

This is No Time for Levity.
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Business Merchants started Spring
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NATIONAL CASH REGISTERS
OFFICE, 63 KING WEST.

THIRTEENTH YEAR

THE BEHRING SEA AWARD.

EVERY CONTENTION OF THE UNITED STATES KNOCKED OUT.

A Compromise Verdict Which Compels the United States to Pay Damages to Canadian Sealers, But Establishes a Close Seal and a Sixty Mile Limit Around the Bering Islands.

PARR, Aug. 15.—At 9 o'clock this morning the seven Behring Sea arbitrators held a private session in a room used by officials of the Department of Foreign Affairs at the Quai d'Orsay.

At 11 o'clock the arbitrators re-assembled in the room in the Foreign Office in which the public sessions of the tribunal had been held.

Baron De Courcel, the president of the tribunal, then delivered to the agents of the United States and Great Britain copies of the decision signed by all the arbitrators.

The session terminated amid mutual congratulations and expressions of good feeling. After a preliminary hearing the case submitted for decision the award runs as follows:

What exclusive jurisdiction and what exclusive rights in the seal fisheries did Russia exercise prior to accession of Alaska by the United States?

The answer by all but Senator Morgan was that Russia claimed by a usage, issued in 1821, jurisdiction in the Bering Sea to the extent of 100 miles of coast, but in the course of negotiations which led to the treaty of 1825 between Great Britain and Russia the jurisdiction was restricted to cannon shot from shore, and from that time Russia never asserted or exercised any exclusive jurisdiction in Behring Sea or of exclusive rights to the seal fisheries beyond territorial waters.

Russia made No Concessions to Russia. The second question: How far were these claims of jurisdiction on the part of Russia to the seal fisheries recognized and conceded by Britain? Answer by all but Senator Morgan: Britain did not recognize or concede any claim on the part of Russia outside territorial waters.

Had No Exclusive Rights. The third question: Was Behring Sea included in the phrase Pacific Ocean used in the treaty of 1825 between Great Britain and Russia and what rights, if any, in Behring Sea were held and exclusively exercised by Russia at the time of the treaty? The unanimous answer was that Behring Sea was included in the phrase Pacific Ocean, and it was held by Russia at the time of the treaty, but that no exclusive rights were held or exercised by Russia outside territorial waters after the treaty.

The fourth question: Did not all the rights of Russia pass unimpaired to the United States? Answer by all but Senator Morgan: The rights of Russia passed unimpaired to the United States.

The fifth question: Have the United States any and what right of protection or property in fur seals when found outside the three-mile limit? Answer by all but Senator Morgan was that the United States have no right of protection or property in fur seals when found outside the three-mile limit.

The regulation of the seal is established by the treaty of 1825 and the three neutral arbitrators.

The first question: Is there a zone 60 miles around the Pribilof Islands, the second establishes a close season of the Northern Pacific from the first day of May to 31st of September.

The third requires that sailing vessels will only be allowed to engage in fishing in the Bering Sea under a Government license and carry a distinguishing flag.

The fourth requires the flag to show particulars of the sailing.

The fifth abolishes firearms, except shot-guns, outside Behring Sea.

The seventh requires that the Government control the license of the men engaged in sealing.

The eighth exempts the Indians on the coast from the regulations when hunting with guns and boats.

The ninth makes the regulations permanent, but orders that they be submitted for examination every five years.

The finding of the facts in reference to the seizure of vessels etc. of such a nature that it is incumbent on the American Government to indemnify the owners of British vessels.

Baron De Courcel, after the decision was rendered, thanked the arbitrators for the close and intelligent attention they had brought to bear upon the case.

Lord Hanan and Senator Morgan, in reply to the president of the tribunal, acknowledged his courtesy and hospitality. The American arbitrators believe that the regulations decided upon by the tribunal mean practically the same as the source of bickering between the two countries.

Who is our Favor. The Times says: On the broad question of international law the decision is wholly in our favor. In framing the regulations we have been guided by the principle of equity. The rules are conceived in a spirit of compromise, closely enough with that embodied in the British proposals, that some of them will cause dissatisfaction in Canada. The Americans can hardly be expected to receive the decision with equal contentment, but we know our kinsmen too well to doubt for a moment that they will honestly and loyally accept the judgment of the tribunal which they have voluntarily agreed to submit their claims to.

The Amount of Damages Reserved. LONDON, Aug. 16.—Concerning the amount of damages reserved by the Paris Mail Gazette (Paris correspondent, the Paris representative of the Central News Telegraphs) the question of the amount of damages for seizure of the British vessels in Behring Sea was not submitted to the arbitrators, but by mutual consent was reserved for future negotiation.

England Has Case For Compensation. Sir Charles Dike said this evening that England had every reason to congratulate herself on the result of the arbitration and judgment of the tribunal which they have voluntarily agreed to submit their claims to.

LONDON, Aug. 15.—Sir Charles Tupper to-day said the award was about as expected; it was natural that arbitrators should seek something in the nature of a compromise. The fact made the position of Canada on the question of the arbitration and judgment of the tribunal which they have voluntarily agreed to submit their claims to.

The right to protect the alleged rights of property in the waters of the United States against the ships of other nations.

Failing the establishment of the right of property, the United States have the right to protect the seals in the ocean, and to apply, in assertion of that right, the like sanctions of search, seizure and condemnation.

Failing these assertions of right, the United States claim that rules shall be framed in the interest of the United States alone which shall exclude other nations from the pursuit of fur seals.

Freedom of the seas for the benefit of all the world.

That rights of property and rights in

A ROUND DOZEN OF SPEECHES

LIVELY MEETING IN THE YORKVILLE TOWN HALL.

Both Sides Given a Fair Hearing by a Meeting That Was About Equally Divided—An Attempt to Introduce Politics Frowned Down by the Audience—Who Spoke and What They Said.

Mayor Fleming occupied the chair at the public meeting to discuss Sunday cars held in the Yorkville Hall last evening. It was emphatically a voter's meeting. The hall was crowded with citizens, and the gathering was an assembly in a public hall in Toronto.

Mr. N. W. Hoyle was the first speaker, and denied that the religious argument in respect to Sunday cars had been done away with. The speaker devoted the rest of his time to pointing out the necessity of every man having one day in seven as a day of rest.

J. K. Stewart, who claimed that he had a right to use the pronoun "we" because he lived under the shadow of the building, was first called down by the audience for referring to something that took place in the British House of Commons, and then called down by a previous speaker, Mr. Meek, for misquoting him. In conclusion he claimed that the "we" was not done by the speakers who accepted the Sunday car as the best of the beginning of the end of the secularization of the Sabbath day.

Mr. Fife followed and was received with much applause. He was followed by Mr. Parker, who said the church was not doing much on the street car question. The cry that the church was doing this and that was a misconception. The clergy were not doing anything as a matter of dogmatic force—they were merely acting in the way of counsel and advice. After entering into a theological controversy in answer to the previous speaker, a controversy which the Rev. doctor and president would still prefer to keep before the public, Mr. Parker branched off on to the question of the "we" again. He claimed that if a man was compelled to work on Sunday and given another day, he would not be able to worship with his family. In conclusion he said he was quite satisfied to leave the matter with the citizens. And besides he would like to say that the cry of fresh air showed that there was something of financial advantage behind the cry.

A Motion-Abused Man. Mr. W. McCabe, who thought he had more to say than any other individual in the controversy, quoted the words of the Legislature in the question of running cars on the Lord's Day, and claimed that the City Council should be taken to task for not taking any notice of the service. Under the present arrangement the street railway company would require to work six days a week, and he would be a serious mistake for citizens to hand over their rights to the street railway company and then settle affairs in the courts afterwards.

Mr. T. G. Beane of the Builders' Labor Union contended that the street railway company was not doing its duty. He would be a serious mistake for citizens to hand over their rights to the street railway company and then settle affairs in the courts afterwards.

There was a great many things the matter with it. I have never seen it, but I know it. If Sunday cars are adopted then pandemonium will succeed the present quietness. Why, those who are advocating Sunday cars haven't got any sense. Mr. Moore then launched into an advertisement of Moore Park, but was called down by the audience.

Dr. Larratt Smith received an ovation. He said he had nothing to say to the citizens of Toronto to tell them that because Sunday cars were run the citizens would not run riot. He thought the citizens of Toronto could be trusted to conduct themselves as properly on Sunday as on other days of the week. The doctor quoted a letter he had received from a friend in St. Catharines in which the writer said that he was run full blast on Sunday and he doubted if 100 votes could be obtained against the cars in the Sixties.

Mr. H. P. Dright spoke of the opposition that was offered to the Sunday telegraph service when it was introduced in Toronto, and pointed out that it was at the instance of clergy and Christian people that he had been introduced. The speaker then referred to the instances where citizens who now drive their carriages to church had stated that they would not take out their horns if the Sunday street car service carried. Why, when he asked his own clergyman about the matter he replied: "I think I will walk to church, but if they carry I will patronize them."

Called Yorkville a Goose Pasture. J. J. McLaren said on the whole continent of Europe if he was choosing a city in which to live he would next to Toronto, prefer the city of Edinburgh. [A voice: They have Sunday cars there.] In reference to the statement which Mr. Dright's clergyman had made the speaker said: "If my clergyman should make such a statement to me I think I would walk to another church. Such hypocrisy as that I would not stand."

The doctor then made a terrible blunder, which called forth a storm of hisses. He referred to Yorkville as a goose pasture. He was with considerable difficulty taken down by the audience.

Touching upon the agreement between the labor organizations on the city street railway company, Dr. McLaren said he noticed that no penalty was provided in the agreement of the company violating the agreement.

A Voice: That's not so. There is a penalty of \$100 for each violation of the agreement of the street railway company.

W. F. Madson was greeted with vociferous applause. After informing Mr. Moore that when it came to a question of discussing politics he would be ready to discuss it with him, the speaker launched into the Sunday car question, and showed that in no city where Sunday cars had been introduced the clergy

ATE HER OWN LIP.

A Girl Belonging to the Cuts of Her Lower Lip, Bled and Ate it as a Sacrifice.

PHILADELPHIA, Pa., Aug. 15.—While laboring under a spell of religious mania yesterday afternoon Bridget Boya, living at No. 835 Plymouth-street, cut off her lower lip, bled it and ate it. She said she had been ordered to make a sacrifice to God, and had selected that method of doing it. People living in the house also had been acting strangely of late, but nothing was known of her condition until she was last night found lying on the floor of her room, having become exhausted from loss of blood, which she did not know how to check.

She was taken to the Pennsylvania Hospital, where her blood was drawn, and the physician said no serious results will follow unless blood poisoning sets in. The condition was done with a hot table knife and the wound is ragged, ugly one.

She was a victim of the "cutting" mania. Rumors have been flying broadcast through Toronto Junction about Charles Doyle of King-street, who died eight days ago from injuries received by running into a street car.

The world had a conversation with Dr. Clendenen after the preliminary had been gone through last night, and he said that the story presented as a Country Queen Attorney Dewar was a theological controversy in answer to the previous speaker, a controversy which the Rev. doctor and president would still prefer to keep before the public, Mr. Parker branched off on to the question of the "we" again. He claimed that if a man was compelled to work on Sunday and given another day, he would not be able to worship with his family. In conclusion he said he was quite satisfied to leave the matter with the citizens. And besides he would like to say that the cry of fresh air showed that there was something of financial advantage behind the cry.

Mr. Robert Glocking, ex-president of the Toronto Automobile Club, said that the letter organization would take good care that the street car employees did not work on the Lord's Day. He claimed that Sunday cars were a necessity, and in advocating them he was committing a sin. He would be a serious mistake for citizens to hand over their rights to the street railway company and then settle affairs in the courts afterwards.

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ALIENATED HER AFFECTIONS.

A SPICY CASE IN WHICH \$3000 DAMAGES ARE ASKED.

A Queen-street Jeweler Served With a Writ by a Husband-Stricken Woman to Recover the Property Belonging to Her in the Estate of Her Deceased Husband.

By the alleged alienation of his wife's affections, Chester O'Brien says he has suffered \$3000 worth of pain of mind, and that he is entitled to recover that amount as damages. The case is being heard in the Queen's Bench Division of the High Court.

Mr. Roberts admits that he was attentive to the lady, who some years ago, promised to love, honor and obey Chester O'Brien and his sons. He claims that he alienated her affections from her lawful spouse, and declares that Mr. O'Brien never was possessed of the wife who loved that gentleman now claims worth \$5000 to him.

The wife was a simple one. About eight years ago Chester O'Brien and Isabella, his wife, came to Toronto from the little town of Uxbridge. Chester was a cabinetmaker, and intended to carve out a fortune, and Isabella was a simple girl, who had been brought up in the country. They had a few children, and were living happily together.

Mr. Roberts claims that he met Isabella in the course of his business, and that he became acquainted with her. He claims that he was very attentive to her, and that she became infatuated with him. He claims that he was very attentive to her, and that she became infatuated with him.

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A POSTAGE STAMP LAUNDRYMAN.

A Bitter and Inexplicable Explanation Was Not Satisfactory and He Was Fined \$20 and Costs.

Of late a number of letters have been especially sent to the Postoffice Department bearing prominently upon postage stamps. The Postmaster-General is having a sharp look out kept for offenders of this class, so that this mean and petty method of defrauding the revenue may be stamped out as speedily as possible.

A few days since a letter carrier was dismissed from service for placing old stamps on newspapers.

Mr. J. Abner Holt of evulsion fame was yesterday fined \$20 or 30 days for re-using a 5-cent stamp. On July 24 Inspector Swann's attention was drawn to two letters, the stamps on which were ascertained after a minute examination to have been formerly used. On opening the letter the signature of J. A. Holt was found appended to them, and as this is a contravention of the stamp law, Mr. Swann promptly informed Mr. Holt of his offence. Mr. Holt was called upon and explained that the stamps had been placed upon newspapers, and that he had not intended to use them on letters. He was fined \$20 and costs.

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