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**AT LAKE ONTARIO PARK.**

The Pavilion Was Crowded Last Evening.

There was an immense crowd at Lake Ontario Park pavilion last evening. An elaborate programme was presented. There were some fine moving pictures exhibited, one principally worthy of note, "Love's Awakening." In connection with the illustrated pictures Miss Ada Rosevare sang "Lonesome Land," "Love Me, My Dreamy Eyes." The great attraction was the Klein brothers, Samuel and George, aged six and eight respectively. The little fellows are two cuts for any thing. Their dancing is exceedingly clever and it does not seem possible that such youthful tots could execute such difficult steps. Their wit and repartee is bright and catchy. They are travelling in care of their mother, Miss Ray Marshall, a charming singer and dancer, gave a fine exhibition of her soft shoe and Luck dancing. She has a fine voice and sang with much taste, "I Trust My Husband Anywhere But I Like to Sisk Around," and "When the Band is Playing Dixie."

Wednesday will be children's one-day day, with matinee at 2:30 o'clock. The children will be delighted with the two little comedians.

**Grocery Stores Closed.**

To-morrow is the regular weekly holiday for the grocers, and every grocery store in the city will be closed. Housewives are reminded of the fact that they must send in their orders early on Wednesday, and help along the clerks and delivery men. The half holiday promises to be a great success.

**Looking for a Location.**

The Faulkner Blanchard Motor company, of Detroit, which sent a letter to the city council, on Monday night, is seeking a favorable location for the manufacturing and distributing of their autos. If the city is desirous of having a plant of this kind, representatives of the company will meet the council.

**THE REGATTA BEGUN**

WITH THE SAILING OF FIRST GEORGE CUP RACE.

Regatta Costs the Kingston Yacht Club Over \$1,000—Prof. Iva E. Martin is the Club's Energetic Commodore.

Kingston's big yacht regatta commenced this morning with the starting of the first of the George Cup races, in which the Crescent, of Watertown, N.Y., and the Swamba, of Toronto, are challengers, and the Kathleen, of Kingston, is the cup defender. Both challenging yachts reached here Monday afternoon, the Crescent with the Watertown fleet and the Swamba in tow of Amelius Jarvis' fine big schooner yacht.

There are about fifty visiting yachts in the harbor for the races and about 300 sailors. To-day's George Cup contest is under the auspices of the Eastern yacht racing association. The second George Cup race will be tomorrow and the third on Friday. The Lake Yacht Racing Association rates



**PROF. IVA E. MARTIN,**  
Commodore Kingston Yacht Club.

will be held on Thursday and Saturday. Its yachts started on a cruising race from Ontario to Kingston Monday afternoon and were expected to reach here by this afternoon. The distance is 100 miles and the breeze is very light.

The Watertown fleet consisted of the following: Commodore Herrick's yacht Canopus, the Crescent, the Honora, the Ontario, the Araphaboe and Rene II.

The holding of the regatta will cost the Kingston yacht club over \$1,000. Of this amount \$600 is for prizes and the balance for entertainment. The L.Y.R.A. contributes an additional \$350 for prizes.

This is the third time in fourteen years that the Kingston club has had the L.Y.R.A. regatta, the first being in 1897, the second year of the reorganized club's existence. The holding of the regatta here this year is due to the Kingston club's popular and energetic commodore, Prof. Iva E. Martin, who, last spring, when the association's executive met here, extended an invitation to hold the regatta of 1910 at Kingston, and the invitation was heartily accepted. The holding of a regatta is no small matter, for it means a big expenditure and much work, but Prof. Martin fear-

which beat the More Trouble, the Herreshoff boat, from Buffalo.

The course from Cobourg was 100 miles. Class III boats started at 12 o'clock, noon, Monday, and classes II and III at 2 o'clock. The wind was from the north-east, at the start, but varied throughout the night, which was dandy moonlight. In the morning the breeze was right ahead.

It was 8:45 o'clock when the 20-footer Whirl passed the Yacht Club house. The big Aggie, of class I, was three minutes behind. The finish was as follows:

Class I—(1) Aggie, 8:47:50; Zelma, R.C.Y.C., 9:23:15.

Class II—(1) Crusader, R.C.Y.C., Toronto, 9:00:10; Invader, R.C.Y.C., Toronto, 9:50:56; Chinook, R.C.Y.C., Toronto, 10:07:27; Petrel II, R.C.Y.C., Toronto, 10:15:05.

Class III—(1) Whirl, R.C.Y.C., Toronto, 8:45; More Trouble, Buffalo, 9:49:45; Aida, R.C.Y.C., Toronto, 9:52:25.

The Naomi, of Toronto, was on the seven acre shoal for an hour, but was happily released.

The Whirl, which won Class III, was the opponent of Kathleen and Crescent in the George Cup races last year. She is sailed by "Jack" Gordon, of Toronto. The Crusader is the ex-Canada cup boat, and is owned and sailed by George H. Lamont.

The Canada and the Eleanor, of Toronto, and a others started in at eleven o'clock.

**BOTHNIA RAN AGROUND.**

Parthia of the Calvin Fleet Goes to Her.

On Monday the steamship Bothnia, of the M. T. Co's fleet, loaded with a cargo of coal for Montreal, went aground in the mud at Lily Bay, a few miles above Brockville.

The steamer Parthia, of the Calvin fleet, was sent to the scene, and it was expected that the vessel would be taken off without any trouble.

The mishap occurred just after day-break. It was supposed that the vessel had sprung a leak, and in order to prevent her from going to the bottom she was beached at the point mentioned.

**Marine Paragraphs.**

The steamer India left Garden Island last night to load coal for Owen Sound.

The steamer Sowards arrived from Charlotte with a cargo of coal for Brockwood asylum, from Ottawa.

The steamship Kinriving is at Anglin's wharf, with a load of brick, from Smith's Falls.

The steamer Jesca cleared for Oswego after unloading coal at the cotton mill wharf.

The schooner Major Ferry arrived from Charlotte and is unloading coal at the penitentiary.

The barge Mary Lyon, unloading coal for the Kingston & Pembroke railway, cleared for Charlotte.

The steamer Albert Marshall cleared from Richardson's elevator for Oswego to load coal for Chicago.

The steamer Port Colborne, grain-laden, from Fort William, was expected at Richardson's elevator, to-day.

At Swift & Co's wharf: Steamers Kingston and Laspina, down and up to-day; Rideau League, from Ottawa this afternoon; schooner Keswatin, from Oswego with coal.

M. T. Co's elevator: Steamer Kinmount, from Fort William with 127,000 bushels of oats, is expected to arrive to-night; steamer Glenmount will arrive on Thursday from Fort William, with grain; tug Emerson will arrive to-night from Lake Erie with two coal barges, and will clear for Oswego, with the barges Dunmore and Valencia, loaded with pulpwood.

**Baseball Items.**

St. George's and First Baptist played the final game in group A of the Sunday School League last night on the cricket field. St. George's won by a score of 6 to 2. This gives them the lead in group A. Bethel has group C cinched. Group B isn't finished. The teams who played in group B last night will likely have to play two innings more to finish the game agreed on. Winners of group C play the winners of group A and B in a civic holiday on the cricket field.

**Sent to Commissioners.**

At the city council meeting, on Monday night, a communication received from John Kelly, was sent to the police commissioners. He pointed out that he was the owner of two houses on Harris street, near Earl, and that both of them were vacant on account of the Chinese laundries. He said that the laundries were not desired in that neighborhood.

**ON PAVING QUESTION**

REPORT OF BOARD OF WORKS WAS WITHDRAWN.

Recommending Work to be Done, City to Pay Extra Cost of New Rails, Etc.—Ald. Carson Wants Question Voted on by the People—Matters Before the City Council.

The permanent pavement question goes back to the board of works again.

The report of the board, recommending that Princess street, from Clergy to King, and King street, from Princess to Brock, be paved, and that the extra cost of putting in new rails, etc., for the street railway be charged to the general fund of the city, was taken up, at a meeting of the city council, on Monday night, and discussed, and finally the clause, recommending such action, was withdrawn, by Ald. Chown, the chairman of the board, which means that the matter goes back to the committee.

It is intimated at the last meeting of the board, Ald. Carson, who is anxious to have the people express an opinion on the question, moved a resolution, asking to have the ratepayers vote on the question. Ald. Carson put forth this suggestion, in the form of an amendment to the report, but it was not adopted, as the clause was withdrawn by the chairman.

The report of the board of works was the chief business before the council. A number of communications were received and referred to the committees.

Mayor Cooper was in the chair, and the other members present were Ald. Armstrong, Bailey, Carson, Chown, Clugston, Elliott, Givens, Hartly, Hoag, Kent, McCann, McCarthy, McCartney, McKay, Rigney and Toye, seventeen members in all. A vote of seventeen, to put through the recommendation of the board.

The by-law relative to the agreement for the taking up the rails, etc., on the Williamsville branch of the street railway, was finally passed. Report No. 1, of the board, read as follows:

(1) That his worship the mayor be authorized to sign the agreement, submitted herewith, regarding the taking up of the rails, poles and wires of the Kingston, Portsmouth and Cataract Union street railway, in company, in their Williamsville branch, the said agreement embodying the resolution of the board of works adopted by council on June 20th.

(2) On the communication of J. B. Walker, asking to have a part of Union street from Beverly street to a point westerly, watered that no action be taken.

(3) On the communication of W. A. Stroud, et al, asking to have street watering taxes on Rideau street struck off, that no action be taken.

(4) On the communication of J. J. Richardson, asking for rebate of street watering taxes on his property on Wellington street, that no action be taken.

There was some discussion on clause No. 1, regarding the taking up of the rails, etc., on the Williamsville branch of the street railway.

Ald. Carson wanted to know if the \$7,417.15, the amount mentioned, would meet all the requirements for the labor and material in the reconstruction of the tracks; and Ald. Chown said that this was the figure submitted by the city engineer for six blocks.

Ald. Carson said that he had been given to understand that the amount required would be \$14,739.65. If the matter was to be submitted to the people, it should be referred to them properly. The right amount should be given.

Ald. Elliott drew attention to the fact that in the agreement, there was a clause which required that in the removal of the rails, the road should be left in a satisfactory condition, but it was not stated that it should be to the satisfaction of the city engineer.

The mayor was of the opinion that the work should meet with the approval of the engineer, and Ald. Carson was of the same opinion.

Ald. Elliott said that the city engineer was the man who should have the say as to whether the road was left in a satisfactory condition.

Ald. Hoag was of the same opinion as Ald. Elliott, on this matter.

Ald. Rigney said the engineer would inspect the road before and after the work was done. The city had the right to say if the work was right or not.

"But why did the company object to having the engineer on this matter?" asked Ald. Elliott.

"I cannot say," remarked Ald. Rigney.

Ald. Chown said that it was a matter which would make no difference. If there was anything wrong, the matter would have to go to court.

Ald. McCartney had no doubt but that the street railway would do the work all right. He was satisfied to allow the company to attend to it.

Ald. Hoag wanted the engineer to give his opinion on the matter. Would he, in his opinion, be satisfied at the agreement.

Ald. Kent and other members agreed that it would not be right to ask the engineer to express himself, on this point, and the matter was drafted.

The clause of the report was then passed, by a vote of 10 to 7, as follows:

Yes—Aids, Armstrong, Bailey, Chown, Hartly, Hoag, Kent, McCann, McCartney, McKay, Rigney—10.

Nays—Mayor Cooper, Ald. Carson, Clugston, Elliott, Givens, McCarthy, Toye—7.

The clause recommending the paving of Princess and King street, within the area already mentioned, was then taken up. The total cost was placed at \$36,337.42, portion to be borne by the municipality, \$19,850.45.

As the street railway refuses to pay any part of the cost of the labor and materials required to reconstruct their tracks, it was recommended that council provide the funds, amounting in all to \$7,417.15, according to the city engineer's estimates.

**Ald. Carson's Amendment.**

Ald. Carson was ready with an amendment, seconded by Ald. Elliott, as soon as this part of the report was

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**Inherited.**

"And now," said Professor Longhunter, as he greeted Henry Post, "what shall we make of your little boy—a lecturer? He has a snappy taste for it."

"I know he has," replied the male parent. "He inherits it from his mother."

and every alderman voted for it, much to the delight of Ald. Rigney.

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