TRUSTS CORPORATION OF ONTARIO.

SAFE DEPOSIT VAULTS

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Before leaving town for the summer

DEPOSIT YOUR VALUABLES

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Absolute Security - Low Rates.

A. E. PLUMMER, Manager.

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Mr. C. Oliver Iselin, Mrs. Iselin, Woodbury Kane, Herbert C. Leeds and Newberry Thorne. Mr. David Henderson of the Anchor Line was on board as the representative of Lord Dunraven. Designer Nat Herreshoff was also there. Capt. Hank Haff was at the wheel.

The Valkyrie left her anchorage at 9.10 in tow of the tug Pulver. She had her mainsail up and her jib and stay-sail in stops. When off the point of the Hook her jib topsail was sent aloft. It was a trifle larger than the similar sail carried by Defender. On her decks were Lord Dunraven, his daughters the Lady Rachel Quin and Lady Wyndham Quin, Mr. Archie Gordon, Designer Watson, Sailmaker Ratsey and H. Maitland Kersey. Capt. S. Cranfield and Capt. Sycamore were at the tiller. Her sails were well fitting and set without a wrinkle.

Both yachts kept their tows to Sandy Hook lightship. They arrived there at 10.40. Their tenders, the Hattie Palmer and the City of Bridgeport, followed them out in case any changes in sails or spars should be decided upon.

Decided on a Change of Course.

The wind at 10.45 was from the northwest and the committee decided to change the starting point, as a 15-mile course to windward would strike the Long Island shore about Long Beach. Signals were sent up and the committee boat, Walter Luckenbach, started south toward the Jersey shore. The delay at the start allowed time for all the belated craft to come up and they clustered close to each other, now and then narrowly escaping serious collisions. The action of some of the flotilla was shameful, to say the least. Their self-endeavors to hug the starting line, to the detriment of both the English and American racers, was deplorable.

The movement of the big flotilla when the change of course was made was an impressive one. The first known of the change of the course was when the judge's boat picked up her anchor and headed, with the two racers, toward the Jersey shore. In a few minutes the fleet was headed in the same direction, and as it moved along stretched out in a line calculated over two miles in length. After the yachts started the fleet gave chase. Owing to the light winds the slowest craft was able to keep abreast of the racing sloops. There were craft, fore and aft, to the port and to starboard, and the wash interfered with the progress of both to a more or less extent. As the yachts moved along some of the flotilla grew bolder and bolder and came closer and closer to the racers until shamed off by the shouts from other craft of the fleet.

Cheers For the Flyers.

As Defender went around with her big balloon jib flying a mighty salute was sent forth and kept up for several minutes. Then the fleet joined the sloop on the reach for home. The fleet divided their attention between the racers, and were spread out a distance of over three miles. They were to the leeward of the yachts and consequently did not bother them so much as they did on the beat to the first turn. It was a long trip to the mark, many of the boats running ahead for vantage positions. When the judge's boat arrived it found the course absolutely blocked. After considerable work it was cleared. Just as Defender was approaching the line, a three-masted schooner swung across directly in the way. They were shouted to from all sides to clear the way, but this skipper paid no attention, shouting back defiance. When the Defender sailed proudly over the finish line she was given a tremendous ovation. Eight minutes later when the Valkyrie finished she was also given a splendid reception, which was acknowledged by Lord Dunraven's party. Immediately after the finish of the race the fleet headed back to the city and on the way up the bay the happy spectators of the day's race sang praises of the American single-sticker.

After crossing the line the Defender took a line from her tug and was towed into the Horse Shoe. The Valkyrie started for the Hook under sail. A fine rain, which set in just before the finish, was followed by mist, which hid the yacht from view. At 7 o'clock she had not reached the Horse Shoe and her tender, the City of Bridgeport, went out and after considerable trouble found her and towed her in.

Technical Story of the Race.

It was just 12.20 o'clock when the preparatory gun boomed out and the red ball was hoisted on the committee boat, the Walter A. Luckenbach. The wind was very light, perhaps five miles an hour, and was from the east southeast. The sea was moderately still. It was Valkyrie's own weather, in which she ought to do her very prettiest. If she did not run now, there was little hope for her. Both boats were standing along the line, close hauled on the starboard tack, and so headed for the Long Island shore. Valkyrie was to windward and Defender had just walked through her lee, so that she was apparently, although not actually ahead. Defender had spread her main sail, club topsail, jib and stay sail, with her jib topsail in stops. Valkyrie had only main, club topsail and jib, with no stay, sail. Now came the prettiest part of the race, where skilful seamanship is at its highest premium—the manoeuvring for the weather gage. Defender went about and followed by Valkyrie, and both ran back along the line with booms to port. Valkyrie went about again beyond, breaking out a baby jib topsail and her staysail. Defender kept on her course a minute longer, and when she too went about on the starboard tack again, she broke out a number two jib topsail one size larger than the Valkyrie. Valkyrie went about off the line and ran back to meet Defender, with her boom to starboard, but well in board, and the wind on her beam. Defender meanwhile coming up from the southward close hauled on the starboard tack. She had the right of way and passed to the windward of Valkyrie, thus gaining the coveted windward position; then stood for the line still on the starboard tack with the wind on her beam and her sheets still close hauled. Valkyrie jibed over and found herself to the leeward of the Defender. In this wise they approached the line. The rival champions calculated their time well.

Valkyrie Got the Better Start

Both boats were to the leeward of the line when the starting gun sounded at 12.20. Both headed for it at once and passed over as follows: Valkyrie, 12.20.46; Defender, 12.20.50. Defender crossed much nearer the top of the line, however, and so was considerably to the windward for the British boat. Both the racers were now well away, standing, as they had crossed, on the starboard tack, with sheets close hauled, which, in the wind, meant that they were heading along the Long Island shore. Valkyrie was leading by a hundred yards or more as well as the distance could be estimated from the press boat, some distance behind her, while Defender still held her windward position, which to some extent was an offset to Valkyrie's lead. As they sped on the excursion fleet massed up to windward, and gave way and opened a narrow line through which racers passed and the gap between the two giant boats, narrow enough at first, began to widen slowly but surely. Measuring the comparative speeds by the apparent rates at which they passed the mass of the excursion boats it looked as if the English craft was going three feet to the Defender's every two. Defender was pointing up to windward better, however.

At 12.40.00 Defender went about and Valkyrie followed her, both standing off on the port tack. This brought the Defender apparently ahead, but as the Valkyrie was considerably to the wind the American boat's lead was only apparent, and she was in reality some distance astern. Defender was much the quicker in stays, seeming to whirl about as on a pivot. The conditions on these tacks were different from the preceding one, as the sea was then on the beam and the yachts rode easily over it. Now it was on the weather bow, and they had to cut through it. Both yachts began to pitch and to splash the spray from their bows. The English boat seemed to ride the waves more easily and with less fuss than Defender, but it was plainly to be seen that she was not gaining as she had on the opposite tack. Stil she held her own with ease.

Defender's Only Mistake

Then Capt. Haff tried an experiment and Defender was seen to leer away a trifle from the wind. She rode the waves much easier this way, and she at once began to outfoot the English boat, though of course she lost to leeward. Valkyrie, sailing easily, worked still further up to leeward. This was a losing game for Defender, however, and at 1.12.30 she went about and stood towards the Long Island shore on starboard tack again. Valkyrie followed instantly and it was seen that the English boat was fully a quarter of a mile ahead, though a little to the leeward. In the light wind and with the sea on the beam the Valkyrie had a decided advantage, and again she began to walk away from the Defender. The American boat made her worst showing at this point of the race and it almost seemed as if she had a different wind from one which was doing such good service for the Dunraven craft. Now, however, the luck turned and fortune began to favor the American. The wind became stronger, increasing from 5 or 6 knots an hour to 9 or 10. Defender began to pick up noticeably. She not only pointed up better to windward than Valkyrie, as she had done all along, but she now seemed to feel as well and a little better.

The Valkyrie went about and stood over towards the Defender on the port tack. The latter kept right on her course. It was evident they would pass close together, and for the first time since them it was evident that the existing relations of the boats would be clearly seen. Defender was on the starboard tack and had the right of way. Would Valkyrie pass her bows or would she pass astern?

Excitement Was Intense.

On they came, and the excitement was intense. It looked as if the Valkyrie would cross the Defender's bows, until suddenly, just as they came together, the English boat suddenly put about right in the Defender's lee and stood off on the same tack with her. She had failed in her attempt to cross ahead of the American boat, and she would not pass astern. It was a costly move for Capt. Cranfield, and he had not only put his boat about twice unsuccessfully but he had also run her into his opponent's lee.

In the midst of the excitement, at 1.50 the Defender went about, and the two boats separated again. At 1.54 the Valkyrie went about again, and a minute later the Defender also tacked. Once more they approached each other as before, Valkyrie on the port tack and the Defender on the starboard, with the right of way. This time the Defender crossed the Valkyrie's bows, amid another deafening cheer, and, going about quickly, took up a position just ahead of and to the windward of the Englishman, at the same time showing him a neatly-lettered stern. This was too much. The Valkyrie could not stay there and be blanketed. She promptly whirled about, and went off on the starboard tack. She had had quite enough of jockeying, too, and she did not come about again until she made her final reach for the mark. The Defender soon tired of her course to the southward, and coming about she, too, stood on the port tack, well up to windward of the Valkyrie, though behind her in distance.

How Valkyrie Lost.

The Defender had unquestionably gotten the best of the two little encounters, and her friends were highly elated in consequence. Moreover, the fact that she had been in a position to do so showed that she had overcome the Valkyrie's lead since the wind freshened and that the weather was not in her favor. The English boat could no longer outfoot her since the wind had increased, while the Defender could still edge up to windward.

The Defender rounded at 3.36.29, Valkyrie at 3.39.52 and a half-mile behind in distance. Her crew seemed very slow in setting her big balloon jib topsail, but finally it filled, a beautifully fitting sail, and on she swept in pursuit of the fast-fleeing Defender. The wind had shifted so that the run back was not dead to leeward, but was made with sheets only about one-quarter eased off and the wind coming over the port quarter. For this reason the spinnaker was not set on either boat, as it could not have been held out. Now began a stern chase in good earnest, but a hopeless one as far as Lord Dunraven's boat was concerned, for the Yankee flyer not only kept her lead with ease, but gained steadily from the mark to the line. It was a race no longer, but a triumphal procession for the Defender, escorted by the entire excursion fleet.

Figures About the Boats.

The figures below tell how nearly alike in their racing lengths are the two yachts:

	Defender. Feet.	Valkyrie. Feet.
Length on load water line	88.45	88.85
Base line	181.79	186.05
From foreside of mast to forward point of measurement	73.55	78.94
Extreme length of spinnaker boom	73.36	78.94
Main gaff	64.95	59.50
Topmast	57.42	55.98
One-fifth of topmast	45.94	44.78
Perpendicular height	125.48	129.80
Square root of sail area	112.26	114.34
Racing length	100.36	101.49

The Valkyrie allowed the Defender 29.10 seconds over a 30-mile course.

Very many persons die annually from cholera and kindred summer complaints who might have been saved if proper remedies had been used. If attacked do not delay in getting a bottle of Dr. J. D. Kellogg's Dysentery Cordial, the medicine that never fails to effect a cure. Those who have used it say it acts promptly and thoroughly, subdues the pain and disease.

Melba Subscribers' List To-Day.

The subscribers' list for the Melba concert opens this morning at 930 at Nordheimer's. Subscribers will receive their seats in the order the name is placed on the list. The company which the incomparable singer will bring here with her is an exceptionally fine one, containing as it does four great vocalists and a complete orchestra. The Massey Hall will no doubt be crowded for this event.

Odoroma, a botanical preparation of wonderful efficacy, perfectly harmless.

NO BONUS FROM HAMILTON

THE T., H. & B.'S APPLICATION FOR $200,000 THROWN OUT.

Promoter Beckley Asserts That Unless Bonuses Are Granted All Along the Line the Road From Hamilton to Toronto Will Not Be Built—A Warm Meeting on Saturday Night.

Hamilton, Sept. 8.—The application of the Toronto, Hamilton and Buffalo Railway Company for an additional bonus from Hamilton for the construction of a double track from here to Toronto was thrown out by the Finance Committee on Saturday night. Instead of asking for $250,000, as originally intended, the company last night reduced their demand, asking $200,000, but the committee without a dissenting voice resolved that the application be not entertained. Representing the railway company were J. N. Beckley, F. S. Upton, J. N. Young, George Roach, William Doran, James O'Connor, Engineer Wingate and H. Carscallen, Q.C., while a number of prominent citizens, including the following, were present: P. C. Blaichen, Eli Van Allen, James Ferres, Robert Evans, Alexander Turner, J. E. O'Reilly, F. W. Fearman and Alexander McLaghan.

Mr. Beckley Explains.

J. N. Beckley, a director of the T., H. and B. Railway Company and President of the Dominion Construction Company, said the company in the past year had endeavored to carry out the promises made a year ago. The line from Garth-street to Welland is a much better road than the company intended to build. If the company is not able to show that the benefits to be derived will be greater than the bonus asked, he said it would not want any further aid. Last spring a contract was made with the Vanderbilt system to extend their line to Hamilton, and later a contract was made with the C.P.R. Under the contract between the Dominion Construction Company, the American Trust Company, the C.P.R. and the Vanderbilt system, the line from Toronto to Hamilton was to be built. The effect of the contract is to give to Hamilton all the advantages of the extension of the C.P.R. to this city and the extension of the M.C.R. One condition of the contract was that the specifications of the line should be those of the New York Central Company, which required heavier bridges and a more substantial road all through.

Bonuses All Along the Line

When the proposal to build to Toronto came up the question arose as to whether sufficient bonds could be issued for raising of money for the work. The speaker here produced the estimate of the engineers as to the cost. The estimated cost of building a double track from Hamilton to Toronto is $2,032,642, and the portion of the road within the limits of Toronto will cost $250,039, while bonds for only $1,890,922 can be issued. Hamilton and Brantford have been asked for a bonus, but unless Toronto and towns through which the line will pass contribute towards the expense in the shape of bonuses the work will not go on. If the assistance asked is not granted the syndicate will not furnish money for the work; it will finish its contract and will be done with railroading here. He denied that it was necessary to extend the line to make the system remunerative.

Time For Hamilton to Halt.

Ald. Watkins argued in opposition to the application. The sooner Hamilton wakes up to the necessity of giving no more bonuses the better. Already the city has given away to railroads $1,300,000, while the city's liability for debentures is $3,138,345. If the C.P.R. nor none of the Vanderbilt systems had risked a cent in the road, he thought it was strange the company should want this city to put up another bonus. He thought the idea was absurd and ridiculous. The granting of another bonus will necessarily increase the taxes, while the city is in need of sidewalks and roads, and the waterworks system has to be improved. He doubted very much if Toronto would give one cent in the shape of a bonus for this line. Concluding his remarks, Ald. Watkins moved that the request for a bonus be not granted. The motion was seconded by Ald. McKeown.

An Unnecessary Expenditure.

J. V. Teetzel, Q.C., said he thought he was echoing the sentiments of Hamiltonians to compliment the members of the company for their enterprise. He would oppose the granting of any other bonus as an unnecessary expenditure. Mr. Beckley has said that the little loop line already built is so profitable that the bonds can be sold for 95. He challenged Mr. Beckley to state the road had cost $20,000 a mile, exclusive of the $225,000 bonus from Hamilton, and by selling the bonds at $30,000 it figures out that a profit of about a million dollars. Is the double track between Hamilton and Toronto for Hamilton's benefit? No; it is for the benefit of the gigantic railway concerns who are anxious to get through this territory. Instead of furnishing extra facilities for people going to Toronto, this city should pay the $200,000 to keep the trade at home. If Mr. Beckley's syndicate will not build the connection other syndicates will, and the C.P.R. is bound to raise money to build to Buffalo. He referred to the compact between the G.T.R. and C.P.R., showing that the freight rates would not be reduced. He advised Mr. Beckley and his associates to go to Toronto, where they would be received with open arms and a bonus of a million would probably be granted.

H. Carscallen, Q.C., argued in favor of granting the bonus. He reviewed the situation thoroughly, giving strong arguments why the bonus should be granted. He thought it would be a lost opportunity if the company was not encouraged to build to Toronto and get the C.P.R.

J. N. Beckley refuted some of the statements of J. V. Teetzel, Q.C.

Ald. Watkins' motion was unanimously carried.

Another Railway Project.

An application was received from the Hamilton Radial Electric Railway Company, asking for right of way from Sherman-avenue west in Cannon-street. The application stated that should it be received favorably active work would commence at once to construct an electric railway. The intention of the company is to build an electric railroad from the Falls to Toronto via Hamilton. The application was ordered to be sent to the Council before it was considered.

A Ex-Alderman Gone Wrong.

Captain G. B. Smith, at one time commander of the Hamilton Field Battery, and an ex-alderman, has gone wrong. At yesterday's Police Court he was found guilty of attempting to steal a large quantity of vegetables from William Webb of Bartonville. For several weeks the farmer has been missing fruit and vegetables and on Friday night County Constable Springstead caught Smith in the corn patch filling a bag with corn. He had a double rig waiting on the road, which was partly filled with vegetables. The ex-alderman will come up for sentence on Monday.

Notes.

John Findlay was sent to jail for nine months for receiving property stolen from the Lister residence.

The body of Walter Chapman was discovered this morning floating in the channel about 800 feet from Bay View by J. Scott, Bay-street north. It was taken to Undertaker Blachford's. Coroner Woolverton decided that an inquest was unnecessary.

When all other corn preparations fail, try Holloway's Corn Cure. No pain whatever, and no inconvenience in using it.

PURE WATER AND SUNDAY CARS.

Canon DuMoulin's Sermon in St. James' Cathedral Yesterday.

Rev. Canon DuMoulin preached an interesting sermon yesterday morning at St. James' Cathedral. He referred to the Industrial Exhibition, and enlarged on the progress of science and invention in recent times. Incidentally, he referred to two live local topics somewhat as follows, that is, according to the recollection of a member of the congregation who memorized them to a World reporter:

There is a possibility in the order of progress that the aldermen may perhaps in a hundred years from now have arrived at a means by which Toronto may have pure water. Who can tell what a hundred years may bring forth, when we look over the inventions of the past? Who can tell but that an invention enabling the citizen to obtain a glass of pure water from the lake may be in force by that time?

Referring to the absence of Sunday cars in Toronto, he said:

It is a strange condition of things that the liberty of the citizens is so restrained. The green fields, the pure air and the clear, sparkling rivers, the citizens are prevented from reaching these blessings sent by heaven. The rich people can go abroad, but the poor must stay at home. Think of the poor who are compelled to live in alleys and the slums of Toronto! God help them! They cannot participate in the pleasures of traveling, and to them is denied this blessed privilege of spending a Sunday afternoon in the country. Men may set their faces against the progress of science and truth, but science and truth will override all prejudice and all obstacles and come out triumphant in the end. Rest assured we will live to see all these things changed, and the shame will not be on those who change them.

Archbishop Walsh and the Canadian Temperance League.

The Canadian Temperance League is preparing to work on broader, unsectarian lines this season, as in the past, and on Saturday the president, Mr. J. S. Robertson, received this letter of encouragement for His Grace Archbishop Walsh:

In reply to your courteous letter, informing Archbishop Walsh that he has been elected by a unanimous vote honorary member of your league, His Grace wishes me to say that he is deeply grateful for the honor you have done him. He desires me to assure you of his sincere and earnest sympathy with the cause in which your league is doing such splendid work, and while his views on total prohibition as a political issue on a practical principle may be somewhat different from those of the league, he is entirely with you as regards the virtue of temperance, and would be glad to give his hearty co-operation and personal support to the general work of your excellent organization, as one of your honorary members. Respectfully yours,

T. RYAN,
For Archbishop Walsh.

St. Michael's Palace,
Toronto, Sept. 6, 1895.

A Great Railroad.

Not only does the New York Central Railroad, along the banks of the farfamed Hudson, claim one of the most picturesque routes, but its ramifications and connections embrace territory which will attract a great number of visitors. Few of such will fail to pay tribute to the mighty Niagara, and to those whose time is limited it is the line. Fast trains, paragons of luxury, speed and safety, furnished with a luxury and convenience scarcely known in Europe, will daily—indeed, one might almost say hourly—depart from Grand Central Station in New York direct to Niagara, to say nothing of picturesque Canada and the many other attractive points near its rails. —Outing. ed

Death of Mr. E. Butt.

At 97 University-street on Saturday morning Mr. Ephraim Butt died of bronchitis, aged 73 years, leaving a widow and grown-up family. Deceased came with his parents from Gloucestershire, England, in 1822, and had lived in Toronto ever since, carrying on a carriage, wagon and blacksmithing business. Mr. Butt was one of the most-widely-known and highly-esteemed members of the Methodist Church in Canada, having been connected with the old George-street and Richmond-street Churches since early in the forties. He was a trustee and class leader in New Richmond Church, McCaul-street, from which the funeral will take place at 2.45 p.m. to-day.

Odoroma is the best mouth tonic in the world.

The Salvation Army Jubilee.

Yesterday was the 13th anniversary of the Salvation Army in Toronto and appropriate services, conducted by Commandant Eson, were held in the temple. Large crowds were present at the meetings and many conversions are reported. A brass band composed entirely of women is in attendance at the meetings. About 100 more officers will arrive to-day.

Cannot Be Beat.—Mr. D. Steinbach, Zurich, writes: "I have used Dr. Thomas' Eclectric Oil in my family for a number of years, and I can safely say that it cannot be beat for thec ure of croup, fresh cuts and sprains. My little boy has had attacks of croup several times, and one dose of Dr. Thomas' Eclectric Oil was sufficient for a perfect cure. I take great pleasure in recommending it as a family medicine, and I would not be without a bottle in my house."

The Church Not Sold.

The Reformed Presbyterian Church in Carlton-street was put up at auction in Dickson & Townsend's rooms on Saturday, but no offer was received, and the property was withdrawn.

Stomach and bowel complaints, from whatever cause, are best remedied by Ayer's Pills.

Local Jottings.

Capt. Lloyd has reopened his English riding school for the season at the old quarters, adjoining Doane's livery stable, Yonge-street.

"L.S." brand hams, bacon and lard is a little dearer in price, but it makes more than up in quality. Cheapness of any article counts against its quality.

Mrs. Margaret McCrimmon, housekeeper for Dr. McDonogh, 341 Church-street, was struck by a bicycle on Church-street Saturday, knocked down and painfully hurt.

If you are bilious or costive this morning, use Fruit Granules. Nature's own remedy. Cleanses the liver and kidneys, purifies the blood. ed

How To Cure Headache.—Some people suffer untold misery day after day with headache. There is rest neither day nor night, until the nerves are all unstrung. The cause is generally a disordered stomach, and a cure can be effected by using Parmelee's Vegetable Pills, containing Mandrake and Dandelion. Mr. Finlay Wark, Lysander, P.Q., writes: "I find Parmelee's Pills a first-class article for bilious headache."

Odoroma removes discoloration from the teeth.

Personal.

Mr. Alexander Downey has been appointed a commissioner for the State of Illinois.

James MacVicar, eldest son of Rev. Dr. MacVicar, late principal of McMaster Hall, was drowned at Mount Clare, near New York city, Thursday. Deceased was 38 years of age, and had a school for the business training of young men.

Miss Alice Morson, daughter of Dr. Alfred Morson of Spadina-crescent, was married at S. Stephen's Church Saturday to Mr. G. J. Smith, barrister, Paris, and formerly of Toronto. The ceremony was performed by Rev. A. J. Broughall, assisted by Rev. James Alexander.

The engagement has been announced in England of Miss M. A. Beatrice Moss, second daughter of Mr. Charles Moss of Toronto, Can., to Mr. Samuel Squire Spriggs of Farnham Royal, Buckinhamshire. The marriage will take place late this month.

Rev. James Chappell and Miss Florence Lloyd were married at S. Stephen's Church Saturday. The groom is well known in this city, being a graduate of Trinity University. He intends to leave shortly for Japan, where he will do missionary work for the Protestant Episcopal Church of the United States. Miss Lloyd is a niece of Rev. Arthur Lloyd, formerly professor in classics in Trinity University and at present a professor in the Japanese college at Tokzo.

No harmful ingredients are contained in Ayer's Sarsaparilla. Physicians recommend it.

SEIZED BOATS RELEASED.

CANADA ACCEDES TO NEWFOUNDLAND'S REQUEST.

Capt. Howard Ordered to Release the Vessels Seized Off Labrador—The New Year Book Nearly Ready—Saturday's Cabinet Meeting—Decisions in the Exchequer Court—Movements of the Ministers.

Ottawa, Sept. 8.—There was a meeting of the Cabinet Saturday morning, at which routine business was transacted. In the afternoon Sir A. P. Caron, who has been Acting Premier since Sir Mackenzie left for the Northwest, proceeded to Quebec on a flying visit. From the day of prorogation up to the present time the Postmaster-General has been a very busy man and confined very closely to his office. References have come to him from half a dozen departments and as promptly decided; visitors have ben received and their representations given a courteous hearing and the multifarious affairs of state facilitated in every possible way. When the Premier and his colleagues return Sir A. P. Caron will assuredly have earned his holiday.

Exchequer Court Judgments.

Saturday in the Exchequer Court Mr. Justice Burbidge gave judgment in the following cases: Boak v. The Queen. This was a case arising out of the seizure of the schooner Fortune, belonging to George E. Boak & Co. of Halifax by officers of customs for an offence of smuggling liquor by the master from the port of Porto Rico. The owners, while in no way implicated in the offence, were obliged to pay the sum of $400 as a penalty. They claimed to have it returned to them. The claim was dismissed by the learned judge, with costs.

In appeal from the judge of Toronto Admiralty District in the case of Symes v. The City of Wondsor judgment was given affirming the judgment of the loca ljudge at Toronto and dismissing the appeal and cross appeal, with costs. In this case it was sought to enforce a master's claim for disbursements and liabilities on account of the ship as a maritime lien, having priority of claims of a mortgagee assuming possession after such liabilities and disbursements had occurred. The amount involved was $1326.

By decision of the Exchequer Court Saturday De Kuypers ar eallowed to register heart-shaped label as their exclusive trade mark.

A Lying Dispatch.

A despatch appears in the daily newspapers in which one J. W. Kummer, representing himself as just returned from Alaska, professes to give the results of an interview "with two young English boundary surveyors" returning from a two-years' stay in the field. There is not one word of truth in it.

The Seized Vessels Released

The telegram sent out on Friday by the Controller of Customs to Capt. "Gat" Howard reached him at Esquimault Point. A message was received yesterday from Howard stating that he had released the vessels in charge. The Controller notified him to release them at once and to report all the circumstances to the Department.

Wiggins Predicts a Big Storm.

In a letter to The Citizen E. Stone Wiggins says that on the 18th Sept. the moon will pass over the sun's disc, causing a solar eclipse. Two hours later Mars and Venus will both be in conjunction with the moon. He predicts a great storm will sweep the shores of all the continents of both hemispheres, from the equator to the poles as early as the 17th Sept., but on the east coast of North America it will reach its climax with high tides on the afternoon of Saturday, 21st. There is danger of volcanic upheavals on the meridian of Japan, and of earthquakes in South America and Mexico.

Dominion Government and the Chicga Canal.

Mr. J. L. P. O'Hanly, C.E., of this city, will investigate the Chicago proposed canal drainage and report to the Government. The scheme is to make a canal from Lake Michigan through tributary waters into the Mississippi River. This, it is feared, will so lower the water in the lakes as to interfere with navigation by the St. Lawrence waterway route. The Dominion Government have therefore decided to carefully watch the progress of the work, which is viewed as an important national undertaking.

Year Book Ready.

The last pages of the Statistical Year Book were sent to the Printing Bureau some time ago, and the volume may be expected to make its appearance shortly. On Friday Mr. Johnson, Dominion statistician, completed the information relating to Canada, for the next issue of the Colonial Office List, and Saturday he brought up to date the chapters for the next issue of the Statesmen's Year Book.

Notes.

Sir C. H. Tupper and Lady Tupper left for Toronto to-night. They will visit the Industrial Exhibition.

Hon. N. C. Wallace left for Manitoba and British Columbia yesterday afternoon. He is accompanied by his private secretary, Mr. J. R. K. Bristol.

Hon. Mr. Haggart was in the city yesterday and was present at the Council meeting in the forenoon. The Minister of Railways will on Sept. 25 attend the unveiling of the monument now being erected on the battlefield of Chrysler's farm.

The Catholic Order of Foresters are to hold their annual convention here this week.

The Acting Premier has ordered a mounted escort of 40 men of the Royal Canadian Dragoons to meet Lieut.-Governor Patterson on his arrival in Winnipeg.

Mr. Justice Burbidge left for British Columbia to-night. He will hold sessions of the Exchequer Court at Victoria, Vancouver, Calgary, Regina and Winnipeg.

Facts as to the Weather.

The meteorological weather map for August, issued Saturday by Director Stupart, shows that the mean temperature for August was from 1 degree to 3 degrees below the average in British Columbia and the Northwest Territories, and very nearly average in other parts of the Dominion. August was on the whole a cool month in Ontario, characterized by the large number of thunderstorms which were experienced, many of which were locally exceptionally severe. All cereals were reported pretty well harvested by the end of the month and in many places threshed, giving a good yield; straw, however, generally short. The pasture lands, owing to the abundance of rain latterly have become wonderfully improved and are now said to be excellent in nearly all districts; the copious rains have also had the effect of giving a very large corn crop, as well as an equally good supply of all kinds of vegetables; the root crop also promises an abundant yield. Fall wheat sowing is reported to have been begun in most districts and already finished in a few places. Fruit as a rule will not apparently be at all abundant, but the quality of what there is is said to be good. In the Northwest Territories and Manitoba a large portion of the grain is reported harvested and of very good quality. Damage has been done to the late kinds in some places by the early frost and in a few localities in Saskatchewan garden stuff is reported destroyed. However, a very bountiful harvest is assured.

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FOR SALE — IN PARRY SOUND — FIRST-class livery, stage in connection. This livery is doing the largest business of any livery in Parry District. Everything in connection with the business in first-class shape. Good reason for selling. For further particulars apply Box 192, Parry Harbor. 16

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