WENT ALONE.

President Faure was accompanied on his way to Russia by M. Hanotaux and Admiral Benard, Minister of Marine. The Presidential party according to the official programme will leave Dunkirk this afternoon on board the French warships Courbet and Suffren, and will arrive at Cronstadt on Monday next, August 23. The French President will be received by the Czar in the Cronstadt Roads. The first day of M. Faure's visit to Russia will be devoted to his reception at Cronstadt and at Peterhof, to the exchange of official visits, a banquet at Peterhof Palace and a performance at the Imperial Theatre. On Tuesday, August 24, the Czar and his guests will start to St. Petersburg. There the French President will be welcomed by the municipality of St. Petersburg and will receive delegations from the municipalities of the principal cities of the Russian Empire. The President will also on Tuesday lay the corner stone of the new French hospital and in the evening M. Faure will preside at a banquet which he will give at the French Embassy in honor of the Czar. On Wednesday, August 25, President Faure will be present at a grand review on the parade ground of the Kransoelsk Camp.

GRAND NAVAL REVIEW.

Thursday there will be a grand review in Cronstadt Roads of the combined French and Russian squadrons, at the termination of which President Faure will bid farewell to the Czar and Czarina and will return on board the Pothuau, which will immediately sail for France. The President should reach Dunkirk on his return journey on Tuesday, August 31. Among the magnificent decorations prepared for the occasion of the visit of President Faure to St. Petersburg is a fountain, to be known as the Faure Fountain constructed in the middle of the historic Kasan Square.

It is destined to remain as a permanent memorial of the visit of the French President. President Faure takes with him three more medals in gold and platinum, three more medals of silver gilt and twenty of dull gold, all of which have been specially struck for presentation to the Russian guard of honor which will attend to the President during his stay in Russia, and to the various Russian officials who will be in attendance upon the chief magistrate of France.

The semi-official Novoe Vremya recently threw a damper upon the visit of the French President to Russia by denying that M. Faure would be accompanied by his wife or daughter, thus recalling the unpleasant discussion which arose during the visit of the Czar and Czarina to Paris regarding precedence to which the wives of the Presidents or chief ladies of the public are entitled. The municipal authorities of St. Petersburg will present three immense silver loving cups to the French warships which accompany President Faure.

THE BOMB EXPLOSION.

Later in the day the officials of the Prefecture of Police, who had been investigating the fragments of the bomb, declared that it had consisted of an iron tube, 30 centimetres long and 5 centimetres in diameter. It was placed in an empty store close to the corner of the Boulevard Magenta and the Rue Lafayette. Some of the nails contained in it were thrown a few feet on the sidewalk. Scraps of paper were found about the scene of the explosion inscribed: "Vive la Liberte," and "Vive la Polonne," apparently pointing to the fact that the author of the explosion today was the same individual who caused

the recent explosion in the Bois de Boulogne, and on the Place de la Concorde.

AN ANARCHIST ARRESTED.

London, Aug. 18.—A special dispatch from Paris, this afternoon, says that a man named Perier was arrested yesterday on the train in which President Faure arrived from Havre. The prisoner was found to have a loaded revolver in his pocket and is known to be a dangerous anarchist, who has already served two years' imprisonment for having in his possession an infernal machine.

YORK REACHES IRELAND.

Royalty Received a Very Enthusiastic Reception.

Address Presented in Which the Desire for a Royal Residence Was Expressed.

Dublin, Aug. 16.—The Duke and Duchess of York arrived at Kingstown, from Holyhead, at 9 o'clock this morning. The weather was glorious and all the ships in the harbor were brilliantly decorated for the occasion. The guardship Melampus fired a royal salute as the royal yacht Victoria and Albert entered the harbor. At noon the commissioners of Kingstown Township boarded the yacht and presented their Royal Highnesses with an address, expressing the hope that their visit would lead to the establishment of a royal residence in Ireland. The Duke of York replied that he and the Duchess looked forward to becoming better acquainted with the people and the beautiful scenery of Ireland. On disembarking the Duke and Duchess of York were accorded an enthusiastic reception, being loudly and continuously cheered by the vast crowd assembled.

BERRY GOT THE HOSE,

But When the Sclater Asbestos Co. Was Asked to Pay, the Bookkeeper Laughed.

A rosy, well-kept looking Englishman named H. Berry faced Magistrate Lafontaine this morning on a charge of obtaining goods under false pretences, from Mr. L. N. Denis, 313 St. Lawrence Main St. "Not guilty," was his plea. Mr. Denis appeared and testified that Berry obtained two valuable lengths of rubber hose with nozzle to the value of \$8, saying that he wanted them for the Sclater Asbestos Co., by whom he had once been employed. When Mr. Denis presented his bill to the latter company the cashier laughed and said that Berry had not worked for their firm for over twelve months.

The magistrate remanded the prisoner until Friday. Acting Detective McLaughlin handled the case with great ability.

DIPLOMATS PROTEST.

The Sultan Bestows a High Honor Upon the Premier of Bulgaria.

Vienna, August 18.—According to a despatch from Constantinople the whole diplomatic body has protested to the Sultan against his bestowal of the Order of Glory on M. Stoiloff, the Bulgarian Premier, declaring that henceforth they will refuse to accept the inferior order of Medjidieh.

Vienna, August 18.—It is asserted here on good authority that Emperor Nicholas declines to receive Prince Ferdinand of Bulgaria because of the quarrel with Austria over M. Stoiloff's recent alleged versions upon the attitude of the Austrian Imperial House during the trial of Captain Botcheff, former aide-de-camp of Prince Ferdinand, for the murder of Anna Schimon, his paramour, an Austrian subject.

A BORDER BATTLE.

General Blood Has a Fierce
Fight With Tribesmen.

ROUTED 3,000 OF THEM.

The Whole Indian Frontier in a Restless State.

A Reverse for the British Arms Just Now Would Mean a General Revolt.

London, Aug. 18.—A despatch to the Times from Simla says that at least 3,000 tribesmen were engaged in yesterday's battle. The batteries prevented them risking a fight at close quarters, but about 1,000 held on for some time. Then as the infantry attack developed, they fled, and when the other 2,000 saw their line of retreat threatened, they moved rapidly away. Lieutenant Greaves, of the Lancashire Fusiliers, and Lieutenant MacLean, adjutant of guides, were killed, and Captain Palmer was seriously wounded. Lieutenant MacLean met his death while trying to carry away the body of Lieutenant Greaves. The despatch adds that the whole border seems to be in a state of fanatical unrest.

General Blood directed the centre of the attack, Colonel Melkajohn occupying the heights to the right of the enemy's position. The Swatis were strongly entrenched and maintained a steady fire, but the British column carried the entrenchments with great dash, and the enemy fled.

AN ADVANCE TO-DAY.

It is believed that General Blood will order a further advance to-day (Wednesday). There is no longer any doubt that the Afridis are deeply involved in the rebellion, which as yet is in no way suppressed. Such is the condition of things now, that the slightest check to British arms would be the signal for a general revolt.

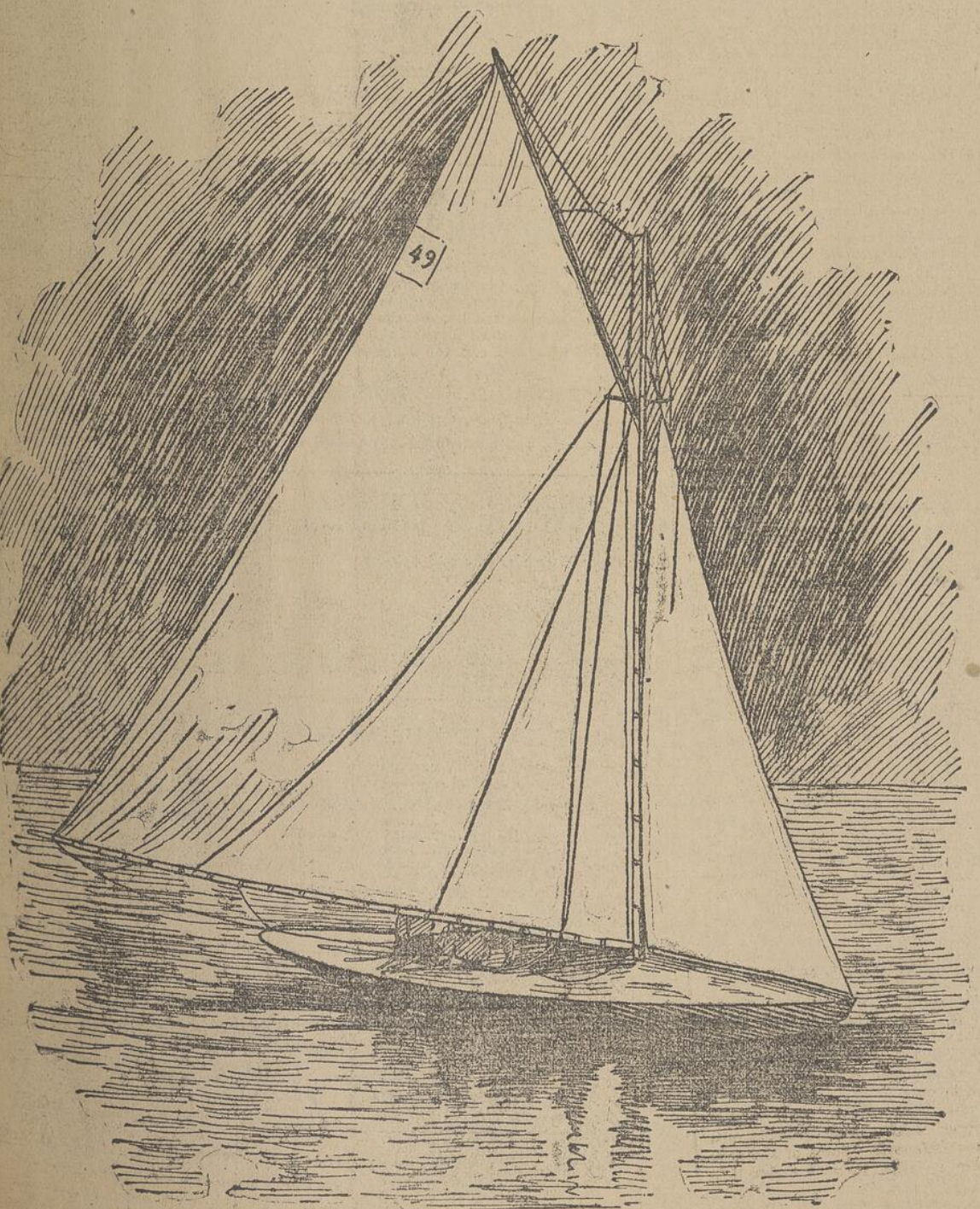
FOR THE NORTH-WEST.

The annual farmers' excursion by the C.P.R. for Winnipeg and all points west left yesterday from Windsor Street. The train was a very large one, carrying in addition to this excursion, a large number of passengers to catch the boats at Vancouver. Two cars of Chinese were also on this train. Altogether about 600 people were aboard, and a good many farmers will join the train at all the stations as far as North Bay.

THE WEATHER TO-DAY.

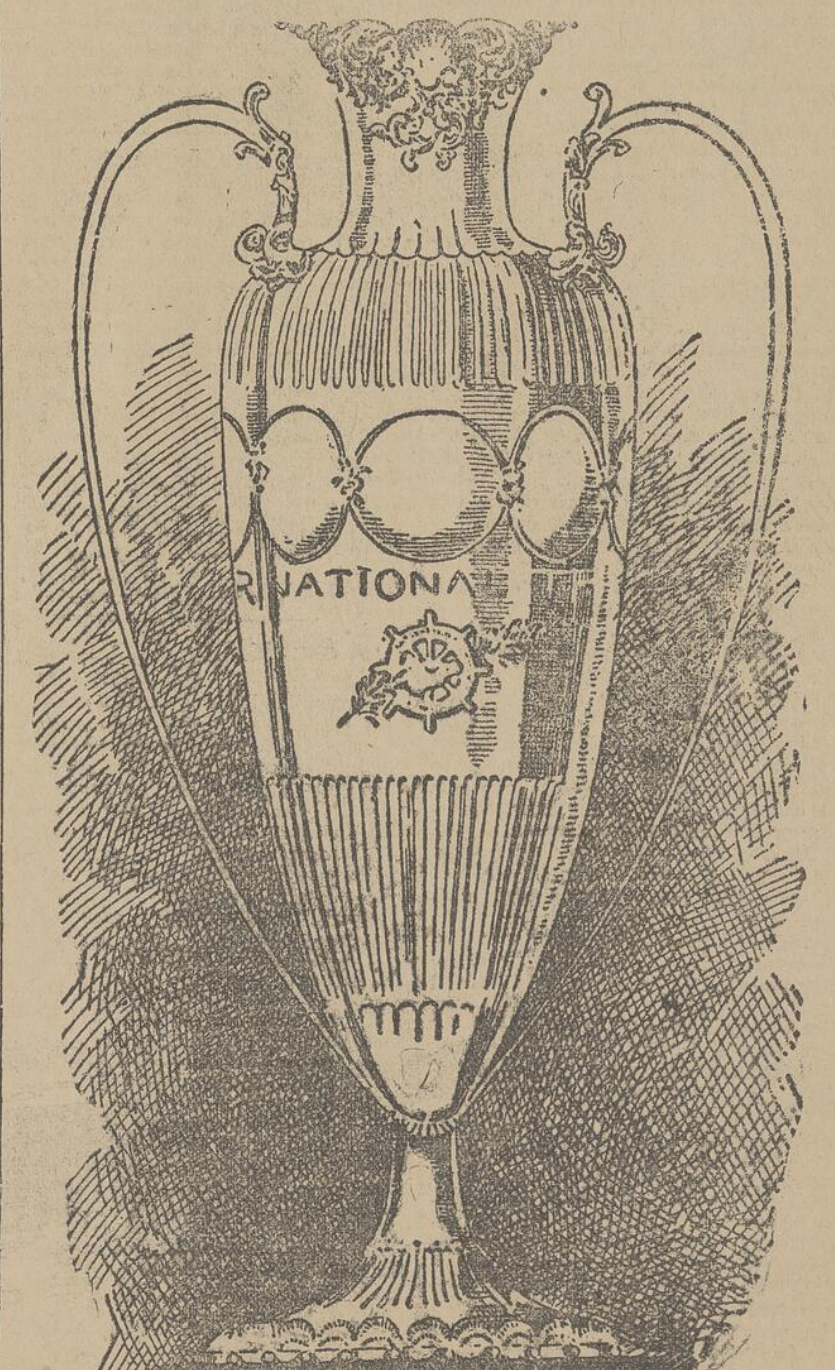
Messrs. Hearn and Harrison report Montreal temperatures to-day as follows: Standard thermometer—8 a.m., 50; 1 p.m., 71; maximum, 71; minimum, 55. Standard barometer—8 a.m., 29.87; 1 p.m., 29.90. Minimum temperatures elsewhere: Prince Albert, 48; Qu'Appelle, 46; Winnipeg, 56; Port Arthur, 46; Peary Sound, 54; Toronto, 50; Ottawa, 48; Quebec, 50; Halifax, 58. Probabilities, 11.30 a.m.: Moderate winds; partly cloudy, with a few showers.

THE INTERNATIONAL RACES.



Glencairn II., The Winner.

THE INTERNATIONAL RACES.



The Seawanaka Cup.

ECONOMY AT OTTAWA

Postmaster-General Makes Several Changes.

TWO DISTRICTS ABOLISHED

Sherbrooke Attached to Montreal, Three Rivers to Quebec.

Government Decides That a Draw Bridge Must be Constructed in Cornwall.

(Special to The Herald.)

Ottawa, Aug. 18.—At yesterday's Cabinet meeting, Hon. Mr. Mulock put through a number of important changes in connection with his department. In the first place he filled the position of postoffice inspector at London, Ont., caused by the death of Daniel Spry, by the appointment of R. W. Barker, of Toronto, who is transferred. James Henderson, assistant inspector at Barrie, will take the place of Mr. Barker. The Barrie district is to be attached to Toronto. It is also understood that Stratford division has been done away with, which with Sherbrooke and Three Rivers districts in Quebec reduces the number by four postal districts.

Sherbrooke district will be attached to Montreal, and Three Rivers district to Quebec.

As Belleville has been created a town postoffice instead of a city one, the following offices have been re-arranged: John Taylor, postmaster; J. H. Reeves, Mary Kennedy, Benjamin L. Hargrove, Thomas Duncan, A. Gillen, W. B. Walker, Isabella N. Newby, W. J. Embury, and J. J. Lynch. The postmaster was appointed in 1895. Thomas Duncan who is a very old employee and an efficient officer, will be asked to take the position of postmaster. He will be paid by fees and will have to engage his own staff. A very large saving will be effected by the above changes.

DRAW BRIDGE AT CORNWALL.

Mr. Blair has decided, and the Cabinet has approved of it, that the Ottawa and New York Railway Company must build a drawbridge on the southern span of their bridge at Cornwall.

Col. Hon. H. A. Aymer, registrar and Crown prosecutor, and clerk of the court for the Yukon district is in the city getting his instructions from the Department of the Interior, and the Department of Justice in regard to his new office. His salary including what he receives from both departments will be about \$3,000.

ELECTION PROTESTS DROPPED.

It is generally understood that all the election protests will be dropped.

WESTMOUNT.

Some Discussion Concerning the Release of Mr. and Mrs. Irving.

Dr. Pelletier Talks to The Herald Regarding the Action Taken—New Quarantine Regulations.

There seems to be some leniency or perhaps looseness in the attitude of Westmount's health authorities regarding the seriousness of smallpox. Mr. and Mrs. Irving whose family contracted the disease in the first place had been quarantined for some time. Three children had the disease, one died from it last Sunday, and two are still ill with it; the family servant, an adult, is also lying ill with smallpox. All have been treated carefully in an isolated emergency hospital, due up on the mountain side.

However, there was an unnecessary delay in finding out the disease in the first place. Then after the town went to the expense of quarantine and isolation, and the disease was well on its way towards being stamped out, a blunder, or at least a serious injustice, has been committed, almost on a parallel, with Mrs. Irving's escape to the town town hotel some weeks ago. Stricken with grief over the death of her little child, last Sunday, Mrs. Irving longed to get away from the emergency hospital, and to return to her home.

The question now is was Dr. Hutchinson justified in letting the two go? Dr. Pelletier, of the Provincial Board of Health, said yesterday that there was no law by which Dr. Hutchinson could keep them from going. However, he added that he would have tried his best to have dissuaded Mr. and Mrs. Irving from mixing up with the public. It was unjust to health authorities everywhere. He said he had every faith in Westmount's sanitary precautions, but this step on the part of Mr. and Mrs. Irving was ill-judged.

As a physician he took great care not to mix any more than was necessary with families ever since the outbreak of the first case of smallpox. He disinfected himself and his clothing every time he visited a case, and since June 3rd had lived like a hermit. His wife received no one, they cut off social life, all because of a keen sense of justice to everyone else. The City and Provincial authorities decided to take more stringent action than ever before, in connection with smallpox. Every family or person with smallpox or any person found in contact with smallpox patients must in future be quarantined for sixteen days. This would render a repetition of the circumstances attending the Irving case impossible. In the case of the Irving family, for instance, Mrs. Irving, as he understood, was living in a tent near the Emergency Hospital. The period of incubation for smallpox was fourteen days, vaccination or no vaccination.

Mr. and Mrs. Irving had been inhaling the infection for weeks. They were in quarantine from August 4 until August 16, which was scarcely twelve days, not sufficient time for incubation of the disease. In view of his long experience, although Mr. and Mrs. Irving were disinfected ever so thoroughly, he thought there was no reason why both might not develop the disease even now. A Herald reporter looked up other cases on the matter of quarantine. Dr. George Wilson, of London, Eng., one of the most eminent living authorities on sanitation and hygiene, has written in one of his books touching on smallpox, that seventeen days was the lowest quarantine period that assured safety. He says that after exposure to the infection of smallpox, clothing, bedding, and every part of the person, also vehicles, food, refuse, etc., all retained the infection for long periods. He cited a case once where smallpox broke out in a street through which a dead smallpox victim had been carried, which he explained was due probably to lack of proper disinfection. He quotes in the work the opinion of Dr. Winter Blythe, of London, Eng., a world-wide authority, to prove that safety from infection is best assured by long quarantine.

The application of all this to the Irving case must be, according to Dr. Pelletier's own statement, that the Provincial law on quarantine is defective and the sooner it is remedied the better.

The Irving children and Miss Charmington, the servant, were all reported convalescent this morning.

In the item in yesterday's issue in respect to the new avenue to be opened through the Hart House homestead, it was stated that the road would extend through four acres, and that the property is over 117 years old. The Herald has since been informed that the road will extend through fourteen acres of the old homestead, which has been in the possession of the Hart House family for over two centuries.

TO COST \$13,000.

WORK TO BEGIN ON THE GUARD PIER EXTENSION.

Engineer Kennedy Said Repairs Had to be Attended to at Once.

The Harbor Commissioners met yesterday afternoon, Messrs. Hodgson and Torrance being absent. The secretary read a letter from the Port Warden, in which he said no vessels would be allowed to leave the port with a list greater than five degrees.

The protection of the upper end of the guard pier was next taken up and was the cause of a lengthy discussion. Mr. Kennedy submitted a plan for the extension of the guard pier to within 300 feet of the Victoria bridge, and for the protection of the head of the pier against the ice, the whole cost, including dredging, to be \$13,000. On motion of Mr. Contant, seconded by the Mayor, it was decided to go ahead with the work according to this plan.

Mr. Bickerdike and Mr. Racine objected on the ground that not enough water would get into the harbor to keep it in a healthy condition, and wished medical advice before going on with the plan. Mr. Kennedy, the engineer, said that it was absolutely necessary to have these repairs attended to immediately, and that enough water would get in to keep the harbor free from filth, and that it could be done much cheaper according to the plan submitted than by having the opening in the pier lower down as proposed by Mr. Bickerdike.

CRACK TENNIS PLAYERS.

They Will Take Part in the Champion Ships at Niagara-on-the-Lake.

Niagara, Ont., Aug. 18.—At the international tennis championships next week, at Niagara-on-the-Lake, beginning on Tuesday, there promises to be a most distinguished list of players. There is every promise that the three English players who have been winning success at Chicago and Newport, H. S. Mahony, H. A. Nisbet, and Dr. W. V. Eaves, will be present. R. D. Wren, champion of the United States, and W. A. Larned have positively assured the committee that they will be present. There will be other players, including Carter Need, Chicago; M. C. Whitman, inter-collegiate champion; C. R. Shadon, the Yale crack, and many others. In the ladies' singles there will be Mrs. Dastine Smith, Miss Davis, of Oakville; Miss Dobbins, of Buffalo, and other strong players. The championship singles for the international trophy will be held over, so as to give all the players engaged in the United States championships at Newport time to arrive.

THE INDIAN MINTS.

London, Aug. 18.—The Times publishes a long and special article yesterday, viewing the effects of closing the Indian mints, in connection with the visit of the American bimetallic commission. The article comments on the "characteristic crudeness and boldness of American diplomacy in sending a bimetallic commission to ask for the reopening of the Indian mints, at the same time dealing the worst possible blow at British commerce by passing the Dingley tariff. The article, in concluding, says: "The closing of the mints was justified, and all that is now needed to bring a great experiment to a successful ending is a little courage and patience, as well as a resource on the part of the financiers of the Indian empire."

JACK TARS COMPLAIN.

Portsmouth, Eng., Aug. 18.—There is great excitement here over a most extraordinary case of affairs on board the British battleship Royal Sovereign, which is about to sail for three years' service with the Mediterranean squadron. The relations between several of the officers and the seamen are actually strained. The latter declare that they are suffering from a variety of very serious grievances, among which and especially objectionable is the deferring of the usual leave. Fifty men have deserted. All the cells on board ship are full, and the supply of iron is not sufficient for the large number undergoing punishment.

THE PORTE ALARME

London, Aug. 18.—A despatch to the Times from Constantinople says that the Porte, alarmed at the state of anarchy which exists in Turkish Kurdistan, has ordered a general mobilization of the Vilayet of Bagdad and other eastern vilayets on the Persian frontier.

STAMP CRANES WILL MEET.

Boston, Aug. 18.—Plans have been completed for the thirteenth annual convention of the American Philatelic Association, which will be held in this city on Aug. 24, 25 and 26. Fully 250 delegates are expected to attend.

GOOD TIMES COMING.

Mr. A. W. Ross Speaks of Gold Mining Prospects.

There Will Be Great Developments in Both British Columbia and Yukon.

Mr. A. W. Ross, ex-M.P., of Lisgar, Manitoba, is in the city. Mr. Ross is at present connected with the Kootenay and Cariboo Gold Company, of which Hon. John Costigan is president. He floated a number of other companies which are doing business in Rossland. Mr. Ross is ranging to extend the operation of the Kootenay Gold Company, of which he is president. "For the next few years," said Mr. Ross, "there is to be big boom in gold mining and lots of money made in the business. In the meantime British Columbia will go ahead with rapid strides, and at no distant day will be the most important province in the confederation. The building of the Crow's Nest Pass Railway in connection with Rossland camp, and the opening of the Yukon in the north will add speedily and substantially to the wealth and population of the province."

MORE AMERICAN TALK.

Washington, D.C., Aug. 18.—It is not believed by officials of the Government that any serious hardships will be imposed by Canada upon American miners in the Klondike gold regions. It is pointed out that it would be difficult to impose any serious impositions upon the miners. Such a course might result in retaliation enforced by the United States so as to make it almost impossible for the Canadians to go or return from the Klondike country. If this country should prevent Canadian officials from entering Klondike through American territory they would be obliged to reach the gold country over thousands of miles of unexplored country.

Washington, Aug. 17.—Word has reached the Government authorities that British steamers are landing freight and passengers at Skagway, Alaska, instead of at Dyea, in direct violation of the law. Dyea is the port of entry on the Lynn canal, and Skagway is six miles off. The matter will be investigated by this Government.

THE EXHIBITION.

Everything Ready for the Opening To-morrow.

Canadian Dragoons and Many of the Platform Performers Arrive in Town.

Everything is in readiness for the opening of the summer at Sault aux Reclots, to-morrow afternoon at 2 o'clock, when a formal ceremony will be performed by Mayor Wilson-Smith. Many exhibitors are already on the spot and stands are in shape. The entries in the industrial department have filled the building. The live stock and poultry exhibits promise to far outshine any past events in Montreal.

These departments will hardly be opened until Monday. A fine display of Manitoba minerals consisting of gold, silver, copper, mica etc. will attract much attention.

Yesterday the Royal Canadian Dragoons, the regiment which attracted so much attention last year, arrived in town and camped on the grounds. Several of the prominent performers are also in town and will be on hand for to-morrow night.

Saturday is children's day, and all children presenting themselves at the gate before 2 p.m., will be admitted free. The exhibition is creating a good deal of interest in various parts of the country, and especially in the Ottawa Valley. A large excursion is being arranged to leave Amnrior with the brass band that has been engaged to play on the grounds on August 23 and 24. They are coming by special train on the C.A.R. The New York Central, and Delaware and Hudson railways have also arranged excursions on the 24th and 26th.

RAILWAY NEWS.

The Cornwall Freeholder gives publicity to a rumor that the completion of the New York and Ottawa Railway will be followed by a change in the relations of the Grand Trunk and the Canada Atlantic. At present the Grand Trunk reaches Ottawa by means of the Canada Atlantic from Ottawa Junction, and it is surmised that in future it may use the new line from Cornwall. From Montreal to Ottawa is thirty-seven miles, to Cornwall sixty-seven, so that the G. T. R. would have thirty miles longer haul over its own lines. From Ottawa to Montreal is eighty miles, from Cornwall to Ottawa only thirty-seven, so that the amount of foreign mileage the G. T. R. would use would be decreased by forty-four miles. The distance from Montreal to Ottawa, by Canada Atlantic is given at 117 miles, by N. Y. & O. at 119 miles.

A FRIENDLY GAME.

The Imperial and Second Emerald Lacrosse teams met in a friendly game at Cote St. Paul last Sunday afternoon at 2.30. The Emeralds, who had practised well, were in the pink of condition. That they were far superior to their opponents was obvious. They played a splendid game throughout, and easily won on their merits by a score of three goals to one.

TWO WERE KILLED.

Oakville, Ont., Aug. 18.—Mr. and Mrs. Jacob Colton, of Trafalgar, were struck by the 3.30 P. M. express, going east, at the crossing near Mr. John Ross, yesterday afternoon, and both instantly killed. The elderly couple had been in Oakville marketing, and were returning home when struck by the train. The horse was also killed and the buggy broken. Mr. and Mrs. Colton have lived on their farm in Trafalgar a great many years and were highly respected.

STUCK ON MUD POINT.

Sault Ste. Marie, Ont., Aug. 17.—The yacht Comanche, with the Senator Hanna party aboard, arrived in port yesterday and departed for the lower lakes last evening. The Comanche did not run on the rocks, as was reported, but instead grounded on Mud Point, near the Nipigon, and was consequently not damaged. The party ran out of provisions on the run to the Soo, and were about furnished for their arrival, as they had been on short rations for three days.

LOCAL BRIEFS.

Messrs. Antoine Moreau and Antoine Gadois report catching at Sault aux Reclots recently an eleven and a half pound dore and a twelve and a half pound "beaver fish," or "poisson castor," the latter a very rare fish in our waters. It has a large flat tail and black scales. At Ste. Clothilde, near Horton, Athabaska, a mine has been discovered yielding fourteen dollars' worth of gold and three dollars and a half worth of copper for each ton of mineral. Steps will be taken to develop the property.

The Rev. Mr. Desmarais, Methodist minister of St. Paul, de Chester, was drowned while bathing in the Nicolet River on Saturday. He was unmarried.

The ecclesiastical retreat of the clergy of the diocese has commenced at Three Rivers. Father Lecocq, P.S.S., is the preacher.

Hon. L. J. Forget is forming a syndicate to build an hotel at Point au Pic. The County of St. Urs, recently destroyed by fire, will shortly be reconstructed in brick. Plans are being prepared.

The question of a new episcopal see of Joliette is revived. Many of the clergy are very positive that the new see will be created. At the Archbishop's Palace, however, the reason of no confirmation. Seven hundred dollars' worth of jewelry was stolen from Mr. Henault, hotel keeper, Pointe Claire, on Saturday during the regatta. The bar was full at the time, and Mr. Henault was attending to his customers, when the robbers managed to get into the room behind and steal a great watch and other valuables to the amount mentioned. The police have the matter in hand.

More than two hundred priests are making a retreat at the Grand Seminary under the direction of Mgr. Bruchési. His Grace will be absent from the Archbishop's palace until Saturday, when the retreat closes.

About two hundred immigrants passed through the city yesterday en route to points near New York and Philadelphia. Smoke and water damaged the stock of P. Grace & Co., grocers, 1539 Notre Dame street, last night. The cause was discovered in the upper part of the building, and was soon extinguished. The loss is small.

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MRS. ANTHONY ORR.

Mrs. Anthony Orr, whose dead body was found buried on the Orr farm, Newgate, on Sunday. Her death is shrouded in mystery.

SUSPECT FOUL PLAY.

The Body of Mr. Aguste Couture, of Quebec, Found.

It Was Floating in the St. Lawrence River and Bore Suspicious Marks.

Quebec, Aug. 18.—Some excitement was created here last evening when it was learned that some people had found the body of Mr. Aguste Couture, of Quebec, in the St. Lawrence River near the Custom House wharf. Mr. Couture was a well-respected citizen and the owner of a handsome fortune. He leaves a wife and a large family. He was last seen by his people yesterday afternoon, when he left his shop with the intention of calling upon some merchants in Lower Town. It is supposed that he had, at that time, a good deal of money in his pockets. As soon as the body was picked from the river this evening, Coroner Belland went and, after examining it, found that it bore marks which may have been caused by some other persons, consequently he ordered the body to be sent to the morgue. The Coroner suspects that Mr. Couture has been the victim of foul play. The inquest takes place to-day.

PERSONALS.

Major Lessard, of Toronto, is among the guests at the Queen's.

Mr. George All, of Lewis Avenue, Westmount, has gone West on a business trip.

Lieut. Col. Buchanan, of the St. John Military School, is at the Windsor.

Mr. A. Bonin, civil engineer, of this city, has been appointed examiner of the police inspectors by the Provincial Government.

Mr. Justice Wentele, Mrs. Wentele and her daughter, Mr. Estelle O'Brien, are stopping at the Broad Leaf Inn, Rippon, Vt.

Mrs. Tesson, of Odetown, and Dr. Barton, of Sherbrooke, are guests at the Albion.

Mrs. Charles Masser, who has been spending the summer at Sault aux Reclots, has left for St. Felix de Valois.

The Reverend Father Grandchamp, cure of the Quebec parish, will be in the city on Sunday. He is on his way to St. Joseph, Minnesota, is now on a visit to his cousin, Mrs. W. Walker, 733 LaSalle street.

Messrs. George Gale, general superintendent of the Quebec Telegraph, and J. Norton, of the Ancient Canadian, are in the city attending the sessions of the Grand Lodge, I.O.O.F.

THE OFFICERS OF 142.

The 1492 Social Club has elected these officers for the ensuing year: Hon. president, E. F. Lawrence; president, H. J. Lawrence; vice-president, (I. J. Eddy; secretary-treasurer, F. F. Finnan; chairman of committee, D. T. Lawrence; committee, H. Bottomley, G. Rowell, W. H. Brown, and J. M. Gaudet. George Lyons, it was unanimously decided that three at homes should be held this season.

BUSINESS NOTES.

H. A. Marceau & Co., dissolved. English Embroidery Company, partnership—E. W. Henry and W. F. Henry, traders. The Eureka Cigar Co., firm established—A. C. Bloemfield, cigar manufacturer. Nettelle Manufacturing Co., firm established—Bernard Beauchamp, manufacturer.

COLLECT

SUNLIGHT SOAP WRAPPERS

AND COMPETE FOR THE

12 STEARNS' BICYCLES AND

27 GOLD WATCHES

WHICH ARE GIVEN AWAY

EVERY MONTH

See your grocer for particulars, or drop a postcard to

LEVER BROS., Limited, TORONTO.

HAVE YOU TRIED

THE

Original Belfast Ginger Ale

—MADE BY THE—

Medical Hall Ginger Ale Factory?

THE BEST OF ALL. ORDER IT FROM YOUR GROCER.

KENNETH CAMPBELL & CO.,

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A. F. Gault, Esq., Samuel Finlay, Esq.,

Edward S. Clouston, Esq.

Amount Invested in Canada, \$1,350,000.

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PROCURED Call or write for particulars.

PROCLAMATION.

WHEREAS MONDAY, the 23rd August, inst., has been set apart in order that the citizens generally may have an opportunity to visit the Montreal Exhibition, I, the undersigned, Mayor of the City of Montreal, in pursuance of the decision of the City Council, do hereby proclaim the said Monday, the 23rd inst., a civic holiday.

(Signed), R. WILSON-SMITH, Mayor of Montreal.

Mayor's Office, City Hall, 10th August, 1897.

A SESSION OF THE COURT OF QUEBEC'S BENCH (Crown side), holding criminal jurisdiction in and for the District of Montreal, in pursuance of the decision of the City Council, do hereby proclaim the said Monday, the 23rd inst., a civic holiday.

(Signed), J. R. THIBAUDAU, Sheriff.

Sheriff's Office, Montreal, 14th August, 1897.

INSOLVENT NOTICE

In the matter of

JAMES S. THOMSON,

of the City of Montreal, Insolvent.

The undersigned will sell by Public Auction, at the room, No. 1828 Notre Dame Street, on

TUESDAY, 24th AUGUST, 1897,

the immovable property herein known as

subdivision Nos. 9 and 15 of cadastral No. 47, St. Lawrence Ward, City of Montreal.

Plan can be seen at office of Curator. Terms cash.

Sale at 10.30 A.M.

A. W. STEVENSON, Curator.

W. M. KEARNS, Auctioneer.

BREWERS.

J. H. R. MOLSON & BROS.,

Ales and Porter Brewers.

Have always on hand the various kinds

ALE & PORTER

IN WOOD AND BOTTLES.

Families Regularly Supplied.

1006 NOTRE DAME ST. MONTREAL.

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135 to 139 St. James Street,

MONTREAL.

HENRY HOGAN, Proprietor.

The best known Hotel in the Dominion

THE ST. ELMO.

Cor. of McGill and Recollet Streets.

The Best 25c Dinner in the city.

ROYAL VISIT TO IRELAND.

Dublin Expects the Duke and Duchess of York.

GREAT PREPARATIONS.

The Approaching Visit Said to Be Semi-Official.

Memories of the Celebrated Tour of the Prince and Princess of Wales.

Dublin, August 17.—The Duke and Duchess of York will arrive here tomorrow to pay their long-expected visit to Ireland. They will be the guests of Earl Cadogan, Lord Lieutenant of Ireland, and Countess Dowager of Devonport. The whole city is in a fever of expectation. The Duke and Duchess will be accompanied by the Prince and Princess of Wales. The Duke and Duchess will be accompanied by the Prince and Princess of Wales. The Duke and Duchess will be accompanied by the Prince and Princess of Wales.

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able visit of the Prince and Princess of Wales in 1885. The Duke and Duchess of York will be accompanied by the Prince and Princess of Wales. The Duke and Duchess will be accompanied by the Prince and Princess of Wales. The Duke and Duchess will be accompanied by the Prince and Princess of Wales.

Many Irishmen recall vividly the most memorable scene of all in connection with royal visits, at the state visit to Buncrana, Kildare, by the Prince and Princess of Wales in 1885. Fifty thousand people assembled at the Buncrana Station by a running, shouting mob of genuine bog-trotters, who completely defeated the efforts of the outriders and cavalry escort to keep them back.

Hundreds of grubby hands were thrust into the carriage and pleasantly grasped the hands of the royal couple.

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NEWS NOTES.

Among the passengers booked to sail for New York on the White Star Line Majestic, from Liverpool today, are Mr. and Mrs. Henry C. Villard and Commander Booth-Tucker, of the Salvation Army, and wife.

It is reported that another French detachment was recently surprised near Dohi, in the Sudan, by the insurgent Turkeys, who were subsequently routed by the French troops.

The steamer Belgica, with the Genoa Antarctic expedition on board, sailed at 10 o'clock yesterday morning from Antwerp. It is expected that the expedition will arrive at Graham's Land early in December. The crew of the Belgica numbers twenty-one men. She has on board provisions for two years.

Advices from Iceland announce that during a firing practice on board the British third-class cruiser (sloop) of the coast guard, a gun burst, dangerously wounding an officer and four men, and seriously injuring three other men.

Mr. Henry J. Morgan has presented to the Royal Colonial Institute, London (of which he is an honorary fellow), an autograph copy of Monominy's photograph of Sir Wilfrid Laurier.

Mumford Bileston, the twelve-year-old son of Mr. Charles Bileston, of Hull, fell into the River on the Hull side, near the Suspension bridge, and was drowned.

Judge Lavigne has returned to Ottawa and will enter at once upon his judicial duties.

Judge Malhot, recently retired from active duties, left Hull yesterday for Three Rivers, where he will reside.

Sir Louis Davies is expected to return to Ottawa during the first week in September.

General Gascoigne will sail from England for Canada on 4th September.

In a private letter, written to a friend in Ottawa, ex-Major McLeod Stewart gives a most encouraging report as to the reception of his Georgian Bay Canal scheme in London. "I have," he writes, "applied to the Imperial Government for a grant of £40,000 per year for twenty years on the ground that the project is Imperial as well as Canadian."

A south-bound passenger train on the Santa Fe road was held up near Edmund, Oklahoma, the engine and the train were derailed. The engine and the train were derailed. The engine and the train were derailed.

Charles Baker, Ernest Hayes and Jack Geddes, three boys belonging to Parry Sound, Ont., were drowned from a sailing skiff in the bay. They went out sailing at half past seven, and there being a stiff wind blowing, it is supposed the skiff capsized.

Proceedings in the West Assiniboia election contest case at Regina, where the case was dropped and Mr. Davin retains his seat.

The Winnipeg City Council in a stroke of economy, has dismissed the assistant city clerk, veterinary inspector, health inspector and half a dozen other civil officials.

Vice-President Shaughnessy, of the C.P.R., left Winnipeg yesterday to inspect the work on the Crow's Nest Pass Line. Manager Whyte accompanied him.

Arrangements are being made for the tour through Canada of three eminent divines of the Old World. They are Rev. John R. Sloan, of the Presbyterian Church of Glasgow, Rev. Frank Webster, of the Church of England, Birmingham, and Rev. Charles Inwood, of the Baptist Methodist preacher. These three ministers are coming here for the purpose of holding conferences in Toronto, London, Montreal, St. John, N.B., and Halifax.

The peace negotiations between the Ambassadors of the Powers and Tewfik Pasha, the Turkish Foreign Minister, are at a complete standstill. This is due to the refusal of Lord Salisbury to allow a Turkish occupation of Thessaly, pending a partial payment of the indemnity agreed upon. Lord Salisbury's objection is based upon a fear that an occupation thus begun might become permanent.

The Canadian Pacific has put a force of engineers at work surveying a line from Robson south to connect with the old survey from Rossland to the Columbia River. Mine owners are in hopes this is a sign the G.P.R. will build to Rossland this fall.

As a result of the increased business in Wall street memberships in the exchanges are becoming more valuable. Seats on the New York Stock Exchange are now worth about \$20,000.

Mr. Levi Crannell, president of the Ottawa Reform Association, reported to a meeting of the executive last evening that Mr. Bingham intended taking up the question of Sir Wilfrid Laurier, and therefore, it would be a laudable demonstration instead of a party affair. This was satisfactory to the executive.

The Bishop of Algoma. (Special to the Herald.) Sherbrooke, August 17.—The Rt. Rev. Bishop Thorndale of Algoma, who arrived at Quebec on Saturday from England, spent Sunday in this city, his old parish. He preached at the morning service in St. Peter's Church, and in the evening he conducted the service at St. George's Church, Lennoxville. Bishop Thorndale has gone to Montreal, where he will remain for a few days. He will then proceed to Sault Ste. Marie, in the district of Algoma.

TO HIT THE C. P. R. Winnipeg, Aug. 18.—The Southern Pacific has sent out a letter asking all the roads in the country to unite with it in passing commissions on business coming from China and Japan over its Pacific steamship lines in order to hit a blow at the Canadian Pacific and its eastern and western lines have refused to give the matter consideration.

Bypps' Cocoa, Grateful and Comforting "By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of the selected Cocoa, Mr. Byps has provided for our breakfast and supper a delicately flavored beverage, which may save us many heavy doctor's bills. It is by the judicious use of such articles as act as a constitution may be gradually built up until strong enough to resist every tendency to disease. Hundreds of subtle maladies are floating around us ready to attack wherever there is a weak point. We may escape many a fatal fault by keeping ourselves well fortified with pure blood and a properly nourished frame. Civil Service Gazette. Made simply with boiling water or milk. Sold only in tins, labelled—James Byps & Co., Limited, Homeopathic Chemists, London, England."

STOWAWAY'S DEATH AN ACCIDENT Quebec, Aug. 18.—The coroner's inquest into the death of young Greenel, who was supposed to have been beaten to death by the officers of the ship Mary L. Burrill, was terminated this morning. The verdict was: Died of lockjaw caused by a fracture of the right leg, which the deceased sustained by accident on board the above-named ship.

Printing. All branches. Fine work. Promptness. Fair prices. A Herald Job Office.

RAILWAYS.

GRAND TRUNK RAILWAY SYSTEM.

Montreal to Quebec and Lower St. Lawrence Points.

Leave Montreal 7:30 a.m. daily, except Sunday, and 11:15 p.m. daily, except Sunday. The 4 p.m. train is a new train, with parlor car attached, and reaches Quebec at 10:40 p.m. 7:30 a.m. train runs through to Halifax, but train leaving Montreal Sunday morning runs to Rimouski only. The 11:15 p.m. train runs to Little Metis. (Saturday night train runs to Quebec only.)

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you offer makes every copy of this paper worth that amount extra. You do not need to write a letter; simply cut out the Pattern Order below and mail it according to the directions on it, and you will receive by return mail the pattern in the size chosen.

Five cents in Canadian stamps or money should be sent with each pattern to defray cost of mailing.

FOR SMALL GIRLS.

1166—ALMA FROCK.

Sizes for four and six years

This charming little frock is of the palest pink chambray, trimmed with lace-like Hamburg embroidery. The straight, full skirt is finished with a hem headed by two rows of insertion, and it is sewed to the waist in gathers, the fullness being held easily across the front and over the hips, and massed in the back. The full "baby" waist may be finished high in the neck or in a low square, which is outlined in the pattern and worn with a guimpe. The short puffed sleeves are surmounted by a ruffle of the Chambray, trimmed with insertion. The model is so simple and graceful that it is commended for all washable fabrics, from linen andingham to thinnest muslins and India silk.

A special illustration and full directions about the pattern will be found on the envelope in which it is enclosed.



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Without this coupon your patterns would cost from 20 cents to 50 cents a piece.

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We are Sole Agents for the celebrated New England Vaccine
 Co.'s Virus. We sold, during the last epidemic, 90,000 in
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Until the End of this Month

Bargains Galore

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STYLISH BLOUSES, Starched Collar and Cuffs, only..... 25c
Cheap at 75c.

STYLISH BLOUSES, Starched Collar and Cuffs, only..... 39c
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STYLISH BLOUSES in Muslin Effects, only..... 98c
Regular values, \$1.50* to \$2.75. Remember your
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5c.—LADIES' CHEMISETTES, 5c—50 doz. Ladies' Chemisettes

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**Another shipment of Note Paper to be sold at 16c per lb.
Worth 25c.**

GOLF CAPES—Special line of Ladies' Golf Capes, made from
All-Wool Tweed, price only.....\$2.95
Regular values, \$4.50 and \$5.00.

Ladies' and Children's STRAW HATS to clear.....10c each

Ladies' ULSTERS AND WRAPS, suitable for Fall wear to
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JOHN HENRY & CO.,
2343 St. Catherine St., Corner of Metcalfe St.
Terms Cash. Telephone 3833.

furious oaths for liquor; and I judged that
Ferguson gave them of his holidays. But
it was little among so many, and was gone
in a moment, and they still more more.
"There is a keg upstairs," said he, "in
the back room. But get it for yourselves.
You have hung me. To think that I
should have played the game with such

HARPER'S
—
RETAIL:
PURELY
PORK
SAUSAGES

They laughed recklessly, a savage note in their voices. "Ay, you should have stuck to your pen, old fellow," one cried. "Then it was only the printer hung. But we'll drink your health before you swing. Up, Keyes, and fetch the stuff. It may be bad, but we'll drink to the squeezing of the Rotten Gorges once more; if it be the last stout drink I'll drink!"

(To be Continued.)

Stalls 24 & 25, ^{and} Thistlebrand
St. Lawrence Market. **HAMS and**
WHOLESALE: BACONS
18 St. Philip Street, ^{Are Standard} of Excellence

SECOND VICTORY FOR GLENCAIRN.

Yesterday's Yacht Race Won By Defender In Half A Gale of Wind.

DUCCAN EASILY LED FROM THE START.

The Little Craft Stood the Rough Weather Well—Skippers Did Some Close Calculating—The Weight of Momo's Crew Increased.

At half past ten the boats arrived off Point Claire, the Momo in tow of the Dama, Glencairn II. behind the Gertrude. The crews in their tarpaulins looked very picturesque, and the heavy gusts of wind with a big swell made the scene a wild one. The dark threatening clouds, together with unpleasant showers of rain, made the day very disagreeable.

The course was the windward and return one, and the starting line was practically the same as yesterday's. Visiting sailing craft, were conspicuous by their absence, and the few that were out had double reefs. The wind was heavier than on Monday, and the swell much larger. It almost seemed impossible that two such small and frail craft as the competing boats would be able to live through the race. The Wild Rose, with the Wide-awake in tow, continued up the lake for the purpose of placing the latter as the upper buoy.

The wind was now blowing half a gale from the west, veering at times to the northwest. At 10:30 Glencairn II. began to lose her sail, four reefs having been put in at the yacht club before starting. Momo's crew now abandoned her for a few minutes, boarding the committee boat. Speculation was rife as to the purpose of their visit, and a sigh of relief was given as they again took their places and immediately unhoisted their sail. At 11:05 Glencairn II. hoisted her sail, with four reefs stowed away. When up, it looked very small on the mast, being only about two feet high. Momo's sail, with three reefs, was considerably larger and more triangular in shape. At 11:07 Glencairn II. cast loose her masting line and went off for a trial spin. She seemed to stand up to the wind well, but as to speed she appeared decidedly sluggish.

The race, while promising to be a very exciting one, promised to be a slow one as to time, as the heavy swell made great speed impossible. At 11:10 Momo got away from the Dama. She at once appeared to be sailing faster than Glencairn, but picked more. Glencairn II. now cast her fourth reef, and the improvement in speed and general tone was marked.

The rain was now heavy, and to the onlookers formed a mist around the boats. Glencairn II. headed off to the quarter, running in to Point Claire. She seemed to fly. Momo set her small storm jib, and as Glencairn II. scudded down the wind towards the committee boat, followed her example.

On the Duchess of York, in one way, the Canadian admirers looked miserable. The wind they were delighted to see, for they all knew that a heavy breeze favored Glencairn II. but the rain was an element of discomfort. Both boats were holding up well, and were now ready for the start.

The first preparatory whistle blew at 11:22. Stockpile again handled the tiller of the Momo, and the yacht looked very beautiful as her varnished hull would rise on the top of a huge swell and then sink again into the trough. Glencairn II. in the wind in the neighborhood of the starting line, while Momo made longer runs. As she passed the Duchess of York she was heartily applauded by the spectators.

Both boats seemed to have equal chances and even in the cold north wind, people kept in a fever of excitement. Glencairn took a short run along the line, and at the sound of the second whistle, Momo was out to windward of the buoy. Both boats approached the line, and as the time for starting drew near, the excitement became intense.

Both boats stood on the starboard run and headed for the buoy just at boat's length apart, with Momo to windward. Glencairn II. drew away and headed for the line, followed at once by Momo. Both boats were too eager and had to wear away along the line. At the sound of the whistle Glencairn II., which a few seconds later would have had to go about quickly, sheeled her sails, crossed the line first, with Momo a few feet behind. It was a beautiful start and in such weather spoke volumes for the skill of the men at the tillers.

Glencairn ran off on the port tack for about 200 yards and put about. Momo continued on the starboard for some time longer. Of the two Mr. Duggan showed the best judgment, as the swell in shore was much smaller. Momo did not stand the wind as well as her rival, which also ran free. Both boats were nearly a mile apart when they put about together. Glencairn on to the starboard and Momo on to the port tack.

As the two boats neared one another, it became an exciting question as to which would cross the other's bow. Glencairn II. was the lucky one, and as the fact of her having established a lead became certain, hearty cheers arose from the different craft. A little later she had gained a commanding position to windward and was sailing nobly.

Momo was pitching more than her rival and her smaller amount of free board told against her in the heavy seas. Barring accidents the result of the race had almost ceased to be in doubt. Glencairn was pointing closer.

As the boats got nearer the shore, the wind veered more to the north, causing the boats to fall off a few points. Glencairn to windward and when about half a mile from shore came about on the starboard tack. Momo a minute later, followed suit. Excellent judgment on both boats was displayed in beating up the shore.

ed splendidly, and Mr. Duggan showed fine judgment in making the buoy. On this leg another quarter of a mile was added to his credit. The buoy was kept to starboard, and both boats rounded as follows:—

On the run before the wind Glencairn II. set her balloon jib as a spinnaker and came scudding down the lake. Momo, on the other hand, set her ordinary large spinnaker. Glencairn II. carried her well forward, while Momo's was kept wing and wing with the mainmast. Both boats hoisted their spinnakers in prudent time for the buoy. Momo perhaps holding on to her a little longer. Both little flyers were now prepared for the second long thrust to windward. As Glencairn II. gybed round the buoy, to which she gave a wild berth, there was much shouting of whistles and applause. The wind, which for a time had lulled slightly, now returned to its original strength.

The second buoy on the first round was passed as follows:—

Glencairn II. 12.25.20
Momo 12.27.11

On this 'ree run Glencairn II. lost nearly a minute. Momo coming down the lake in great form. On the second windward run both crews had to hove well out, and Momo seemed to be sailing and pointing better. Both boats made a long port tack, making for the calmer water inshore. Momo was now holding up well, and Glencairn II. this time seemed to be sailing free.

The run now came out for a short time and brightened things up. Glencairn now put about, and headed for the outer buoy. Momo kept on towards the shore for some time longer, and while in the bay below the shore received quite a shake-up. Momo now put about by continuing in the bay she undoubtedly poked up on her rival. Glencairn II. again went about on the port tack, running well into land. Momo, when she got into Glencairn's wake, followed her. The latter had again increased her lead, and was now about on the starboard. Momo put about also, and the same tack as Glencairn. Both boats were now in a position to make the buoy, and this run was consequently a long one.

Glencairn II. again ran the buoy close. Both boats rounded as follows:—

Glencairn 12.57.38
Momo 1.02.51

The run before the wind was very similar to the previous one. Glencairn II. again set her balloon as a spinnaker. Momo again preferred her large one. Very few people outside of yachtsmen can appreciate what a difficult thing it is to set a huge sail on such small boats even in fair weather. When half a gale is blowing and the decks are slippery, and are being continually run under water, together with a tremendous sea, which plays with the boat at will, the task becomes one which to those who have not seen it done would seem impossible. The crews of both boats deserve great credit for their marvellously quick work.

The first buoy on the third round was passed as follows:—

Glencairn 1.11.49
Momo 1.15.44

In the third thrust to windward the same tactics as in the previous race were employed. On this run Momo struck a lucky shift in the wind, which allowed her to catch up two minutes on Glencairn II. As both boats reached the mark they were able to ease of their sheets a little. But Glencairn II. had by this time got over most of the windward work, so that the change in wind affected her less.

The first buoy on the third was passed as follows:—

Glencairn 1.47.03
Momo 1.50.02

As Mr. Duggan rounded the buoy for the last time, the steam yachts showed that up to that time they were still anxious, because the tooting of whistles was almost as loud as at the finish.

Although almost at the completion of the first run, every one felt sure of Glencairn II.'s speed, every one was anxious about her rigging, lest something should break. To take a boat around a course like yesterday's and under the same conditions without breaking anything forms no small feat in a skipper's mind.

The home run Glencairn II. set her spinnaker. She now seemed pretty heavy in the bow and after a long roll on a wave would plunge right under. To remedy this it was found necessary to transfer this it was found necessary to transfer Mr. Paton to the stern. As Glencairn II. crossed the finishing line, cheers and whistles added their small mite to the music of the wind, which was blowing as strong as ever.

Momo came in just two minutes and thirty seconds later, and the third of the international race for 1897 was finished. The time was as follows:—

Glencairn II. 2.00.10
Momo 2.02.40

In the Momo's crew a change which was decidedly an advantage to her was made. Mr. Dresser, who weighs in the neighborhood of 230 pounds, replaced Mr. Craze, who weighs about 80 pounds less.

The incident has created some remark, and since the race it has been largely discussed whether it is the proper thing to change a crew with the weather. So far it has not been done on Lake St. Louis.

The commander of the Duchess of York, Mr. Harry Abbot, deserves great praise for the skill and judgment with which he has handled the boat, and those on board thoroughly appreciated an excellent view of the race.

At 8 o'clock this morning the prospects for today's race are good. The wind is now a two-reef breeze, but will probably fall to a whole sail wind.

BASEBALL.

EASTERN LEAGUE BIRDS.

Two of Our Eastern League Teams Do Up Teams From the National League.

While Syracuse was talking on Montreal to the extent of two games yesterday, two of the Eastern League teams were battling with clubs in the National.

The Indians from Cleveland, with the big Injun Sockalexis, were beaten by 17 runs, while Buffalo fell on the St. Louis team, the once famous "Browns," or, as their manager Von der Ahe has it, "der Browns." In both cases the score was close, but the Eastern teams won just the same.

This afternoon Montreal is playing Syracuse on the St. Catherine street grounds, and by the way they have been playing of late they—Montreal, of course—ought to win.

Montreal in Hard Luck.

Syracuse, N.Y., August 17.—The home team won two games from Montreal today and stepped up a few points nearer the leaders. Both games were well played and exciting. The fielding of the Montreal club was very shabby, and they were unfortunate in not being able to hit when hits meant runs. The work of all four pitchers was good. Scores:—

FIRST GAME.									
Syracuse	A.B.	R.	B.H.	P.O.	A.	E.	U.	W.	L.
Syracuse	26	2	2	2	4	5	0	0	0
Garry, c.	4	0	0	0	1	3	0	0	0
Smith, 2b	4	0	0	0	1	2	0	0	0
Lezotte, 1b	4	0	0	0	1	2	0	0	0
O'Brien, 3b	4	0	0	0	1	2	0	0	0
Schickel, s.s.	4	0	0	0	1	2	0	0	0
Earl, 1b	4	0	0	0	1	2	0	0	0
Shaw, 2b	4	0	0	0	1	2	0	0	0
Kissinger, p.	2	0	0	0	1	0	0	0	0
Totals	5	10	27	14	1	0	0	0	0

SECOND GAME.									
Syracuse	A.B.	R.	B.H.	P.O.	A.	E.	U.	W.	L.
Syracuse	26	2	2	2	4	5	0	0	0
Garry, c.	4	0	0	0	1	3	0	0	0
Smith, 2b	4	0	0	0	1	2	0	0	0
Lezotte, 1b	4	0	0	0	1	2	0	0	0
O'Brien, 3b	4	0	0	0	1	2	0	0	0
Schickel, s.s.	4	0	0	0	1	2	0	0	0
Earl, 1b	4	0	0	0	1	2	0	0	0
Shaw, 2b	4	0	0	0	1	2	0	0	0
Kissinger, p.	2	0	0	0	1	0	0	0	0
Totals	5	10	27	14	1	0	0	0	0

Score by innings:—

Syracuse 10020011—5
Montreal 11000000—2

SUMMARIES.

Beaten runs—Syracuse, 1.

Two-base hits—Earl, Schickel, Egan, Shannon, s.s.

Three-base—Egan, Garry, Smith, O'Brien, Henry.

Double plays—Schickel to Egan to Earl, Shannon to Shannon, Lynch to Shannon.

First base on balls—Off Kissinger, 2; off McFarlane, 2.

Strike out—By Kissinger, 1; by McFarlane, 1.

Passed ball—Shaw, 1.

Left on bases—Syracuse, 5; Montreal, 6.

Score—Syracuse, 5; Montreal, 2.

Time—1:30.

Umpire—Swartwood.

Beaten runs—Syracuse, 1.

Two-base hits—Earl, Schickel, Egan, Shannon, s.s.

Three-base—Egan, Garry, Smith, O'Brien, Henry.

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CANOEING.

THE CAMP AT CLAYTON.

Members of the American Canoe Association Having a Good Time—Events of the Day.

Clayton, N.Y., August 17.—The three-mile record race, known as the combined or alternate paddling and sailing race, in the American Canoe Association event, yesterday, was won by Douglas, of the Janthes, in 47 minutes, 25 seconds, with J. R. Stewart, of the Ironclad, second in 1 hour, 3 minutes, 18 seconds. Mr. Taggart, of the Rochester, withdrew early

in the race. Hale, of the Yonkers crew, was disabled, and Leroy, of the Janthes, was upset owing to the high wind. The unlimited sailing and unclassified sailing events were postponed, and in the early part of the afternoon various groups of the entire camp were taken by photographers. Next the Canadians and Americans lined up for a tug-of-war. Each side was victorious in turn, and then the Canadians won the rubber. The tail-end race was called, because the higher the wind the more it blows the boat about, the paddlers being in the bow and the stern being out of the water to the windward. The race was won by Conges, with E. McNeil second and D. McDougall third. The ladies' single paddles, quarter mile straightaway, open canoe, was won by Miss Pearlall, of Toronto, over Mrs. Drake, of Boston.

Ex-Commodore Walter U. Lawson, of Boston, was the officer of the day in the canoe camp to-day. The board of governors has re-elected Ex-Commodore Robert J. Wilkin, of Brooklyn, president, and Ex-Commodore Charles V. Winne, of Albany, secretary. The unlimited sailing race was called this morning. Archibald, of Montreal, won, with Stewart, of Rochester, second. The course was six miles.

The time of Archibald, who won the unlimited sailing race, was 55 minutes, 33 seconds; J. R. Stewart, 1 hour and 13 seconds; Mowbray and Smith coming next in order. The course was six miles.

The swimming race, 100 yards, was won by Lewis, of Ottawa, in 1 minute and 13 seconds; A. K. Conger, of Gouverneur, second. Time, 1:20.

The record paddling race, half mile, with a turn, was won by Douglas, with J. R. Stewart second, Hale third, and Leroy fourth.

In the Atlantic Division Cup race, Mowbray, of New York, was first; Douglas, of Newark, second, and Moore, of New York, third.

For the Central Division Cup race, J. R. Stewart, of Ironclad, was first; McTaggart, of Rochester, second; and Langsley, of Sullivan, third.

The tandem dip paddling race, one-half mile with an open canoe, single blades, was won by the Toronto Club, in 4 minutes, 45 seconds, over the Kingston Club, 4:55, and the Ottawa Club, 5:01.

The Northern Division gave a camp fire last night.

Standing of the Clubs.

Club. Won. Lost. Cent.

Boston 65 31 .677

Baltimore 63 39 .613

Cincinnati 59 29 .668

New York 56 38 .644

Cleveland 50 44 .531

Chicago 47 51 .479

Pittsburg 43 51 .457

Louisville 42 54 .438

Philadelphia 43 56 .434

Brooklyn 38 56 .404

Washington 38 56 .404

St. Louis 26 72 .265

On the Fly.

Watch Dooley.

Lynch is playing second.

Two errors in two games.

Shannon is the slinger now.

Yesterday's second game was close.

Fatty Berger is our best catcher.

Shannon is fielding much better.

Think of Toronto doing up Cleveland.

Joe Mulvey has returned to the Montreal club and has been forgiven.

Charles Smith has been released. Chicago is desirous of coming back to Wilkesbarre.

If, as has been stated, Beard was played for a release, he should be a suspended player now, and the black list would be too good for him—Saratoga Republican.

The Boston club is making its owners a lot of money, and no wonder. One sees a ball game when they play. The Boston management will clear \$50,000 this year, and the biggest money Baltimore has made has been from Boston games.

Manager Burns said that if Toronto was first or second, and his team in either of the positions, he would not play the Washington agricultural team for the Steiner cup. With these three clubs united in this determination, there is a pretty slim chance for the Toronto players getting in on the series—Wilkesbarre Record.

According to President Young, Boston and Brooklyn do the least kicking on umpires, Chicago makes little trouble, Baltimore has made one kick this season, Pittsburg makes very little complaint, and Cleveland and Washington protest when things are very rank. New York, Philadelphia and St. Louis make Mr. Young weary.

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