

WHISKARD'S

2

Busy Stores

230-232 Dundas St.

Millinery.

We have just purchased a quantity of large Fancy Straw Hats, worth 35c. We are clearing them

At 15c Each.

See our Ladies' White Sailor Hats, with bands,

Only 35c Each.

Just received, a new line of Children's Cream Silk Bonnets, at

35, 50, 65c Each.

Special purchase of Boys' Sailor Hats, worth 40c, our price

25c Each.

Youths' White Straw Hats, worth 20c, our price

15c Each.

Just received per special import, a line of Ladies' Japanese Silk Ties, embroidered and fringed,

Only 25c Each.

A large line of Assorted White Metal Belt Buckles, worth 25c, Whiskard's price

10c Each.

All new goods.

Special purchase of Spot Muslin,

Only 50c Yard.

Special purchase of Manufacturers' Samples of Lace Curtains, in cream and white, 2, 2½ and 3 yards long.

Fancy Apron Linen, embroidered in red and blue, wide width,

25c Yard.

A special line of Figured Canton Flannel, regular price 20c, selling at

12½c Yard.

LACES.

Another special purchase of Laces, in cream and butter, 6 inches wide, worth 20c, Whiskard's price

Only 5c Yard.

Boys' Braces,

Only 5c Pair.

Japanese Fans,

5c Each.

See our special line of T. G. W. Corsets,

50c Pair.

Net Summer Corsets, in all sizes,

Only 50c Pair.

We show a fine line of Ladies' Cotton Hose, in black and gray,

Only 10c Pair.

Children's White Cotton Hose,

5c Pair.

Call and see our New Print Blouses, in pink and blue stripe, stiff collar and cuffs, the latest style,

Only 75c Each.

Ladies' Dark Print Blouses, in all sizes,

50c Each.

Ladies' White Lawn Waists, trimmed with embroidery,

Only 50c Each.

Ladies' and Children's Cotton Undervests, with or without sleeves,

From 5c Up.

Whiskard's

THE AMERICA'S CUP. A BIG POWER SCHEME

WHY BRITISH YACHTSMEN ARE SO ANXIOUS TO WIN IT.

They Have Already Made Seven Unsuccessful Attempts to Recover It—A Yankee Writer's Reason Why the Prize Should Remain in the United States.

The sporting event par excellence of the year, the one of most importance to Americans, is the contest for the America's cup, which will take place on the ocean course of the New York Yacht Club between the 7th and 14th of next September. The visible prize of this contest is the cup offered by the Queen of England in 1851 for competition among the yachts of all nations. It was valued then at 100 sovereigns. Plate of this character is frequently overvalued. I have no doubt, observes a writer in the Philadelphia Press, that many American silversmiths would be glad to duplicate this "cup" for \$250.

Since the cup was won by the yacht America, in the regatta held at Cowes, America, in the regatta held at Cowes, around the Isle of Wight, August 2, 1851, the English have made seven unsuccessful attempts to recover it, and the expense attendant upon these futile efforts has been over \$100,000,000. The eighth attempt will be made at the cost to Lord Dunsraven and the other members of his English syndicate of not less than \$150,000.

In the attempts to win the cup some 16 races have been sailed, in all kinds of weather, and of these only one was won by the English representative. That one race was taken by the Livonia, in her race against the Columbia, October 19, 1871. The Columbia was beaten her competitor nearly 11 minutes. In the succeeding races of the series the Sappho took the Columbia's place and beat the Livonia with ease.

It is needless to state that the English would not have spent a tithe of the money it had cost them to try to regain the cup merely because of its intrinsic or sentimental value. They are too practical for that. They know that the cup is the visible emblem of naval superiority, and that while it remains in our possession the claim that England is the greatest shipbuilding nation in the world is refuted by the fact that we won the cup from a fleet of the best products of England's most capable naval designers and constructors, and for



THE AMERICA'S CUP.

nearly half a century we have laughed to scorn their attempts to win it back.

If we resist successfully the eighth attempt to wrest the cup from us, which will be made next September, at least half of this money ought to be spent in our ship yards, and doubtless it will. That is why all Americans, regardless of political preferences, should desire the Defender to defeat the English yacht, be she Ailsa or Valkyrie III, or, better still, the Prince of Wales's pet, the Britannia.

Regarding our prospects of retaining the cup, it can be said that they are fairly good, though it must be admitted we have more to fear than ever before.

HE HATED WOMEN.

Bachelor of Vienna Used to Buy Three Seats at the Theatre.

There are so many sham misogynists about in this affectively cynical age that one can hardly help extending a measure of admiration to the thoroughness and consistency of a certain rich old Viennese bachelor, whose death was announced the other day.

In the case of this highly eccentric old gentleman, horror and dread of our unfortunate sex has become a positive mania, for it is recorded of him that whenever he went to a place of public entertainment he took the precaution of booking three seats, in the center one of which he seated himself, leaving those on each side vacant, so as to avoid all risk of being obliged to sit next to a woman.

He even carried his extraordinary ferreze beyond the grave by leaving instructions that no woman was to be buried either to the right or left of him, even if it should be necessary to purchase three graves in order to insure the carrying out of his strange behest.

Perhaps the most curious thing in the whole strange story is the statement that this agreeable old gentleman left behind him a large bundle of letters, which he had grimly indorsed: "Attempts made by my family to put me under the yoke of matrimony."

As he appears to have been a very wealthy man, this alleged action on the part of his relatives seems by no means easy to explain.—Lady's Pictorial.



ADMIRAL DA GAMA.

A cable dispatch received at New York on Thursday announces the death by suicide of Admiral da Gama, who commanded the revolutionary navy in the late uprising in Brazil.

As for Georgia melons, the crop to be moved this year is estimated at about 6,000 carloads.

WHAT THE WELAND POWER AND SUPPLY CO. PROPOSE TO DO.

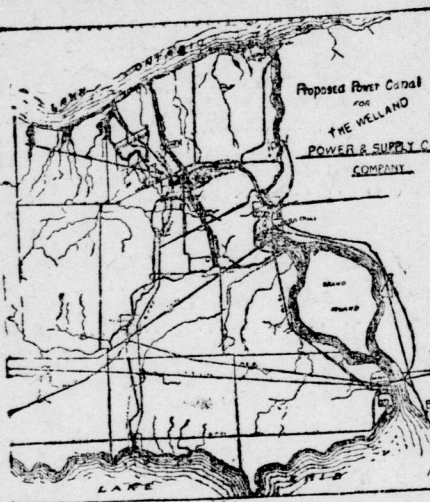
Will Establish a System of Irrigation Over the Niagara Fruit District—The Company in No Hurry to Begin Operations.

At the last session of the Dominion Parliament an act was passed incorporating the Welland Power and Supply Company (Limited), the aim and intention of the company being to utilize the waters of the Niagara River for the production of electric or hydraulic power, and to supply water to irrigate the peninsula fruit belt, or for other purposes. The act of incorporation confers remarkable powers upon the company, vesting in it unrestricted liberty to draw unlimited water from the Niagara River. The company is empowered to deepen or widen the Chippawa Creek from its mouth to the point of intersection of the proposed canal, four and one half miles west, and there is nothing in the charter to prevent the company from diverting the course of the Niagara River to Thorold, Ont.

The incorporators of the company were Edward W. Sebben of Denver, Col., Charles A. Hession, St. Catharines, Ont., Charles Y. McClure and Nathan A. Baker of Denver, Col.; Walter C. Hadley, Hadley, N. M.; John S. Campbell, St. Catharines; Alexander McKay, Hamilton, Ont., and Samuel R. Hession, Stratford, Ont.

Their proposal is to construct a canal and hydraulic raceway from the Welland River, which is navigable for ten miles from the Niagara River, to a point on the Niagara escarpment near the thriving town of Thorold, where a system of turbine wheels and powerful dynamos will be installed for the production of electricity.

To carry off the waste water a canal will be dug following the course of one of four creeks which run directly north and



empty into Lake Ontario, one at Thorold, the others farther east. The promoters of the company, it is evident, seek to minimize the first cost of undertaking by taking advantage of the natural waterways wherever practical, and their claim that they will be able to produce their first 10,000 horsepower by this probable birthplace of life, the outlay of \$800,000 appears to be demonstrated by facts.

Mr. Charles A. Hession, one of the promoters in the company, is collector of land revenue at St. Catharines. Mr. son is impressed with the feasibility of practicability of the project. "In the place," said he to a Buffalo Express reporter, "our charter is so broad that the long as the Niagara River flows, we have no fear of any variation in our supply of water. Chippawa Creek, which is the river in the interior as the Welland River, is influenced by the Niagara for 10 miles inland. We take the river through a widened and deepened channel in the month of the Welland River, at a distance of four and one half miles from the Niagara we propose to begin a surface canal 100 feet wide at the bottom, 150 feet wide at the top and fifteen feet deep, and carry by one level open cut through clay to escarpment level of the town of Thorold, a distance of about six and a half miles, conveying the water to the brow of the mountain we lose only ten feet from level of Lake Erie, giving us the stupendous available fall of 320 feet above level of Lake Ontario. But we do propose to drop the water in any way whatever, the full height of the escarpment. Such use of the water would involve the construction of heavy machinery, and would be largely of local mental. Instead, we propose to local first turbines 150 feet below, and carry the water by a series of falls, generating extra power, if need be, open canal or raceway emptying into Ontario, six and a half miles away.

"The Welland River," continued Hession, "is 300 feet wide, varies in from twelve to eighteen feet, and is navigable as far as Port Robinson, about 10 miles from the mouth of the river. Gates would be built at the mouth of our canal so that we would have full control of the water. On the main line at Thorold we will build a canal long enough to feed sixty waterwheels, each of 5,000 horsepower.

"Will you install the same system which has been adopted by the Niagara Falls Power Company?" he was asked.

"In all probability not, although we will certainly adopt features of any other system which experience has demonstrated to be best."

"Where do you expect to find a for such an enormous quantity of water?" "Probably it will surprise you, applied, but I have had a verbal application within the past few days for one of 50,000 horsepower for railway purposes in Canada. We have St. Catharines and Welland, and the possibilities which will reasonably the production of cheap power along the line of the Welland Canal. Our gives us the right to convey it through, under, over or along the high ways and public places of any city, or across or along any within the Province of Ontario, we are absolutely unrestricted in respect; but the aim of the project was, and is, to generate for a small Buffalo market.

"At the estimate of \$10,000,000, we down power at Fort Erie, at the of Buffalo, for not over \$8 per horsepower, per annum, one-quarter of the cost of Niagara Falls Power Company, get some substantial return for the investment of ten times as much before they produced 5,000 horsepower. As the crow flies, the over which we will be obliged to produce of our dynamo to twenty miles. If the Niagara Power Company can convey electricity

The best is what you want when of a medicine. There is no TRAP-Insist upon Hood's Sarsaparilla.

Depew, there is nothing to hinder the Welland Power Company from carrying it to Fort Erie, where the International Bridge will be utilized to carry the cables across the river.

"This company controls the County of Lincoln and proposes to supplement its facilities for the production of electricity, by a system of irrigation which shall extend over the fertile fruit belt lying to the north of the Niagara escarpment. Droughts are the chief enemy of the Niagara horticulturist and a supply of water at the proper time, this season, for instance, would have saved them thousands of dollars' worth of strawberries."

The company is not disposed to hurry the work of construction, believing that there will be great developments in electrical transmission and realizing that the work of digging the open canal and installing the machinery will be a matter of a few months only when active operations are begun.

WHENCE THE BERRIES COME.

It is Found Wild in Various Parts of the Old World.

The genus of plants to which the strawberry belongs is one of the smallest of the earth's flora, numbering, according to some authorities, only three or four, and at the outside only five species. In giving a summary of them we may take the European species of the genus fragaria first, since the culture which now covers hundreds of acres in this continent, as well as in Europe, originated there. The common wild strawberry of Europe, whether known as the wood strawberry of Britain or the Alpine strawberry of the mainland of Europe, bears the specific name of vesca, and is a plant of immense interest, in that it is one of the most widely diffused. It is found wild in the Old World, from Lapland and the Shetland Islands to Madeira, Spain, Sicily and Greece in Europe and in Armenia and Syria in Asia. It is even found in isolated Iceland. It is indigenous in the Northern States and Canada, and extends down the Rocky Mountains and the highlands of Mexico to Quito in South America. It has become naturalized in Jamaica, in the Islands of Mauritius and Bourbon, and in Tasmania and New Zealand. In addition to this, Europe possesses another questionable species known as elatior, which supplies the Hantbury strawberry, so plentiful in Bohemia.

America is rich in having two magnificent species very palatable in their native state. The northern half of the continent produces the Virginian strawberry, with its variety, the Illinois berry. South America has, around Conception, Valdivia and Chiloe the Chile strawberry. The Himalaya Mountains, China and Japan afford species, but it is doubtful whether they are sufficiently distinct from vesca to bear different specific names.

A noteworthy feature connected with the European wild strawberry is the fact that its range extends nearly round the North Pole, omitting Siberia and the basin of the Amoor River. Its existence, its undeniable identity, in the two worlds separated now by the ocean is strong evidence of a connected tract of land in the most northerly regions before ice and snow gained possession. Radiating from this probable birthplace of life, the strawberry advanced in front of the line of extreme cold which was gradually invading the earth and found new habitats instead of its former one, which was becoming too chilly for plant existence. In some of these habitats further adaptation to climatic conditions took place, and thus specific differences arose, accounting for the species which now constitute the genus.

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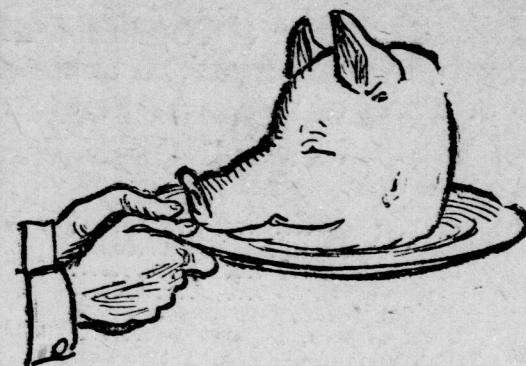
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A few cars mixed wood, cut and split at

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Largest stock of Maple, Basswood, Elm, Cherry, Walnut, Sycamore, Chestnut, Ash, Oak, etc., in Western Ontario. Inspection solicited. Prices on application.

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Lost Manhood