SHAMROCK AHEAD QUARTER OF A MILE

Continued from Page 1.

ed the course, keeping excursion steamers, yachts and tugs at a perfectly safe distance from the canvas-clouded racers.

Easier Than the Spaniards.

On the way down they maintained two parallel lines a mile apart, like two line fences, through which not one of the pushing, crowding fleet of excursion vessels was permitted to poke his nose. The broad expansive sea inside, without wash or swell, was left clear and free for the manoeuvring of the giantesses. On the way back the patrol vessels were equally efficient. When the yachts were on the starboard tack, the torpedo boats were in column on the same course and the revenue cutters abreast, behind the yachts, thus forming a right angle, in the hollow of which the yacuts sailed without embarrassment. When the yachts changed course, each vessel of the patrol fleet changed with it, simply altering the direction of the moving angle and keeping the excursion boats fenced off.

It was only towards the close, when the hope of finishing the race was given up, that the excursion boats crowded about the ends of the patrol lines, many of them making straight for home. The course was laid 15 miles dead before the wind and back again. The direction of the wind carried this course south-southwest from the Sandy Hook lightship, almost straight down the Jersey coast to a point off Asbury Point, where the white float, with a red ball, was placed to mark the turning point.

The Clever Crews.

The Columbia was admirably handled throughout the race. Though the Shamrock was first across the line by 43 seconds, the Columbia's crew had the Columbia's spinnaker and balloon jib set first by three minutes. The spectators marveled at the cloud of canvas the big leviathans carried.

The twin balloons, with their following wind, lifted the Columbia along like a great gull in the 10-knot breeze, and carried her in 10 minutes past the Shamrock. But when the wind died to six knots, as it did within a few minutes, the Shamrock forged steadily ahead, until at the end of 45 minutes, she led by two hundred yards. Then a sudden haul of the wind to the north-northwest reached the Columbia first. The big bellied spinnaker was taken in, her mainsail was smartly gybed and she passed the Shamrock. Instead of a run, the canting of the wind now made it a reach for the outer mark, but the Columbia gradually edged over toward the Jersey coast, with the intention of getting the wind astern and running straight before it. The manoeuvre was successfully accomplished after crossing the Shamrock's bow, but just as the spinnaker was set aboard the Columbia, the wind canted back to northeast and left her with her cloud of canvas shivering like a collapsed balloon. The Shamrock had started to follow the Columbia's tactics. Twice she lowered her spinnaker boom, as if to break out the big sail, but as the wind held from the new quarter she gybed her main boom instead and reached straight for the mark.

Excuses for Columbia.

Although the manoeuvre of the Columbia had been successful it was a costly one, and she lost several minutes by holding on to her immense canvas in the vain hope that the wind would shift back again, but when she did change her sail she made up for lost time by outfooting her antagonist. She seemed to skim over the water, scarcely making a ripple where she entered it, and leaving a wake of foam behind her.

The Shamrock made more fuss forward, and dragged a wave aft. The Columbia was first to the mark, and as she rounded the stake boat the excursion fleet gathered there to greet her, unbottled their enthusiasm and gave her an ovation from a thousand whistles. The fleet also saluted the Shamrock as she swept around two minutes later.

On the beat home against a head wind the Columbia showed her heels to the Irish boat unmistakably while the wind held. Time after time the Shamrock tried for the weather gauge, luffing, squeezing and pinching, until her head sails trembled, but without avail. The Columbia not only held as high, but outfooted her tack after tack. The yachts made a beautiful spectacle as they beat to the windward, the water sliding swiftly back from their sharklike bows.

After the Columbia had gotten a mile ahead and the yachts were away over under the Jersey shore, the breeze again half paled, and the Shamrock grew gradually afraid.

After that the Shamrock was never headed, but from that time to the finish the Columbia had nothing but bad luck.

STORY OF THE RACE.

All Aboard Shamrock and Columbia and Manoeuvering for the Start.

New York, Oct. 3.—The Shamrock, towed by the tug Lawrence, was the first of the yachts to leave Sandy Hook Bay. She arrived at the whistling buoy off the east end of Gedneys Channel at 9.45. The crew began at once to hoist the mainsail. They put two battens in the leach as it went up, and at 10.05 the yacht filled away on the starboard tack under jib and mainsail.

On board the Shamrock, besides her captains, Hogarth and Wringe, there were Vice-Commodore Sharman Crawford and Hugh McGildowey of the Royal Ulster Yacht Club, Sulimaker Ratzey, Navigator Hamilton and Henry F. Lippett, the last named representing the New York Yacht Club.

The Columbia, meanwhile, under jib and mainsail, on the port tack, came reaching out for the lightship at a ten-knot clip. She passed close under the stern of the Shamrock at 10 o'clock, and stood on to the eastward.

On board the Columbia, besides C. Oliver Iselin and Mrs. Iselin, there were Captain Nat Herreshoff, Wm. Butler Duncan, Jr., Woodbury Kane, Herbert Leeds, Newbury Thorne and Hugh Kelly, secretary of the Royal Ulster Yacht Club, representing that club on board the Columbia.

The wind at this time was northeast by north, blowing about 12 miles an hour. Both yachts set their club topsails at 10.30, the Columbia's men handling their sails smarter than the others.

At 10.45 the committee boat, Walter Luckenbach, in charge of former Commodore S. Nicholson Kane, came to anchor a cable length east of Sandy Hook lightship, and immediately hoisted the compass signal, "D.F.J.," signifying that the course would be s.s.w. Two minutes later the Shamrock's crew rigged their spinnaker boom out to port all ready to set that sail.

Shamrock Crossed First.

Promptly at 11 o'clock the preparatory signal, a blue peter, was set on board the committee boat, and two red balls were hoisted on the triatic stay. At the same time a tug started to log off the course of 15 miles to leeward.

During the interval of 15 minutes between the preparatory and the starting signals the skippers of both yachts manoeuvred to the northward of the starting line. Both stuck close to the lightship, and five minutes before the starting signal the balloon jib topsail was sent up in 8tops on the Columbia's stay. The Shamrock sent up a No. 2 jib topsail about the same time.

At one minute before the start the Shamrock was approaching the line from the eastward, and the Columbia from the westward. When thirty seconds were left the Shamrock, which had been coming for the line with boom to port, gybed to starboard just as the Columbia, with boom to port, rounded the west end of the line, and began easing sheets. Capt. Hogarth, however, had his boat several lengths in the lead, and just as the signal was given he gybed the Shamrock again, crossing the line 37 seconds after the signal. Official time start:

Shamrock, 11.15.37.
Columbia, 11.16.20.

So the Shamrock had the best of the start by forty-three seconds. As the Columbia crossed the line she broke out her stay sail and balloon jib topsail. The Shamrock broke out her No. 2 jib topsail.

At 11.17 the Columbia's spinnaker bloomed out to port, and she began at once to overhaul the Shamrock. For some reason, Captain Hogarth did not see fit to set the Shamrock's spinnaker until four minutes after the Columbia had set hers, but as soon as it was set the emerald-hued boat began to hold her own with the Columbia, the yachts being then not more than three lengths apart, beam and beam.

The Boats Lapped.

At 11.35 the Columbia's bowsprit was just lapping the Shamrock's starboard quarter, the latter having the off-shore berth, but she was unable to hold that position long. In eight minutes the Shamrock, which seemed to hold the wind better, and pulled out fully five lengths ahead of the Columbia, and seemed to be gaining every minute. Both yachts were heading considerably to the westward of their courses, and at 12 o'clock the Shamrock, which had been steadily gaining, was quite an eighth of a mile ahead of the Bristol boat.

At 12.15 the wind canted to the northwest, and the Columbia, being in-shore, caught it first. The crew took in the spinnaker smartly, Captain Barr gybed her to port, trimmed down staysail and balloon-jib topsail sheets, and in just five minutes the Columbia had walked past the Shamrock and was the leading boat. Captain Hogarth gybed the Shamrock, taking in the spinnaker at 12.16. Her spinnaker was set to starboard at 12.30, but only for five minutes.

Captain Hogarth, finding he was losing time, took the sail in smartly and luffed the green sloop across the Columbia's wake, taking a position on her starboard quarter. The outer mark was obscured by a haze, so that it was not visible from the yachts until 1 p.m. That did not matter much to either Captains Hogarth or Barr, for they were indulging in a luffing mach, closing in on the Jersey beach, for more than half an hour. Finally Captain Barr, having the Columbia well ahead, eased sheets and kept off for the mark at 1.05, crossing the Shamrock's bow one-eighth of a mile ahead. At 1.17 he set the spinnaker on the Columbia to starboard and come down for the outer mark at perhaps not more than a six-knot gait. At 1.23 in came the spinnaker again on Columbia, the wind having hauled back to the northward; her boom was gybed to starboard and balloon-jib topsail trimmed. The Shamrock had gybed five minutes before, but she was not gaining any up to this time.

Columbia First to Turn.

Approaching the outer mark, the Columbia's crew doused the balloon-jib topsail smartly, and, as they rounded the mark, a float, bearing a red ball with a white strip, which had to be left on the starboard, the big main boom swung over to port, all sheets were trimmed flat on the starboard tack, and the Columbia thus began her 15 miles of windward work.

The time taken at the outer mark as each yacht luffed around it, was:

Columbia	1.37.56
Shamrock	1.39.58

So it will be seen by the official figures in the run of 15 miles from the start to the outer mark the Columbia outsailed the Shamrock 2 minutes 42 seconds. Her elapsed time to this point was 2 hours 21 minutes 37 seconds, and the Shamrock's 2 hours 24 minutes 21 seconds.

Captain Barr kept the Columbia on the in-shore tack for 2 minutes 45 seconds after rounding the mark, when he let her come about to the port tack, setting the baby-jib topsail as she filled away. In 20 seconds he swung her about again. The Shamrock meanwhile stood off on the starboard tack 2 minutes and 12 seconds, when Skipper Hogarth put her about and began his windward work in earnest, with the Bristol boat. The wind was now northeast by north and on the port tack. Both yachts were heading with sheets trimmed down flat within four points of the wind, which had now increased to about 10 miles. It was not steady, however, and its fickleness became apparent at 1.55, when it began heading off the Columbia. The Shamrock tacked to starboard at 1.56, spinning around on her heel in 15 seconds, from full to full, but to the astonishment of the thousands who witnessed the Columbia's next tack, 15 seconds later, she swung around in the almost incredibly short space of 10 seconds, timed by a stop-watch.

Barr Follows Hogarth.

Captain Hogarth, apparently feeling confident that, by a series of short tacks, he could get to windward of the Columbia, put the Shamrock about four times in 3 minutes and 40 seconds. Captain Barr followed suit, and his nimble crew trimmed sheets just as fast as those on the Shamrock, and when they both settled down to steady work again at 2.14.50 Columbia was still well in the lead and gaining.

Captain Hogarth thought it best at 2.20 to split the acts with his antagonist, so he put the Shamrock on the port tack, thinking the Columbia would not follow, but she did, and when the latter yacht tacked at 2.21.25 she was nearly a mile dead to windward of the green boat.

During the next 30 minutes a dozen short tacks were made, the wind continuing fluky all the time until a few minutes before 3 o'clock, when the wind left the Columbia for fully 5 minutes. She had the inshore berth while the Shamrock, offshore, held a breeze from the northeast. When the Shamrock at 3.11 went about on the Columbia's lee bow she was well ahead, that is to say if she had gone about she could have crossed the Columbias bow.

Between 3.15 and 3.20 the Columbia with a few fresh puffs from the northeast began walking up on the Shamrock, which was then nearly a quarter of a mile to windward of her, but before she could overhaul the Shamrock the wind died out again; the Shamrock continued to hold a breeze and by 3.35 she was nearly half a mile to windward of the Bristol boat. There was a strong tide setting to the southwest, which seemed to affect the Columbia more than it did the Shamrock.

Four Miles From Finish, No Race.

As it was necessary, according to the rules, to finish the race before 4.45, it soon became evident, as the boats, at 4 o'clock, were some five miles to leeward of the finish, that the race would have to be declared off.

This was done at the time while the boats were four miles from the finish. It was very evident from to-day's performance of the Shamrock, that she is indeed a very fast yacht. That she is speedy in light winds was shown by her work on the first half of the first leg of the course. That she is quick in stays was amply proven by her windward work, and it is also a fact that she stands up to her canvas equally well with the Columbia.

In the matter of handling sails there was little to choose between the two, and if any mistakes were made it was more the fault of the fluky breezes than of the judgment of the sailing masters. Some idea of the windward work of these two yachts may be gathered from the fact that in 12 miles sailed from the outer mark to where the race was concluded the Columbia made 25 tacks and the Shamrock 23.

Betting was quite brisk on the Stock Exchange to-day, although the wagers laid were for the most part small. Odds favored the cup defender, the ruling price being 10 to 5. No big wagers were reported, however. Late in the day odds of $1000 to $500 were offered in the Stock Exchange on the Columbia for the first race.

Eddie Cox Cheerful of Result.

New York, Oct. 3.—Delightful day; beautiful sight; unfortunate time limit; final looks sure for Shamrock. E. S. Cox.

The Race in London.

London, Oct. 3.—While most of the prominent yachtsmen are out of London, the interest in to-day's races for the America's Cup is manifest in many quarters. The afternoon papers give the event as much prominence as the Transvaal situation, some of them adopting American newspaper methods and bulleting the position of the yachts. This is an absolute innovation in British journalism. The generous attitude of the New York Yacht Club has done a great deal in wiping out the last traces of ill-feeling.

The Pall Mall Gazette voices the general sentiment, saying: "From first to last, this year's contest has brought out the sportsmanlike qualities of both sides. The methods of measurement have been marked by scrupulous care. We shall have a fair race and no favor. It is a happy omen that as the former race was not long after President Cleveland's Venezuelan message, the present race coincides with the amicable settlement of that controversy."

The American contingent still lingering in London manifests intense interest. No other subject is discussed at their favorite hotels, where bets are freely offered.

Boralma's Futurity.

Lexington, Oct. 3.—The sunlight of a perfect October day greeted the opening of the Kentucky Trotting Horse Breeders' Association. The feature was the $16,000 Futurity for 3-year-old trotters. It took six heats to decide the race. Boralma was the favorite in the opening heat, selling for $100 against the field, $75. The Tennessee Stake, valued at $4000, was won by Eyelet after dropping the first two heats to the strong favorite, Hal B. Hal B. was driven out in three heats and finished in the ruck in the last two.

The Tennessee, 2.09 class, pacing; $4000—

Eyelet, by Gambetta Wilkes (Kinney)	6	2	1	1
Hal B.	1	1	2	5
Bell Boy	4	7	3	2
Bondsman	6	3	2	3
Edna Cook	3	4	2	10
Iris O. and Carrie Shields also trotted.				

Time—2.06¼, 2.06, 2.06¼, 2.09¼9, 2.08½.

Little Thorn, Colbert, The Maid, Dariel, Fairview and Sallie Toller also paced.

The Kentucky Futurity, 3-year-old trotters; $16,000—

Boralma, by Boreal (Macey)	10	7	1	2	1	1
Ectasy	8	6	8	1	5	2
The Bondsman	6	3	2	3	2	ro
Lucille, by Brummel (Rathbun)	1	1	1			
Improvidence	2	2	3			
Edna Cook	3	4	2			

Time—2.10¼, 2.19¼, 2.10¼.

Iris O. and Carrie Shields also trotted.

Results at Hawthorne.

Chicago, Oct. 3.—First race, 4½ furlongs—Fidel Youlin, 110 (Winkfield), 20 to 1, 1; The Lady, 110 (Hill), 2 to 1, 2; Solace, 110 (Van Dusen), 3. Time .55¼. Antoinetta, Lady Algy, May I Go, Emma B., Orlandina, Edna Gerry, Jessy Weed, Olaha, Ephelia Bug, Ruth Daly, Syra, The Sprite, Little Lizzie and Fannie Leland also ran.

Second race, 6 furlongs—Sly, 104 (Hill), 6 to 1, 1; Horseshoe Tobacco, 105 (Burns), 2 to 1, 2; Bertha Nell, 102 (Mitchell), 3. Time 1.14¼. Differ, Harry Duke, Morul, Debride and Goebel also ran.

Third race, mile—Salvable, 102 (Burns), 7 to 5, 1; Great Bend, 102 (Vittatoe), 8 to 5, 2; Found, 99 (Dominick), 3. Time 1.40¾. Boney Boy, Bishop Reed, Harry Nutter, Pacemaker and Oxnard also ran.

Fourth race, 5½ furlongs—Erla d'Or, 111 (Dean), 6 to 1, 1; Yearco, 106 (Vittatoe), 2 to 1, 2; Innovator, 103 (H. Brown), 3. Time 1.08½. El Caney, In Debt, Nettie Regent, Sazam, Tekla, Glissando, Basseda, Tildy Ann, Inlook, Huronia, The Rush and Sir Fitzhugh also ran.

Fifth race, mile—Tillie W., 104 (Mitchell), 6 to 1, 1; Defender II., 95 (Dugan), 10 to 1, 2; Elfolin, 109 (R. Jones), 3. Time 1.42½. The Dragon, Pat Garrett, Barataria, Pancharm, Little Singer, Kisme, Charmante and Lillian Reed also ran.

Sixth race, mile—Defiance, 100 (Dugan), 15 to 1, 1; Maurice W., 98 (Vittatoe), 2 to 1, 2; Ruskin, 100, 3. Time 1.43½. Title, Isen, Shot Belt, Wood Ringer, Quick Foot, Rosa Clay, Provolo, Telefone, Loyaletta, Owyhee, Cecil, Chauncey Fisher and Cordial also ran.

BRITISH CROSSED THE BORDER.

Invaded Orange Free State Territory From Kimberley, Which Was Said to Be Unprotected.

Bloemfontein, Oct. 3.—The Landdrost of Boshof telegraphs that the British troops have crossed the border from Kimberley.

Boers Have Fallen Back.

London, Oct. 4.—The Standard's correspondent at Newcastle, Natal, telegraphing on Monday night says: "The forward movement of the Boer forces, which threatened the Natal frontier, has been suddenly arrested. A majority of the burghers who had gathered on the heights northeast and eas tof Newcastle have fallen back on their original base, near Sandspruit. The motive can only be conjectured."

German Benevolent Society.

The annual meeting of the above society was held in their rooms at the Liederkranz Hall, West Richmond-street, last evening. Election of officers resulted as follows: President, W. H. Seyler; vice-president, Anton Heintzman; recording secretary, U. R. Berner; financial secretary, A. J. Seyler; treasurer, Carl Schnedel; assistant secretary, Peter Burkhardt; trustees, John Walz and F. Ebach; auditors, C. Wurteie, H. Heidmann, R. Roggow; visiting committee, H. Hartmann, B. Fashan, M. Wahrer.

The meeting was largely attended, and the treasurer's report a most satisfactory one. The confidence of the society in its executive was evidenced by a unanimous re-election of the officers of the past season.

Prices Not as Good as Looked for.

A large crowd assembled at Grand's Repository, yesterday morning at 11 o'clock, when Mr. Walter Harland Smith sold by auction 45 horses out of a stable of 58. Some of the animals brought fair prices, but the selling price was not as good as expected.

Root Won From the "Cooler."

Chicago, Oct. 3.—Jack Root was given the decision at the end of the sixth round, with Frank Craig, the Harlem Coffee Cooler, at Tattersall's to-night.

CLOSE GAMES OF QUOITS.

Continuation of Heather Club's Tournament — Lawson and Callender Won.

The second day of the Heather Quoiting Club's tournament was a grand success. The veteran, Joe Lawson of Brampton, won from R. Errington of Glanworth in a very close game. R. Callender, the champion, beat James Bell of London (the present holder of the championship medal). The greatest game of all will be played today between R. Callender and Joe Lawson for the medal and first prize, $25. All lovers of quoiting should not miss the opportunity of seeing it. The following is the result of yesterday's match:

—Second Draw—
James Bell 41, Joe. Richardson 35.
R. Callender 41, John Russell 39.
R. Errington 41, A. E. Kennedy 40.
Joe. Lawson 41, John Kennedy 35.
—Third Draw.—
R. Callender 41, James Bell 33.
Joe Lawson 41, R. Errington 34.
—Second Series—First Draw.—
A. E. Kennedy 41, H. M. Playter 33.
J. Peacock 41, T. J. Elward 30.
Joe. Richardson 41, F. Claus 40.
A. Matheson 41, John Russell 33.
John Kennedy 41, T. Sneeston 32.
John Bell 41, R. Wright 37.

Second draw, second series, to be played to-day: J. Peacock v. A. Matheson, Joe Richardson v. John Bell, A. E. Kennedy v. John Kennedy.

CANADIAN GOLF TEAMS.

The Ten Men Who Will Play in International Match at Morris Co. Saturday.

The Canadian golf team was selected yesterday to play the annual match, 10 men a side, with the United States representatives. The game takes place next Saturday over the Morris County links, New Jersey, and will be 36 holes, 18 in the morning and 18 in the afternoon. The team:

A. W. Smith, Toronto.
G. S. Lyon (capt.) Rosedale.
E. V. Brown (champion) Rosedale.
J. S. Gillespie, Quebec.
P. Taylor, Montreal.
J. R. MacPherson, Montreal.
G. P. Brown, London.
G. Gordon, Toronto.
A. Z. Palmer, Ottawa.
T. T. Law, Toronto.

The Toronto players leave per C.P.R. this evening for the east.

NEGATIVE WORK BY C.L.A.

Three Protests Up Before Distinguished Committee That Amount to Nothing.

A meeting of the C.L.A. committee was held at the Walker House last night. The old dispute between the Tecumsehs and Markham Club was taken up, the former having two representatives present, while Markham had none. Nothing was done, and Markham stay champions. The Galt-Acton and Wiarton-Owen Sound protests were taken up. A man named Armstrong is alleged to have played for Acton under the name of Boyd, after having played with Orillia. The weight of the evidence was in favor of Acton, and the protest was not sustained. It was also decided that Galt get back their $25, less $8 expenses of the meeting. The Owen Sound-Wiarton protest was lodged on the grounds that the referee was not competent, and the committee decided that the protest against Wiatron be disallowed.

Uxbridge and Streetsville.

At 1 o'clock to-day Uxbridge and Streetsville will meet on the Varsity courts to play for the championship of the Ontario Lawn Tennis League. Both teams will be strongly represented and the match will be interesting. Barrie, the other club, left in, is unable at this season of the year to send a team to Toronto, but offers to play to-day's winner at Newmarket.

Toronto Lost at New Westminster.

New Westminster, B.C., Oct. 3.—The Toronto lacrosse team were poor opponents for the twelve of this city to-day, the tourists losing by 9 to 2, as follows:

Game.	Winn by.	Time.
1	New Westminster	13 min.
2	Toronto	9 min.
3	New Westminster	11 min.
4	New Westminster	2 min.
5	New Westminster	1 min.
6	New Westminster	9 min.
7	Toronto	1 min.
8	New Westminster	3 min.
9	New Westminster	6 min.

BIG GATHERING OF CANOEISTS.

A. C. A. Representatives to Meet in Toronto This Month.

W. G. MacKendrick, the commodore-elect of the American Canoe Association, has called a meeting of the Executive Committee of the association for Oct. 28, at the Toronto Canoe Clubhouse.

The members who will be present at the executive meeting will be from the Atlantic division, which consists of the middle Atlantic seaboard and its leading rivers; from the eastern division, which takes in all the New England States; western division, States of Ohio, Indiana, Illinois, Iowa, Michigan, Wisconsin and Minnesota; central division, from all the United States outside of the Atlantic, Eastern and Western; northern division, all of Canada.

The business before the meeting will be to amend the racing rules and regulations, and general business. The meeting will be open to all members of the association.

Rugby Gossip.

The Argonauts had another large turnout yesterday afternoon, and, after kicking the ball around for some time, the men were put through a training of tackling on a dummy.

Varsity had over 40 men out yesterday, and had a hard practice.

Revell was out with Varsity for the first time this season.

Osgoode had an even dozen men out in uniform yesterday.

Wilson was out with Osgoode yesterday.

Percy Biggs is being tried at half-back with Varsity.

Mullen and Malloch are a good pair on the scrimmage for Varsity.

Harry Love has a bad hand, and will be unable to turn out with the oarsmen for a couple of days.

Varsity have written to McGill suggesting Mr. Griffith of Trinity as referee for Saturday's game.

The sale of reserved seats for the McGill-Varsity game opened yesterday, and was a good one.

Lorne Cosby is doing good work at half for the oarsmen, and will likely get on the line in the first game on Saturday, Oct. 7.

It is even betting that the Argonauts will beat Hamilton in their first match on Saturday.

The Torontos practise to-morrow at 5 p.m. To-night at Rosedale club house Dr. Malloch, Messrs. M. B. Tudhope, W. C. Michell, Billy Rose, Reginald Bradley, Eddie Beatty, T. D'Arcy McGee and others will talk Rugby to the Torontos. All members are requested to be on hand.

The Torontos held a full practice yesterday afternoon, about 25 being out.

The Torontos are after H. A. Bray, H. M. Tasker, H. Fraser, W. Worthington, R. H. Barrick, H. Scythes, A. Werden, J. Cavers and W. Worthington, who figured in the Collegiate Institute games, for Toronto's junior team.

Bussie Grey of U.C.C. and Aleck Warden were out with the Torontos yesterday.

The plan for the Argonaut-Hamilton game at Rosedale on Saturday opens to-day at Nordheimers'. Season ticket-holders are entitled to reserve seats free of chrge upon presentation of their badges at the box office.

Duggan and Boyd are playing a strong game on the wing line for the oarsmen. The former is very aggressive, and shows marked improvement over last year's form.

Charles Synge injured his hand somewhat seriously yesterday, and will be out of the game for a few days.

Union Men

should bear in mind that the famous "Collegian" Cigars, which are retailed at 5 cents straight by J. A. Thompson, Tobacconist, 73 Yonge-street, are hand-made exclusively by skilled union workmen.

New line of cut Virginia mixture, Asiatic, the finest smoke possible. Sample free. Alive Bollard.

High-Art Footwear.

Evening Dress Shoes.

The peculiar fitness of this store for supplying footwear for weddings and other social events is recognized by every social leader here in this city. Nobody else can meet such demands as well. The stock contains every style demanded by the most ultra-fashionable taste. The most complete stock of gentlemen's shoes in town as a matter of course—so many different styles that we can please any taste.

John Guinane
No 15 King St. West.

WHAT ONTARIO MOST NEEDS

President Loudon of Toronto University Gives an Address Upon Technical Education.

THE DUTY OF MANUFACTURERS

Expert Knowledge Gleaned From the Higher Scientific Instruction Should Be Utilized.

A meeting of the faculty of arts of the University of Toronto was held last evening in the Chemical Building, Queen's Park. This meeting was a preliminary one to the regular convocation this afternoon in the gymnasium.

There was not a large number of students present. The auditorium was not entirely filled. The faculty was well represented. Among those present were: President Loudon, University College; Byron E. Walker, general manager Canadian Bank of Commerce; Prof. McCurdy; Prof. Galbraith of the School of Practical Science, Prof. Coleman, Prof. W. J. Alexander, Prof. Fraser, Prof. Fletcher, Dr. Tracy, Prof. G. M. Wrong, Prof. Squair, Dr. J. H. Cameron, Joan MacLeilan, Prof. Parks, Dr. Bruce of St. Andrew's College, W. L. Miller, Dr. McCallum, Dr. Reeve.

It was announced by President Loudon that Hon. Edward Blake was unable to be present, but that he hoped to attend the convocation on Wednesday.

President Loudon's address on "Technical Education" was the feature of the meeting.

President Loudon's Speech.

The president's address was upon "Technical Education." He thought a loose use of the term had led to much confusion.

"Strictly speaking, the term technical education is applicable to any course of training for a trade or profession, not excluding the so-called learned professions. I will use the term, however, in the more restricted sense common in England, viz., 'instruction in those principles of science and art which are applicable to industrial pursuits.' In technical training these principles are elucidated and their bearing emphasized. As examples of technical education with us may be mentioned the work of the School of Practical Science, of the Toronto Technical School and of the Art Schools. I gather that, in the recent discussions, it is the instruction of the artisan and the commercial employe which most people have had in mind. In this kind of instruction the merest beginnings have been made in Ontario, while in the higher technical education much has been done."

He thought England, Germany, France and the United States could teach Canada much along this line.

Germany had made great strides during the past quarter of a century, owing to her system of technical education. Her manufactures equalled those of England: "her shipping has increased 20-fold; so that as regards steamships at least Germany is now the second in the world. German sugar rules the world's markets; German chemists have revolutionized the dyeing industries; Germany supplies most of the electrical plants in Europe, in Central America and in the East; in iron and steel industries she is pressing close upon the heels of England. Germany, in fine, has attained the position of a first-class commercial and industrial power, and aspires to universal supremacy. Side by side with this marvelous progress has gone on the development of her system of technical education, in the wider as well as the narrower sense."

The president then went into details regarding the system in vogue in Germany, showing much careful research.

"Having thus outlined the technical educational system of Germany, let us now enquire as to its special features. The system covers the whole field of industry and commerce. It distinguishes clearly between the general and the technical. No attempt is made to put a veneer of technical training on a defective general training. It distinguishes between the training of the director, the foreman and the operative. In all grades it concentrates effort on the underlying principles of art and science and their application. The general result is a thoroughly trained body of workmen under scientific leadership."

It was the speaker's conviction that no diffusion of technical training would in itself be effective if care was not taken to maintain the higher and the highest kind of scientific instruction, and if manufacturers did not utilize this expert knowledge.

The founding of the S.P.S. 25 years ago was along the right line in technical education in Canada.

The question now was: What provision shall be made for those who act under others—for the rank and file of the industrial army? The problem was to find some means of making the efforts of the workmen and workwomen of our country more intelligent and more effective, some means of supplementing the training of the workshop or the counting house. To be of any value such instruction must bear directly upon the trade or business which the pupil is learning. Besides, the training of the pupil in general knowledge must be assured in so far at least as regard his capacity to avail himself of the special instruction imparted.

The simplest way of defining generally what sort of instruction should be given in an elementary technical school here, is to say that the apprentice, the artisan, or the youth entering on commercial life, should have the means of acquiring some of the special knowledge possessed by his professional chief. For example, the carpenter and bricklayer or their apprentices should be taught some of the elements of architectural science, as a means of enabling them to carry out more intelligently and economically the directions of the architect, and similarly for other trades, or for commercial pursuits.

In a highly organized system there should be not only different grades of such schools, but also different kinds in the same grade. The industrial needs of this country do not seem to demand, or, indeed, to render possible, any such elaborate system at present. If, as seems reasonable, there is to be but one grade of technical schools in addition to those now existing, it is evident that care must be taken not only in the selection of the pupil who is to receive this training but also in the selection of the teacher who is to impart it.

In conclusion, the president said: "Under the united forces of capital, enterprise and technical knowledge, aided by industry and frugality on the part of the people, our country will be enabled to make the best use of its great opportunities, and to win for itself great gain without loss, nay, with added gain, to the world at large."

B. E. Walker's Views.

Mr. Walker addressed the faculty on "Technical Education." He followed up what the president had said in his paper, and he discussed the value of a liberal technical education to a business man. He said that two things were absolutely necessary for success—first, skill, and second, capital—and a technical education was valuable because it gave to a man one of these essentials, namely, skill.

OVER THE VARSITY NETS.

More Close Handicap Games in Lawn Tennis Tournament.

Once more close handicap matches were the order of the day in the Varsity tennis tournament yesterday. Seven handicap games were played, and five of them took three sets each to decide. To-day, owing to the match between Uxbridge and Streetsville, not many games will be played. Entries for the doubles will close this evening. Yesterday's results:

Handicap singles—Shenstone beat Soule, 4—6, 8—6, 7—5; Howes beat Taylor, 4—6, 9—7, 6—3; Sproat beat Foy, 5—7, 6—1, 6—4; R. Burns beat McIntyre, 6—3, 7—5; McGibbon beat McPherson, 6—4, 8—10, 6—4; Ferguson beat F. Harris, 6—2, 6—2; Clare beat Gillespie, 5—7, 6—2, 6—3.

Open singles—Treble beat C. Burns, 2—6, 6—3, 6—3; R. Burns beat Sproat, 6—3, 6—4.

To-day's program: 10 a.m.—Dingman v. Treble, open; McCulloch v. McHugh, hcp., 11 a.m.—Clare v. Clappison; Paterson v. Gillespie, undergraduate championship. 4 p.m.—Pearson v. McGibbon, hcp.; R. Burns v. S. Taylor, open.

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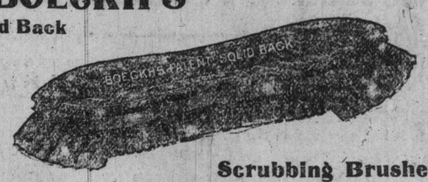

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PUBLIC NOTICE.

Applications will be received by the undersigned up to noon on

MONDAY, THE 23rd INSTANT

for the position of

CHIEF OF THE FIRE DEPARTMENT

OF THE CITY OF TORONTO.

Applicants must state age, experience, qualifications and submit references as to character, ability, etc.

The salary to be paid will be determined upon by the Council when the appointment is made, but will not in any case be less than $2000 per annum.

Applications must be marked on outside of envelope, "Application for position of Chief of the Fire Department."

JOHN SHAW (Mayor),
Chairman Board of Control.

City Hall, Toronto, Oct. 3rd, 1899.

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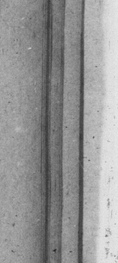

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