

THE AMERICA CUP FIASCO

What Some of the American Papers Think of the Defender People.

They are Challenged to Race for One Thousand Pounds in Foreign Waters.

Mr. A.E. Jarvis, of Toronto, one of the best and most enthusiastic yachtsmen in Canada, Lord Dunsen, and the representative of the Defender who was looking after her interests on board the Valkyrie, have all expressed the opinion that the American boat was not fit to compete in the race for the America's Cup. Here are also some opinions from American journals:

IT WAS LEFENDER'S FAULT. The Mercury, which gives a closer and more intelligent attention to affairs of sport than any other New York daily paper, says of the fiasco at the start of Tuesday's race and the Defender's protest:

"The greatest fight that was ever made in this country over a start was seen at the commencement of yesterday's yacht race. The Defender's crew was determined to come out first, and were determined to interfere with the Defender. The Defender not only showed an ignorance of the rules, but also an evidence of jealousy that was evidently prepared to stop at nothing less than violence."

"It is not necessary to speak of the countries that are due to a foreign yacht, because we are dealing with the Defender, who has shown by her treatment of the friendly Vigilant that she does not know the meaning of the term."

The fact is that the Defender people know almost nothing of smart handling on quick starts, and this slow arrangement of two minute send-offs is nothing but a special provision for the crew's incompetency on this point. Yesterday they were outwitted during the first part of the manoeuvring, and afterwards fouled Valkyrie in such an uncalculated and illegal way that one can only suppose bad temper ruled them completely."

When the ten minute limit gun was fired the yachts had to employ this amount of time in some way before the starting gun told them to go. So they both sailed off in the direction of a large excursion steamer, whose passengers were waiting to see the start."

"Both yachts bore away when they had passed beyond her, and the Defender moved as though she was going to gybe round under her stern. The Defender, which was clinging to Valkyrie and following her every movement, thought she was going to do this. So she did it herself."

"It is an old error, old as the hills in England, but it caught the Defender. The Valkyrie did not go astern of the long steamer, but gybed and with a quick turn shot out ahead of her, leaving the Defender away down to leeward coming around the stern of the steamer."

"Canfield played the old game very smartly, holding his hand and heart easily. No doubt it suited the Defender people, and they sailed their yacht up close to the Valkyrie again, remaining, of course, to leeward."

"The yachts were now in a position in which they were both to start for the gun fire. They both slackened away their sheets and tried to denude their way. But this was not enough. They both saw that they were too soon, and they played out and ran down the wind inside the starting line."

"At this time they both had the wind over about the quarter, and being both off the wind, the question of right of way did not come up except in this way: that the Valkyrie had a right to demand room to turn."

"But the Defender's helmsman was evidently resolved to crowd her over the crossing line before the gun fired. The Defender, instead of bearing away, as compelled by the rules, edged up on the Valkyrie so as to give her no room for her stern to swing as she turned."

"But the Valkyrie knew her rights much too well for this. She spun around once more, head to the wind, while still remaining inside the crossing line, and then heeled round slowly towards the flagship by her sails all flapping."

"Now it was in the last turn that the Defender fouled the Valkyrie by not giving her room to make the twist. Almost the same case was decided last night by the Regatta Committee of the New York Yacht Club in the Gracie-Volunteer protest, in which case it was held that one yacht cannot be allowed to crowd another on a mark or stake-boat in such a way as this, but must allow her room to go clear of the mark."

"The fact is, the Regatta Committee and the Defender, especially the latter, have something more to deal with now than the obsequious Vigilant. They have got to deal with the rights of the case before the world."

The New York Times says: The protest of C. Oliver Iselin against the Valkyrie was sustained by the Regatta Committee, and the race sailed on Tuesday, in which the Valkyrie finished first, has been awarded to the Defender. It was late yesterday afternoon when the Regatta Committee rendered its decision, and the committee pleased some and criticised by others. Of course the Defender people were elated. All the summer they have almost regarded everything as theirs by right, and have shown a disposition to win by hook or by crook. They succeeded in beating the Vigilant on two occasions by straining the yachting rules. Lord Dunsen and those on the Valkyrie took the adverse decision philosophically, and showed that they are sportsmen in the true sense of the word. The Regatta Committee met in the club house early in the morning, and began at once to try and find out to the best of their ability where to place the blame for the unfortunate accident, but before doing so they tried to induce Mr. Iselin to withdraw the protest, and sell the race over again. Mr. Iselin, however, was confident that he was in the right, and declined to do so. Lord Dunsen was seen too, and he decided to

abide by the decision of the Regatta Committee. If the Regatta Committee had succeeded in this little pouring oil business, things would have been in a much better state than they are just now, and a great deal would have been accomplished to improve the sport of yacht racing, but they failed. When the Vigilant was forced to give way to the Defender in the race for the Draxcup, off Newport, the Defender was doing just what the Valkyrie was doing of doing on Tuesday. The Vigilant gave way in order to avoid a foul, and the Defender was held to be in the right. The shoe was on the other foot last Tuesday, and the Defender was again in the right."

THE VALKYRIE IN THE RIGHT. It seems that there is a diversity of opinion among members of the America's Cup Committee. Three of the members are disposed to favor the Valkyrie, but when asked about it yesterday they declined to discuss the case at all. John R. Busk, who was representing the Cup Committee on the Valkyrie is said to have stated that the Valkyrie was in the right. Everyone who testified before the committee has probably agreed not to discuss the case outside, and so when a reporter for the New York Times asked Mr. Busk if he was correctly reported, he very politely replied: "You must excuse me, but I can't say anything about it."

Chairman James D. Smith, of the committee is another said to favor the Valkyrie. It is certain, too, that he had hoped that the protest might be withdrawn. He said: "I do not believe that the foul was incurred by the Valkyrie, or that the protest was deserved. It looks to me like another Vigilant-Defender position. I do not say that the condition was so. This is simply my personal expression, it is not official."

Archibald Rogers, another member of the Cup Committee, favored the Valkyrie, and he is also of the opinion that the Vigilant was in the right in the two races that were protested."

The action of Mr. Iselin in refusing to recall the race has been condemned by many, and Lord Dunsen, if he has not won the cup, has won hosts of friends. He left everything in the hands of the committee, and is abiding by the decision. Mr. Iselin's action is contrasted with that of Sir Richard Sutton, who brought out the Genesta, and who refused to accept a race awarded him after he had been fouled by the Puritan."

Capt. Haff was seen in the Erie basin. He said it was not in his province to give up the race, but he would do so if he were in Mr. Iselin's place. "The accident is to be deplored," he said, "was caused by an error of judgment."

A prominent yachtsman said: "The committee should have stopped the race at once. Everyone knows it was an accident, and allowing the race to go on after noting Mr. Iselin's protest gave the Defender two chances to the Valkyrie's one. The Defender had a chance to outail the Valkyrie and win, and if she did not succeed here, she still had her protest. Personally I think the Valkyrie was right. I was in a strait line with the Defender and distinctly saw the yacht after her course. It would be a graceful thing for Mr. Iselin to call the race off. If he takes advantage of every little technicality to win, American yachtsmen must not kick at English yachtsmen doing the same when they go over there."

WANT REAL BLOOD. London, Sept. 20.—The Sportsman announces that Laycock, Goodfellow and Bell, bankers, of Lombard street, have offered £1000 for a race in English waters between Defender and Valkyrie III, details of the race to be left to the winners. A check for the amount has been deposited by the bank with the secretary of the Royal Yacht Squadron."

Yesterday the bankers called Mr. Iselin informing him of the offer, and will cable to Lord Dunsen similarly to-day. Mr. Goodfellow says that if it is too late in the season to race in English waters, his firm is willing that the race should come off at Cannes or anywhere that Lord Dunsen and Mr. Iselin may select, America excepted."

A RIVAL SHOWMAN. To the Editor:—In the morning paper Messrs. Prior & Co. have an advertisement the general public will do well to cut out and keep by them for future use. In it the firm advertise a free show, and as such it can only mean an opposition show to the one now in progress at the agricultural hall. The reason, I am told, 'rightly or wrongly,' is because the management having in charge the new implement shed, having left the front space to the first applicant, Mr. John Weston, could not give it to them. Mr. Weston offered Messrs. Prior & Co. one half of the space, but they refused, and like a spoiled child, said they would have all or none. Now, Mr. Editor, I suppose within the next six months we shall have the gullible Col. Prior coming before us as voters asking for our support and influence. He will probably address us all upon the grand national policy (that is, as applied to Dominion politics), not as applied to home trade, home production and home industry. As a large importer into the province of buggies, delivery wagons, agricultural implements, etc., from foreign countries, he will discriminate between national policy as applied to Dominion politics to you and me, and self-interests to such an extent that his firm will condescend to run an opposition free show against our own home industries which are not only providing the daily bread of many in the city, but industries which when I look at the splendid exhibits of Mr. Weston and others on view in our show grounds, I believe all will say are a credit not only to these firms but to the working men of the city of Victoria. I hope when Col. Prior asks the working man of Victoria for his vote, he will have ready the advertisement which appears in this morning's paper as an answer to him."

JOHN WILTSHIRE.

THAT RIVAL SHOWMAN. To the Editor: John Wiltshire struck the nail on the head in your issue of Friday, the action of Messrs. Prior & Co. is about as contemptible as it could be. The only thing which puzzled me is that our worthy Mayor, representing the rights of the people, and also as chief magistrate did not at once compel Messrs. Prior & Co. to remove their free show as an obstruction to the streets of the city. As Mr. Wiltshire points out, I hope the working men of Victoria, who are now co-partners in the agricultural buildings and grounds, will remember the action of Messrs. Prior & Co. when the Colonel comes before us for our votes."

VICTORIA FIRST.

THE CUBAN INSURRECTION.

Discovery of Munitions of War. Intended for Cuba, in the Bahamas.

Spanish Cruiser Wrecked and Many Lives Lost—Havana Mourns for the Dead.

Washington, D.C., Sept. 20.—The state department has received through the British embassy, and referred to the department of justice, a copy of a letter from the governor of the Bahama islands in which it is stated that on August 30th a quantity of arms, ammunition, etc., was discovered on an uninhabited island known as Crassy, off the southern edge of Andros island, in the Bahama group. These articles had evidently been quite recently placed there, the leaves with which they were covered being fresh, and they were packed in cases marked with names, initials and letters which are given. It is presumed, the letter says, that the shippers of these munitions of war, apparently residents of the State of Florida, intended to convey them to the Cuban insurgents. The attention of the state department is unofficially called to the matter, in case the department is willing to inquire and inform the British authorities by whom and by what vessel these munitions were shipped from Florida and illegally landed in the Bahamas. The names appearing on the packages are given, but for prudential reasons are withheld from publication. The cases contained twelve Remington carbines, a quantity of medical stores, one thousand cartridges, 19,000 rounds of Remington ammunition and 19,000 rounds of Winchester ammunition. The letter has been referred to the United States attorney at Key West for investigation.

Madrid, Sept. 20.—An official dispatch from Havana says that a court martial has condemned the captain of the American steamer Mascotte to eight years and the fireman to ten years imprisonment at hard labor for landing cartridges in Cuba for the insurgents.

Havana, Sept. 19.—The cruiser Barcastegi was wrecked at midnight in collision with the merchant steamer Mortera in the canal at the entrance of the harbor of Havana. The cruiser was employed in government business between different parts of the island of Cuba.

The Barcastegi, which was a third-class cruiser, carrying five heavy and two rapid guns, was carrying 100 tons displacement and 1100 horse-power engines, and was built in 1876. She left at midnight with Admiral Delgado Parejo on board. On reaching the mouth of the harbor close to Moro Castle, the Barcastegi came in collision with the Mortera, a coastwise steamer. The Mortera struck the cruiser on the starboard side and so badly injured her that she sank at once. The Mortera, though so badly damaged, stood off to give assistance to those on board the Barcastegi, but her boat was wrecked and the crew of the cruiser were unable to get on board. Admiral Parejo, Captain Ybanez, First Lieut. Lopez Aldazola, Second Lieutenants Junco, Soto and Canajo, Dr. Martin, Purser Puyero, Master Zarracina, and 60 of the crew were drowned. Aldazola-Camp, Caston was saved. Victor Arjola, another of the officers, had his leg broken, but was picked up. Admiral Delgado Parejo was commander of the Spanish naval forces in Cuba. He arrived on the island on June 17th from Spain.

Admiral Parejo was the last man to leave the cruiser, being taken off in a row boat which was about to start for shore, when the suction caused by the sinking of the Barcastegi caused the boat down and all on board were lost. The total loss of life is now set at 46. The Archbishop of Santiago de Cuba and the bishop of Havana have sent wreaths to be placed on the coffin of Admiral Parejo. The gay steamers and flagships have decorated the city in way of condolence. The bodies of thousands of soldiers who arrived from Spain, have been taken down and replaced by draperies of black. The city is in mourning throughout for the admiral and for the officers and crew. The bodies of the admiral and his staff lie on board the cruiser, which undoubtedly was the cause of the collision, was occasioned by the stopping of the engines to save the life of a sailor, whose arm had been caught in the dynamo.

The body of Admiral Parejo lies in state in the chapel in the marine hospital upon an imposing catafalque, watched over by a guard of marines. Several masses were said in the chapel during the day. The dead admiral's funeral clothes were raised by thousands of all grades of society, the stream of the mourning population being uninterrupted throughout the day. Eighty magnificent floral wreaths from the municipal authorities, public institutions, societies, clubs and particular friends of the deceased, were laid on the bier. This afternoon Captain Francisco Ybanez, the commander of the ill-fated cruiser, was buried with the honors due his rank. During the passage of the funeral procession the streets were filled with vast numbers of people and the funeral carriage was headed with wreaths from the authorities and from friends of the deceased. A battalion of volunteers with a band accompanied an escort and a long line of carriages filled with mourners followed the body to the grave.

CHINA AND JAPAN STRICKEN. Two Thousand Die Daily in Peking—British Ships Reported Lost.

San Francisco, Sept. 21.—William E. Curtis, a well-known newspaper writer and executive officer of the Chinese government, has arrived from China and Japan. He describes the ravages of cholera in China as something frightful. The death rate in Peking averages 2000 daily. In Shanghai the mortality was very high. Fifteen foreigners were killed in the latter city.

On February 27th last the four masted British ship Stoneleigh left Melbourne for London, now 210 days out, and hope for her safety is beginning to be abandoned. If she should be wrecked, the Canadian Mr. W. P. McRae towed the barge Oconto out of Belle river to Owen Kaines dock, a mile and a half south of Marine City last night, and a raft of logs rounded to during the night and sunk the barge. As she lies now, she is a dangerous obstruction to navigation. The people are threatening to seize the tug for towing an American vessel between American ports, and the tug is lying at Sombra awaiting the result of the trouble.

PARSONS WON'T ADMIT WOMEN. They Get out of It by Saying It Is Unbiblical.

St. Paul, Minn., Sept. 21.—In the Northern German Methodist Episcopal conference here a proposition to give women the right to sit as delegates at the general conference of the church was presented for action and the members refused to vote. After their refusal they adopted the following resolution: "We, deeming the so-called Hamilton amendment proposition to be both unconstitutional and unbiblical, protest and decline to vote upon same."

VAN HORNE STILL RULES. Report Denied That He Has Resigned Control of the Great Highway.

Wheat Reaches the Half Dollar Mark—Grain Men Fix On Trio Standards.

Montreal, Sept. 21.—The rumor of Sir W. C. Van Horne's resignation from the C. P. R. presidency is ridiculed here in well informed circles.

Toronto, Sept. 21.—A number of grain men met at the Board of Trade yesterday to strike the Ontario grain standards. Messrs. H. M. Baird, T. F. Lynn, J. L. Shink and John Patrick, representing Toronto; A. H. Thompson, R. A. McTear, C. Hunt, London; and W. Brodie, Quebec. Very little difference exists between this year's standards, as decided by the meeting, and that of last year, save in barley, which is below last year's in color.

St. Catharines, Sept. 21.—The Opera House, Bain's restaurant and the lively street were burned last night; loss \$30,000.

Winnipeg, Man., Sept. 21.—S. B. Flower of Winnipeg won the tennis championship of North Dakota, at Grand Forks tournament yesterday.

James Savage, Robert Arbutnot, Arthur Boyce and Joseph Lundree, all of Portage, and Morris Mulloy, of Toronto, are seeking incorporation as the Rat Portage Fish Company, with a capital of \$40,000.

Wheat deliveries in the province yesterday exceeded 175,000 bushels. If fair weather continues until Monday the deliveries next week will be large. As high as 50 cents per bushel was paid yesterday for No. 1 hard by the milling companies.

Stephen Johnson Field, L. D., justice of the United States Supreme court, passed through the city on the C. P. R. Atlantic express to-day on his way to the eastern states. During his brief stay here the eminent jurist said he had greatly enjoyed his trip over the Canadian Pacific line. Justice Field was accompanied by his wife, daughter, and Mrs. M. Gorman, chief coinier of the California mint.

JAPAN WILL HAVE A NAVY. Suitableness to Her New Rank—American Syndicate and French Tanners.

Paris, Sept. 21.—La Justice in its issue to-day says that the manipulation of the leather market by the American syndicate will exhaust the stock of French tanners within the next six months. The order was issued, and deprive workmen of employment in both the government and private factories for more than a year to come. Upon the reassembling of the deputies, General Burdlin, minister of war, will be asked what steps are proposed to be taken in order to prevent such a disaster.

London, Sept. 21.—Some time ago, a firm of cartographers here received an order from a house in Constantinople for some British admiralty charts of the Dardanelles. The order was for the charts of the Dardanelles, and the charts were procured for the Turkish minister of war, and they are intended for the use of engineers laying torpedoes in the straits.

Yokohama, Sept. 21.—The Japanese parliament has voted a credit of 200,000,000 yen for the building of four ironclads, ten coast defence vessels and 50 torpedo boats.

CANADA'S TRADE RETURNS. Show an Increase—\$9 in the Shade at the Capital.

Ottawa, Sept. 21.—The trade returns for the month of two months indicate a gratifying increase in the trade of the country. The exports show an increase of \$2,250,000. The duty collected shows an increase of \$308,000. The imports for the two months manifest a falling off of \$2,000,000.

At two o'clock to-day the heat was intense, the thermometer registering 90 in the shade. Not a breath of wind is stirring, and Wiggins insists that his wind storm will be here immediately.

RIOTERS EXECUTED. Seven of the Participants Beheaded—The Leaders Unpunished.

Washington, Sept. 21.—Minister Denby has at last completed the arrangements for the investigation of the missionary riot at Cheng Tu. He called Secretary Olney to-day that the Chinese government has withdrawn its opposition to the commission, and that the latter will start at once for the scene of the riots from Tientsin, but owing to the great distance from that place to Cheng Tu the journey, which must be made over land and with the aid of railroads, will consume at least a month. It will be probably well along in November, therefore, before the real work of investigation begins.

New York, Sept. 21.—A telegram to the World from Foochow, China, says: Details of Tuesday's execution have just been received. After the mandarin had refused on Friday to execute any men implicated in the missionary massacres, the American and British consuls wired to Peking. On Monday the mandarin received the viceroys' order to execute seven men. At 6 o'clock Tuesday morning Consul Hixson, Lieut. Evans, and

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Mr. Gregory, the British consul, proceeded to the yamen gate, where the mandarin sat awaiting them. When the foreigners took their seats the drums were beaten, a salute fired, and the cry shouted three times. "The court is open!" Then the condemned men were brought speedily from their cells. They knelt before the court and were tumbled, securely bound, into bamboo cages, on which were attached pieces of paper with sentences written upon them. The mandarins then put on their scarlet robes and scarlet hoods, and the death procession started for the execution grounds outside the city, between lines of soldiers. When the procession arrived the condemned men were tumbled out and were made to kneel with their backs to the mandarins. Then the five heads-men began their bloody work. The first head fell, clean cut. When the heads of the seven men were cut off the vast crowd gave a great shout. The people clapped their hands and departed. The heads were hung in a prominent place in the city as a warning.

The mandarin professed to fear further trouble from the crowd of foreigners who went armed with revolvers, but there was no trouble. No leaders have been executed yet. Some leaders with strong backing hope to escape. The viceroys are delaying the execution of the seven men unless forced; resulted in prompt action. The Detroit is still here and one English gunboat of 750 tons.

BRITISHERS GET THE BENEFIT. Of the American Tariff on Coal—A Change Sought.

San Francisco, Sept. 21.—The foreign tramp steamers that have driven the sailing vessels off the coast, are carrying British Columbia coal to this port for \$17.5 a ton. The new tariff law, which lowered the duty from 75 cents to 40 cents a ton places the foreign coal on a par with the Washington product. Again, the low tariff has increased the imports of coal from Australia to more than double in the past two years. Foreign bottoms paying seamen from \$7.50 to \$10 a month are enabled to bring coal from the colonies for 25 cents a ton less than American vessels. Between the low freight rate and the tariff, American shipping is being gradually smothered to benefit British coal miners and the owners of foreign vessels. In the same manner proportionately, the output of the mines on the Pacific coast is decreasing and American workmen and those dependent on them are the sufferers. There is not a shipowner, a coal or lumber dealer in San Francisco but who appreciates the necessity of tariff protection to American producers. In a unit they are demanding a high protective tariff on lumber, coal and wood.

San Francisco, Sept. 20.—The steamer Monowai sailed to-day for Australia, via Honolulu, but she refused to take freight or passengers, on account of the cholera. The United States mails, however, were taken.

Minneapolis, Minn., Sept. 20.—A special from Ipswich, S. D., says the entire business part of the city was burned early this morning.

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Stinson, the sheriff, says. The case promises the defense read a surprising over seventy-fiftiness were called. Three of the defense office adjoining the jail, but the jury, but the jury.

AND THE BAIKINS. (yours.) we cut house, waters near, crushed and crooked

is to hear. free near hand street, the thrang, we were bare feet, anang, at the Malster's side, this is nae place for and as they turned toe

and come to me, in room him whaur He in his knee, in room him whaur He elr curly hair, women's faher folk Him there, awa, frae me, son learn, at Heaven's yett as a balra, in us for kith an' kiu, in room him whaur he sat, in an a."

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