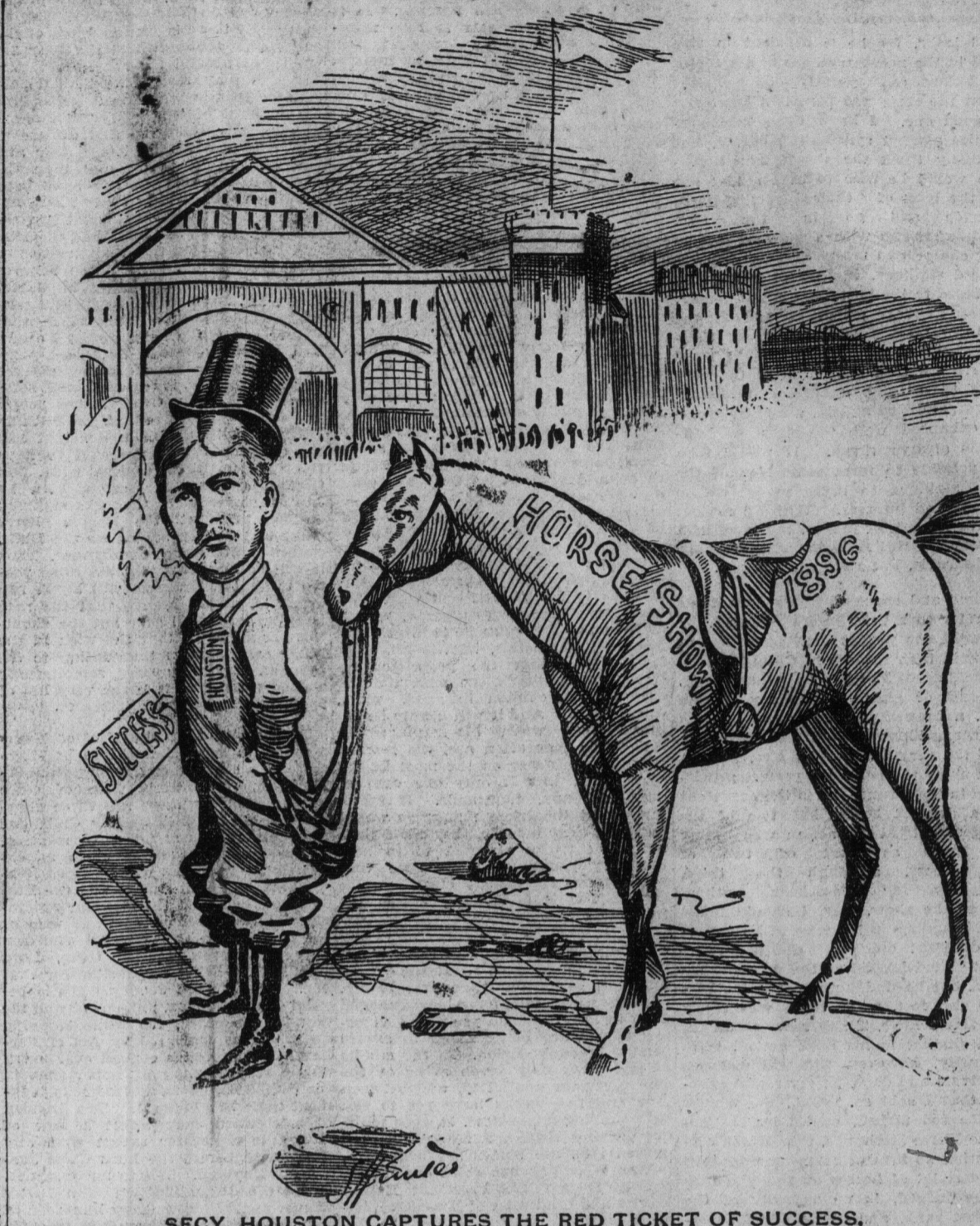


SEVENTEENTH YEAR AFTER DONATION MONEY. HALF A MILLION WANTED. THE DELEGATION FROM OTTAWA. THE DELEGATION FROM OTTAWA. THE DELEGATION FROM OTTAWA.

libution, not on so broad a scale as Montreal proposed. Toronto, however, had every reason to be proud. He had every reason to be proud. He had every reason to be proud.

LAST OF THE HORSE SHOW. A GREATER SUCCESS THAN LAST YEAR IN EVERY WAY. Three Big Crowds Present on Saturday. The Awards in the Different Classes. Mikado the Champion Stallion of Canada.



SECY. HOUSTON CAPTURES THE RED TICKET OF SUCCESS.

POLITICS IN ST. BRITAIN. THE GOVERNMENT PUSHING LAND-LORD LEGISLATION.

Troops for the Transvaal - A Mission From President Kruger - Russia and Corea - Mrs. Dyer Charged with Murdering Over Forty Babies - Salvation Army Reconstruction.

At a conference held Thursday evening by the members of the Dominion State for War, Mr. Chamberlain, Commander-in-Chief, was present.

WAR IN THE TRANSVAAL. THE SLANDER OF OUR HORSES.

At a meeting of the Canadian Horse Breeders' Association, held in the Armouries, Toronto, Saturday, April 13th, Mr. Dyer, president, in the chair, read a paper on the subject of the slanders against our horses.

THE COUNTRY'S SOLDIER. COL HAMILTON'S CASE DISCUSSED IN PARLIAMENT.

Ottawa, April 18.—Militia affairs occupied attention of the House of Commons wholly at this afternoon's sitting. Mr. Mulock moved the adjournment of the House until the 20th inst.

LYNCHING THREATENED. THE LONDON HUB WORKED UP A GREAT DEAL OF EXCITEMENT BY THE BABY-FARMING REVELATIONS.

London, April 18.—Mrs. Annie Palmer and her son-in-law, Arthur E. Palmer, the baby farmers who were arrested last week on the charge of infanticide, were again arraigned in the Reading Police Court this morning.

SHOT WHILE OUT SHOOTING. ONE OF THE GOVERNOR-GENERAL'S FOOTMEN MEETS HIS DEATH BY THE ACCIDENTAL DISCHARGE OF A COMPANION'S GUN.

Ottawa, April 18.—Tom Taylor, a young man, 17 years of age, a footman to Lord Aberdeen, was shot dead this morning at Rideau Hall, by the accidental discharge of a companion's gun.

THAT CATTLE BILL. A PROBABILITY THAT PERMANENT RESTRICTIONS ON CANADIAN CATTLE WILL BE POSTPONED BY BRITAIN.

London, April 18.—Owing to the pressure of business in Parliament of a debatable nature it is now probable that the bill introduced in the House of Commons on February 20 by Walter Long, President of the Board of Agriculture, will be postponed until 1897.

SOMETHING TO SETTLE. A STRANGE ADMISION BY THE GREENWAY GOVERNMENT.

Winnipeg, Man., April 18.—One paragraph in the speech from the throne at the prorogation of the Manitoba Legislature has created considerable talk.

CHEERLY HAIL JOUND SPRING. AND LET PERSONAL ATTIRE CORRESPOND TO THE SEASON.

Some days must be dull and dreary, and some men must be of a certain cast of mind. But for the one who has the wherewithal to purchase superior quality headwear, and does not, no excuse can be found.

Local Jottings. The Assizes commence on the 21st inst. The inquest touching the death of the late Mrs. M. J. Dyer was adjourned till Tuesday evening.











WALE CREW IN TRAINING.

RAKES AND WEIGHTS OF THE MEN FOR HEVLEY.

Some Particulars of the Most Famous Regatta in the World—Average Weight of Hevley Crew—The Record of the Past Years—Successful Ventures for United States Crews.

Copyright, 1896, by S. S. McClure, Ltd. For the first time in twenty years the two slim eight-oared shells of Harvard and Yale will fall next summer to the side by awaiting the referee's word to "Go." Instead Harvard will be in the race with Columbia, Cornell and Pennsylvania, while Yale will be at Henley. Whatever the merits of the contest between Yale and Harvard, it has resulted in two very interesting tests being made: First, a test of Harvard rowing against that of four other American Universities with whom, for a number of years, she had not rowed; and secondly, a test of Yale's rowing as compared with that of representatives of a school from which, in the seventies, Mr. Robert J. Cook brought back principles enabling Yale to make such an enviable record in the eight-oared races. Harvard having refused the annual race with Yale, and the latter receiving no invitation to compete in the general regatta, the rowing authorities have decided to invite Yale to invade England and enter the Henley Regatta.

was not considered feasible or wise to attempt more than one contest. The course of the race begins about a mile and two-thirds above Henley, and is one mile and five hundred and fifty yards in length. The river at this point is very straight, but only wide enough for two crews to race at a time, thus causing the contest to be raced in heats.

American college crews have already rowed in English regattas on four different occasions. The first attempt was made by Harvard, who in 1869 rowed against a crew from Oxford in four-oared shells on the Putney four-mile course. The Americans took the lead at the start and held the advantage for two miles. At this point they began to show signs of physical exhaustion, brought on by over training, and the Oxford crew slowly crept ahead, finishing with a lead of about two lengths.

The second occasion of an American college crew rowing on English waters was at the regatta of 1878, when a four-oared crew from Columbia College captured the Visitors' Challenge Cup by defeating the crews of Dublin University and those of Oxford, Harvard and the University of Cambridge. This race was in 8 minutes, 42 seconds, and is the only instance when an American crew has been victorious in an English regatta. In 1881 Cornell sent a crew to Henley which was defeated. A second attempt was made by the same crew in the summer of 1895, when the over-trained condition of the men caused a collapse in the race with the ultimately victorious Trinity Hall crew on the second day of the regatta.

It is roughly estimated that the entire cost of sending the Yale crew to England will amount to about ten thousand dollars. Of this amount something over three thousand dollars has been raised by subscription from the freshmen and sophomore classes, and it is expected that the remainder will be obtained from the Junior and senior classes, the Financial Union and the graduates.

The crew with substitutes will sail on June 6th, on the American liner steamer Berlin, bound for Southampton, and will be accompanied by Mr. Robert J. Cook, '76, as coach. Five staterooms have been engaged in the waist of the ship and the two shells will be taken on the same boat. During their entire stay at Henley the men will be quartered in a quiet club-house near the town. They have been granted the privileges of the Grosvenor Club of London, which has grounds at Henley.

Since the beginning of February, the crew has devoted all its efforts towards preparing for the Henley contest. The work was performed entirely in the tank until March 7th, when for the first time the barges were launched in the harbor. There are now two eight-oared shells in training, but these will be cut down. They are composed as follows: No. 1.—Treadway, '96, weight 173, age 21, height 5-11 1/2. No. 2.—Langford, '96, weight 182, age 22, height 6-1. No. 3.—Bailey, '98, weight 176, age 22, height 6. No. 4.—Rodgers, '98, weight 189, age 21, height 6.

men of each university for two races in the year. As a rule, the crews which meet at Henley are lighter and composed of men of greater activity than those selected for the university regattas. This year's race between Oxford and Cambridge was a notable one, showing the value of superior endurance in the long stretch of the Putney course. Cambridge was the victor, finishing and speed was fancied by many as the winner; but although the light blue secured the lead, they even stretched that lead out to two lengths, they were rowed down in the last mile by their stronger rivals and crossed the quarter of a length behind.

Many of the University oars in past years, however, have later been found among the winners of the competition at Henley, which are always of first-class standing, and for such a short distance represent comparatively well the ability of the university oarsmen. These races are the only ones in which first-class racing boats of all descriptions have been contending for a long succession of years, and the Henley Regatta has come to be considered the leading event of the year in English boating circles.

The contest for the Grand Challenge Cup is the most important event in the Regatta, and usually attracts a large number of entries, resulting in a very close spirited contest, and it is for this event that Yale has entered her crew. The following extracts from the rules governing the regatta show the principal conditions under which crews may compete in this race: "The crew of a boat which is a member of a university or public school, or who are officers of Her Majesty's army or navy, or any amateur club established at least one year previous to the day of entry shall be qualified to contest for the Grand Challenge Cup." "The entry of any crew outside of the United Kingdom must be made on or before March 31st, and must be accompanied by a declaration stating that each person entering has never been employed in any kind of profit, however, necessary such extremely different kinds of preparation that it

age age. Thus, it will be seen that although Yale is sending over what would be considered a heavy crew, they will probably not be any heavier than either the Oxford or Cambridge crews of this year. The weight of the Oxford crew given a few days before the race was near 177, and the Cambridge crew was near 175. The average weight of the Yale-Harvard eight-oared contest which took place in 1882, which averaged 177 1/2 pounds a crew, was 60 pounds less by 3 seconds. The next heaviest crew of Yale was, however, 174 1/2 pounds, and a victorious one in 1881. In this year, however, both crews used a very fast stroke. Yale oars as high as 48 and never less than 42, while Harvard went up above 40.

The time records of such short distances as that of the Henley course are very meagre on this side of the water. Cornell last year rowed the distance in practice before leaving, but Cornell actually rowed the Henley course in 7 minutes, 10 seconds several times, and once in 7 minutes, 4 seconds before their condition began to deteriorate. On the American Thames course, a third mile has been a fast one, frequently well under 2 1/2 minutes. That such a time is possible is not a fact, some of the practice pulls at Fourheaps in the Henley regatta men that the Hudson course is considerably quicker. The best time at New London is 20 minutes, 10 seconds, and a half slower than on the English Thames. The only opportunity granted for comparison between English and U. S. college crews upon American waters was at Philadelphia in 1878. There on the Schuylkill course Yale crew rowed against First Trinity of Cambridge. The race was a four-oared one, and was won by the English crew in 5 minutes, 10 seconds. The time was 5 minutes, 10 seconds. The management of the Yale interests will be to prevent the change in the Henley course, a determining factor upon the condition of the crew. Mr. Cook will have them in good shape when they step on board their steamer here, and after they land, every effort will be made to put them on the line "fit." If they go to the Henley in a better condition than they were in when they left, they will have a race, and "may be the best crew win" is the sentiment of the camp.

WALTER CAMP.

SINGLE TAX DEPARTMENT

THE SOCIAL REFORMER. He stood upon the world's breast, and wide the din of battle and of slaughter rose; He saw the world's wrongs, and he saw the world's pain, and he saw the world's shame, and he saw the world's sin, and he saw the world's sorrow, and he saw the world's death, and he saw the world's life, and he saw the world's hope, and he saw the world's love, and he saw the world's mercy, and he saw the world's grace, and he saw the world's glory, and he saw the world's kingdom, and he saw the world's God.

FROM OED SCOTLAND. Readers on this side of the water should bear in mind that in England and Scotland, and in Canada and the United States, the theory is that land values should be taxed in the same proportion as other subjects of taxation. This theory is not only just, but it is also practical. It is the only way to prevent the concentration of wealth in the hands of a few, and to prevent the degradation of the masses. It is the only way to secure a fair and equitable distribution of the nation's resources.

THE INDUSTRIAL BROTHERHOOD. It is encouraging to see the tendency of labor and social reform organizations to incorporate Single Tax and proportional representation in their platforms. Here is an extract from the official Circular No. 1 of the Executive Board of the Industrial Brotherhood of Canada, which is a most interesting and instructive document. It shows the progress of the movement in this country, and the importance of the Single Tax and proportional representation as a means of securing a fair and equitable distribution of the nation's resources.

of the three new conductors, new at least to London, who visited us last year, Herr Mottl, of Stuttgart, and Herr Niekisch, following in the wake of conductors distinguished by the vigor of their personal as well as of their mere manual performances, came for himself a special distinction by abstaining from poses altogether.

ed that every producer shall enjoy the fruits of his labor, and that no man would be classed as an Order, we pledge ourselves, by every honorable means, to our power, to work for the accomplishment of these objects and the triumph of our principles among men. JOSEPH T. MARKS, Gen. Sec. Treas. 427 Grey-street, London, E.C. PROPORTIONAL REPRESENTATION. The Industrial Banner of London, Ont., which by the way is a model of good type and clear printing, has proposed representation for the subject of its leader-articles. There can be no gainsaying the fact that our present system is most unfair, and the result is that the majority of the thousands of voters are practically disfranchised as completely as though they never had a vote. By the system of proportional representation the people would have their say, and the best men would inevitably be elected to public offices, and no candidate would ever be returned who did not secure a requisite vote.

Under the present system the millions have been returned to power when they were not returned to power when they were returned to power. The result is that the majority of the voters are practically disfranchised as completely as though they never had a vote. By the system of proportional representation the people would have their say, and the best men would inevitably be elected to public offices, and no candidate would ever be returned who did not secure a requisite vote.

MUSIC'S REALM. Elijah—Second Part. The second part of the "Elijah" is in some respects finer than the first. It contains at least as many immortal passages as the first, and is more varied in its composition. It is a masterpiece of musical art, and is one of the most beautiful and stirring pieces of music ever composed. It is a work of genius, and is one of the most important contributions to the world's musical heritage.

alone seems to have thoroughly known her own mind, and for one moment did she confuse the points at issue. It was human passion and human power that she brought to bear upon the scene, and it was the human element that made her performance so great. She was a woman, and she was a woman of genius. She was a woman of power, and she was a woman of courage. She was a woman of faith, and she was a woman of hope. She was a woman of love, and she was a woman of mercy. She was a woman of grace, and she was a woman of glory.

But, quiet as he remained, he held the whole of the orchestra, with its obedient and obedient instruments, as if he were a very high and very deep and very particular sweeping, yet every-thing was done in a most perfect manner, and was implicitly obeyed. Musical Opinion.

The first chorus rehearsal for the Jubilee performance of Elijah took place last Monday evening at the Guild Hall, McGill-street. Mr. Torrington seemed more than pleased, not only at the turn-out of our best singers, but at the quality of tone of the voices, and the ability to read displayed. The first rehearsal was a decided success, and the conductor was most judicious in the manner of his directions. He was most judicious in the manner of his directions, and he was most judicious in the manner of his directions.

Burney, in his account of the 1794 commemoration, says: "Indeed, Handel was always aspiring at numbers—in his scores and in his orchestra—and nothing can express his grand conceptions but an omnipotent band. The generality of his productions in the hands of a few performers, is like the club of Alcides or the bow of Ulysses, in the hands of a dwarf." Handel is credited by his enemies with being fond of noise, at all events, it is on record that "Handel's (opera) band is uncommonly powerful," and sometimes employed four horns, sometimes four trumpets, with trombones, and the wood-wind probably doubled, possibly tripled, for numbers of hautboys and bassoons were then found in all orchestras.

Watch the Sunlight Glisten on those ORANGE RIMS

AMERICAN RATTAN CO. 177 YONGE ST.

Watch the Sunlight Glisten on those ORANGE RIMS

AMERICAN RATTAN CO. 177 YONGE ST.

Watch the Sunlight Glisten on those ORANGE RIMS

AMERICAN RATTAN CO. 177 YONGE ST.

Watch the Sunlight Glisten on those ORANGE RIMS

STRENGTH FOUR POINTS

DESIGN FINISH

AGENTS WANTED EVERYWHERE

STRENGTH SPEED

DESIGN FINISH

AGENTS WANTED EVERYWHERE

STRENGTH SPEED

THE JOHN GRIFFITHS CYCLE CORPORATION LTD. TORONTO

THE JOHN GRIFFITHS CYCLE CORPORATION LTD. TORONTO

THE JOHN GRIFFITHS CYCLE CORPORATION LTD. TORONTO

THE JOHN GRIFFITHS CYCLE CORPORATION LTD. TORONTO

THE JOHN GRIFFITHS CYCLE CORPORATION LTD. TORONTO

THE JOHN GRIFFITHS CYCLE CORPORATION LTD. TORONTO

THE JOHN GRIFFITHS CYCLE CORPORATION LTD. TORONTO

