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Brand
(1 lb. and 2 lb. cans.)
IS PICKED PURITY
Strong in Purity. Fragrant in Strength.

IMITATORS ARE MANIFOLD.

CHASE & SANBORN,
MONTREAL AND BOSTON.

ADVOCATES OF ARBITRATION

For Settling Disputes Between Companies and Their Employees.

City Council Will Seek Legislation to Make It Compulsory.

A Variety of Contracts Considered by the Aldermen—Some Awarded, and Some Sent Back to Committee—Many Minor Matters.

The city council last night unanimously passed Ald. Parnell's motion favoring compulsory arbitration of disputes between companies holding public franchises and their employees. The motion has been hanging fire since early in August. It authorizes a petition to the local legislature for legislation along the lines set forth, and instructs the city clerk to write other corporations with a view to co-operation. There was little discussion. Other matters which came before the council were chiefly of routine nature. The mayor presided, and the other members present were Ald. Greenlee, McCulloch, Wilkey, Dreahey, Garratt, Malloch, Graham, Winnett, Carrothers, O'Meara, Jolly, Douglas, Pritchard, Rumball and McPhillips. Ald. Parnell, who was out of town, came to the city on a late train and was just in time to bring up his compulsory arbitration motion.

The following communications were referred to No. 1 committee: From the city assessors—Asking additional remuneration for their services. From Col. Holmes—Forwarding the vouchers for expenditure of money for services of militia. From the city clerk—Asking additional remuneration for their services.

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Ald. Winnett thought private enterprise was in evidence. Someone was interested in having these walks go down, he said, and strongly criticized the action.

City Engineer Graydon was called, and informed the council that Assessment Commissioner Grant dealt with advertising of the sidewalks. There was no further discussion.

A request from Elizabeth Bennett for permission to sell medicine on the market, and an application from Wm. Haddell for the position of weigh scales clerk, were sent to No. 3 committee.

Mrs. Robert Saunders applied for admission to the Home for the Sick. Referred to the mayor and relief officer.

East End Methodists were granted the use of the town hall for religious services.

The city engineer reported an overdraft of \$905.25 in the board of works department, and asked to be allowed to make an overdraft of \$1,000. Filed for reference.

Messrs McCormick and Pococke were

HEALTH OF SCHOOL GIRLS

"Parents little imagine how great and prevalent is the injury done to girls between the ages of 10 and 16 by over-application to study," said a prominent New York physician when addressing the school board recently.

For reasons connected with the physiological structure of women it is of the utmost importance that at this period, when the peculiar feminine organs are beginning to assume their functions, the nervous system should not be exhausted by over-exertion and anxiety caused by school work and examinations. Hoets of pale, weak, poorly-developed girls have been referred to health and strength by the use of

DR. CHASE'S NERVE FOOD

the great restorative, in pill form. In all the year there is no season so well suited to building up the system. In the whole range of remedies there is no treatment to be compared to Dr. Chase's Nerve Food. Let the nervous system be thoroughly restored before the school term starts. 50 cents a box, at all druggists, or Edmondson, Bates & Co., Toronto.

sideration of the motion to pay \$160 on the Labatt bill.

Ald. McPhillips gave notice for reconsideration of the tenders for filling in at the cove.

The bylaw to provide \$55,000 for waterworks debentures was read three times and passed, by consent of the lieutenant-governor.

Bylaws for mosaic tile walks on Simcoe street were passed.

A bylaw to enable the children of the waterworks employees to attend school at Byron was also adopted.

Only two readings were given the bylaw to convey to the City Gas Company property at the corner of Broad and Ridout streets. Adjourned at 10:50 p.m.

THE COVETED AMERICA'S CUP

Is a Battered Old Silver Mug Without a Bottom.

But Its Associations Render It An Object of Marvelous Interest and Value.

New York, Oct. 3.—An old battered silver mug, which never held a drop of anything, because it has no bottom, and which now would be rejected by any sane second-hand store dealer, lies in an oak case in Tiffany's vaults, on Broadway.

Forty-nine years ago this was offered as a prize for a race between a little American pilot schooner model of 170 tons, and a fleet of twelve British yachts—sloops, schooners and cutters. The little pilot boat had been built for a pleasure craft by W. H. Brown, on plans drawn by George Peers, for Commodore John C. Stevens and G. L. Schuyler, of New York. She had sailed across the Atlantic in hopes of entering a race with some English boat, but none would race with such a craft.

Finally, one day, she was sent with a fleet, and while she was not allowed to enter the race, she sailed away from them all, and was in port almost ten minutes before the next boat could be sighted in the offing. The next day the race was arranged, and a month later it came off, the "hundred guinea trophy" being offered as the prize.

THE AMERICA'S FIRST RACE. On Aug. 22, 1851, the race was sailed at Cowes Roads, England. The schooner was called America, and that race is the most memorable event in yachting history. Indeed, it more than any other event of its kind made yachting what it is today.

Suffice it to say, none of the English yachts had a chance with the America, and she beat out her nearest opponent, the Aurora, a 47-ton cutter, by 11 minutes. After a season of racing she sailed back to America with that hundred guinea trophy—now the most prized trophy that the sporting world has ever known—packed away in her hold with a lot of other truck.

The old trophy was used as an ornament for dressing stands and smoking dens for 20 years, until finally Mr. John Ashbury, an English yachtsman, happened to think of it. He straightway challenged for it with the Cambria, and Mr. J. P. Osgood's schooner Magic defended it. The next year Mr. Ashbury again went after the trophy with the Livonia against the Sappho, and since that time it has been sailed for seven times. The race today will be the eleventh series that have been contested and the result has always been the same—the cup has remained in America, although the leader of the fleet, the Cambria, has won it twice.

The tender of Harding & Leathorne of \$1,485 to complete section A of the sewerage system was accepted.

Four tenders for work to be done in filling in and making an embankment across the east cove on the siphon line were submitted to the council, together with the city engineer's opinion on Harding & Leathorne's position respecting the proposed work.

Ald. McCulloch feared that the proposed work would cut off the inlet and outlet at the cove and create a stagnant pool which would be very objectionable to the neighborhood.

The tender of John Hayman & Sons to build a valve-house on Evergreen street was accepted.

A heated discussion developed out of the hospital building committee's recommendation that the H. Burdick's tender of \$115 to supply cash to inclose a veranda at the contagious building be accepted.

Ald. Graham said this was for work that on his motion had been awarded to Contractor Purdon.

Chairman Jolly said the matter had been referred to himself with power. Ald. Graham misunderstood his own motion, and was corrected by the minutes at a subsequent meeting at which Ald. Graham was not present.

Ald. Wilkey reminded the chairman that there had not been a quorum present at the meeting.

For that Ald. Wilkey was to blame. Ald. Jolly retorted, and Ald. Wilkey was again corrected by the minutes.

Burdick's tender was accepted on a vote of 7 to 6.

A recommendation to pay Architect McBride \$500 on account was not adopted, it being thought advisable to retain 20 per cent to insure progress at the hospital.

There were a number of inquiries. Ald. Wilkey was told that the contractors laid cement walks in the frost at their own risk.

Information was promised Ald. Dreahey regarding the termination of the street railway company's right to use the loop at the fair grounds.

Ald. McPhillips was informed that the broken trees were being removed, that the clock in T. Morley's place on the pavement was only temporary; also that no word had been received concerning the proposed armory.

Ald. Carrothers—A great deal of time is taken up at these meetings by members of No. 2 committee asking questions of their chairman. Does he run the whole show? (Laughter.)

Ald. Pritchard moved that two drivers on York street, between Talbot and York, be repaired. He claimed it was a matter of urgency. Carried.

Ald. Parnell moved that the council instruct the city clerk to draft a petition to the local legislature of this province, praying that such legislation be enacted at its next session as will provide for compulsory arbitration of disputes between companies holding public franchises and their employees, and that the clerk be instructed to write other corporations with a view to co-operation in the matter. Ald. Wilkey seconded. Carried unanimously.

Another motion which carried unanimously was by Ald. McCulloch, that the clerk write a letter of condolence to ex-Ald. John Heaman on the death of his wife.

Ald. Winnett's motion that the petition of the W. C. A. for remission of taxes on vacant property in the north end be reconsidered and granted, was lost, 4 to 8.

Ald. O'Meara gave notice for recon-

sideration of the motion to pay \$160 on the Labatt bill.

Ald. McPhillips gave notice for reconsideration of the tenders for filling in at the cove.

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James Bell, of Glasgow, raced with his cutter Thistle in 1857, and the Volunteer defeated her twice, on the first occasion by 15 minutes 22 seconds, and on the second by 11 minutes 35 seconds.

In 1858 Lord Dunraven's Valkyrie II. was beaten in the first race by Vigilant 7 minutes 36 seconds, and on the second by 2 minutes 13 seconds, actual time, but only by 40 seconds corrected time.

In 1855 Lord Dunraven's Valkyrie III. was beaten in the first race by Defender 8 minutes 20 seconds, actual time. In the second race Defender was beaten 47 seconds. This race was, however, given to Defender because she was fouled by Valkyrie. Defender sailed over the course in the next race alone, Valkyrie withdrawing after crossing the line. Defender thus won the series.

The competitors in the present contest are Sir Thomas Lipton's Shamrock and the Columbia, owned jointly by Commodore J. Pierpont Morgan, of the New York Yacht Club, and Mr. C. Oliver Iselin.

The terms of the contests call for 30-mile races, the first and third races being run miles to windward or leeward and return, and the second and fourth being on triangular courses, ten miles on a side. The races are to be started either from the Sandy Hook lightship or the Scotland lightship, as the regatta committee may decide. The Sandy Hook lightship is 21 miles from the Battery by one channel, but by the main channel, which the larger boats must take, it is 24 miles. Sandy Hook lightship is four miles east by north of the Scotland lightship.

According to the agreement under which these races are to be sailed, the winner of three out of the five races will keep or take the cup as may result. The days are Oct. 3, Oct. 5 and Oct. 7, and if it is necessary to sail the five races the following Tuesday and Thursday are the extra days named for the contest.

The water of the courses is very deep, varying from 11 to 50 fathoms, and with no sandbar or obstructions save the Shrewsbury rocks, about a mile out from Seabright, and extending a mile from shore.

In reading the bulletin reports of the contests one will notice that many of them are dated from "Navesink Highlands." The Navesink Highlands is a bold promontory varying from 1,400 to 225 in height, and extending several miles from the shore below the hook. They rise abruptly from the water, and all around them the land is very low, sandy, and in some places is below sea level. From Navesink light with a strong glass on a clear day it can be seen as far as the eye can reach, one easily watch the racers over the whole course.

THE SHAMROCK AND COLUMBIA

Start Their Contest for the America's Cup.

With Fine Weather and a Cool, Crisp, Ten-Mile Breeze.

New York, Oct. 3.—The day for the first of the international yacht races opened bright, fairly clear, and with a crisp north to northeast breeze blowing ten to twelve miles an hour. The weather conditions were considered excellent. The Columbia and the Shamrock, each with her attendant squadron, had been moved over night in the upper bay off Tompkinsville. The crews were astir at daybreak, preparing them for the competition. They were towed to the Narrows and anchored on the side of Sandy Hook. A sailor was sent up the truck of the Shamrock's mast, a few minutes after seven, and Sir Thomas Lipton's private signal was set. By this time the Shamrock had hoisted paid up a 10 in stops, and it looked as though she were ready to go out at any time. The Columbia at this time had not hoisted any of her sails.

Meantime steam yachts, excursion steamers, large and small sailing craft, and tugs loaded with sightseers, were voyaging down the harbor and toward the neighborhood of the course.

OUTSIDE THE HOOK. The Shamrock and the Columbia, in two tugs, passed inside the Hook at 9 o'clock. The Vigilant, the old cup defender, was in the challenger's wake. The Columbia, when near the point of the Hook, began hoisting her mainsail. The Columbia broke out two headsails when about two miles east of the Hook and cast off her tow. At the same time the Shamrock, about three miles further to the east, was headed up into the wind and began hoisting her sails. She had it well up, when the Columbia passed her under her three lower sails. The wind was still north to northeast, but had decreased to a gale, and was not blowing over ten knots. The flagship, Commodore, with the regatta committee on board, passed the Hook at 9:50.

HEADING FOR THE STARTING-POINT. The Columbia reached Sandy Hook lightship about 10:12. The Shamrock at that time was three miles to the westward, but heading for the lightship. Strung out astern there was a large fleet of excursion boats, steam yachts, launches, tugs, six torpedo boats, and other revenue cutters all heading for the lightship. The wind was almost due northeast, blowing about ten knots an hour, a good cup-top sail breeze.

The United States dispatch boat Dolphin had on board the Earl of Minto, governor-general of Canada, and Lady Minto, Mr. and Mrs. Douglas Robinson, Col. Treadwell and wife, August Belmont and others. When they came aboard, a suite of thirteen guns was fired in honor of the governor-general, and the flag of Canada was raised to the masthead. Gov. Roosevelt and his wife were expected aboard, but owing to the governor's absence for the purpose of attending the ceremonies in Washington in honor of Admiral Dewey, neither he nor Mrs. Roosevelt were aboard.

The course is fifteen miles to leeward and turn, coming down the Jersey shore.

BULLETINS. The preliminary gun was fired at 10:59½ a.m.

Shamrock was first over, Columbia a few seconds later; yachts about south on port tack.

Long Beach, 11:19.—The Columbia appears to be gaining slightly on the Shamrock.

Highlands, Navesink, 11:20 a.m.—The Shamrock appears to be increasing her lead.

At 11:21 the Shamrock was 200 yards ahead.

11:23 a.m.—The Shamrock has set her big balloon forestaysail. The spinnaker is drawing poorly, while the Columbia's big balloon forestaysail appears to be drawing her up on the challenger.

11:25 a.m.—The wind has decreased considerably, and at this hour blowing not much over seven miles.

The ONLY GOOD Sauce LEA & PERRIN'S Worcestershire

Though there are plenty of "fakes" on the market. See that you get Lea & Perrin's.

J. M. DOUGLAS & CO., Canadian Agents.

USE EDDY'S BRUSHES.

The Most Durable on the Market. For Sale Everywhere.

12½ Cents Per Share

Stock is at this figure for a limited time only. Matters are progressing favorably and warrant a further advance shortly. The tunnel contract is let and work is being actively prosecuted at the mine. We have also added two more claims to the company's properties, giving us four in all, or nearly a mile of ore body on the Horne Ledge—the most famous lead in the country. Prospects are good for early returns.

The Scottish-Canadian Mining and Development Co'y Of British Columbia, Limited.

A. E. WELCH, Managing Director, 169 Dundas Street, London.

W. J. TEASDALL, ESQ., Pres. T. H. LUSCOMBE, ESQ., Sec.

11:25 the Shamrock was still ahead and does not appear to be gaining any on her rival. On the other hand the Columbia is a trifle closer, but yet the race between the two will be very close.

11:30 a.m.—The Shamrock has set her balloon jib. Appears to hold about same position, although the Columbia appears to be gaining slightly.

At 11:33 the boats had not sailed much over three miles of the course, and at this time it looks as if the race will be a close one. At 11:35 the Columbia had gained a little more, but was still 25 or 50 yards behind her rival.

11:35 a.m.—The Shamrock appears to have increased her lead somewhat.

11:43 a.m.—The Shamrock appears to have a little better wind and is increasing her lead. The excursion boats are closing up and appear to be crowding the racers. They have taken all the wind out of the Columbia's sails. The Shamrock has a full breeze and is not affected by the excursion fleet.

11:45 a.m.—The Columbia is now almost becalmed by excursion boats following up.

11:48 a.m.—The Shamrock continues to increase her lead.

11:52 a.m.—The Shamrock leads by over a quarter of a mile.

11:58.—The Shamrock is still increasing her lead. The Shamrock now leads by half a mile.

12:05 p.m.—Wind now about eight miles an hour and decreasing.

At 12:04 the Columbia took in her spinnaker and gybed her mainsail over the port, while the sheet of the balloon jib was also hauled over the stay, and the big sail set to port. The change in the Columbia's sail was the best thing she had done up to this time, for she began to rapidly overhaul Shamrock.

12:15 p.m.—The stakeboat is anchored east of Elberon. The Columbia is now gaining rapidly on the Shamrock. Both boats have gybed. The Columbia is increasing her speed and has now passed the Shamrock.

Highlands of Navesink, 12:25.—The Columbia was about 50 yards ahead of the Shamrock, but did not seem to be able to drop her rival to any great extent. The wind had backed to the northward, so that neither boat could set its spinnaker to starboard. Off shore the wind seemed to have decreased.

What is Scott's Emulsion? It is the best cod-liver oil, partly digested, and combined with the hypophosphites and glycerine. What will it do? It will make the poor blood of the anemic rich and red.

It will give nervous energy to the overworked brain and nerves. It will add flesh to the thin form of a child, wasted from fat-starvation.

It is everywhere acknowledged as The Standard of the World.

See and be convinced, all druggists. SCOTT & BOWNE, Chemists, Toronto.

ed to seven knots, and the yachts were going toward the mark in a broad reach with a balloon jib set.

12:44 p.m.—The Columbia at this time is over half a mile in the lead, and seems to be dropping her rival rapidly.

Long Branch, 1 p.m.—The Shamrock appears to be gaining slightly. The wind is freshening.

It is as Easy to Love Your neighbor as yourself when your neighbor is a pretty girl. It is just as easy to cure yourself of Catarrh, Bronchitis or Asthma, if you use Catarrhine, the new medicated air treatment, for all diseases of the nasal and respiratory passages caused by germ life. Catarrhine cures by inhalation without danger or risk to the sufferer. It goes wherever air can go and never fails to reach the affected parts. This is why it excels treatments requiring the use of sprays, douches, powders, ointments, etc., which cannot reach the seats of disease and are therefore useless. For sale at all druggists, or direct by mail, price \$1.00. Send 10c in stamps to N. POLSON & CO., Manufacturing Chemists, Kingston, Ont., for sample outfit.

A man may forget the dollar he borrowed, but he always remembers the one he loaned.

PACKED OUT—None but those who have become fagged out know what a depressed, miserable feeling it is. All strength has gone, and despondency has taken hold of the sufferers. They feel as though there was nothing to live for. There, however, is a cure—a box of Parmelee's Vegetable Pills will restore health and strength. Mandrake and Dandelion are two of the articles entering into the composition of Parmelee's Pills.

Every dog has his day, but somehow every dog thinks every other dog's day is so much nicer than his.

A DINNER PILL—Many persons suffer excruciating agony after partaking of a hearty dinner. The food partakes of it like a ball of lead upon the stomach, and instead of being a healing nutriment, it becomes a poison to the system. Dr. Parmelee's Vegetable Pills are wonderful correctives of such troubles. They correct acidity, open the secretions and convey the food partaken of into healthy nutriment. They are just the medicine to take if troubled with indigestion.

Lord Rosbery recently said that when wealth reached a certain point it ceased to give pleasure.

THERE is not a more dangerous class of disorders than those which affect the breathing organs. Scarcely this danger with Dr. Thomas' Electric Oil—a pulmonary, of acknowledged efficacy. It cures soreness and lameness when applied externally, as well as swollen neck and crick in the back; and, as an inward specific, possesses most substantial results.

Rear-Admiral Custance, of the British navy, who has just received his commission, is only 52 years of age.

LIFE SAVED.—Mr. James Bryson Cameron writes: "I was confined to my bed with inflammation of the lungs and was given up by physicians. A neighbor advised me to try Dr. Thomas' Electric Oil, stating that his wife had used it for a throat trouble with the best results. Acting on this advice I procured the medicine, and less than half a bottle cured me. I certainly believe it saved my life. It was with reluctance that I consented to a trial, as I was reduced to such a state that I doubted the power of any remedy to do me good."

NOW That the Fair is over, let us have your order.

It's going



HUNT BROS., Richmond St.