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1 GALES. Regular price, $125.00, now $35.00.

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The above Wheels are New and First-Class, To be had at

J. ROUTLEY'S

Tobacco and Cigar and Sporting Goods House.

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HAVE YOU | A Dollar and Fifty Cents

You wish to exchange for a pair of our LADIES' FINE DONGOLA BUTTONED BOOTS? Most dealers sell this boot at $2.00 the pair.

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We are crowded for space. Fall goods are piling in on us, got to make more room and we're going to mark prices away down for for your benefit. This is your opportunity. Grasp it.

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Is the name given to our display, the reason being that we are making a display of Pure Spices, Pickling Requisites, such as, Corks, Bees Wax, Sealing Wax, Resin, &c.

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Are a BLOOD BUILDER and NERVE TONIC. They supply in condensed form ALL the substances needed to enrich the blood and to rebuild the nerves, thus making them a certain and speedy cure for all diseases arising from impoverished blood, and shattered nerves, such as paralysis, spinal disease, rheumatism, neuralgia, loss of memory, erysipelas, palpitation of the heart, headache, chlorosis or green sickness, that tired feeling that affects so many, etc. They have a specific action on the sexual system of both men and women, restoring lost vigor.

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Young and old, suffering from mental worry, overwork, insomnia, excesses, or self-abuse, should take these PILLS. They will restore lost energies, both physical and mental.

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should take these Pills. They enrich the blood, restore health's roses to the cheeks and correct all irregularities.

BEWARE OF IMITATIONS. These Pills are sold by all dealers only in boxes bearing our trade mark, or will be sent by mail, post paid, on receipt of price—50 cents a box or 6 for $2.50. THE DR. WILLIAMS MED. CO., Brockville Ont. or Schenectady, N.Y.

WHY VALKYRIE WITHDREW.

HER COURSE BLOCKED BY A FLEET OF BOATS.

Dunraven Writes a Manly and Sportsmanlike Letter to the Committee and Acts Like a Gentleman in Spite of Poor Treatment—The English Opinion.

NEW YORK, Sept. 13.—Immediately after the race on Tuesday last Lord Dunraven sent the following letter to the America's cup committee. It is made public:

Gentlemen,—It is with great reluctance that I write to inform you that I decline to sail Valkyrie any more under the circumstances that have prevailed in the last two races, and for the following reasons:

First—To attempt to start such large vessels in such confined space and among moving steamers and tug boats is, in my opinion, exceedingly dangerous, and I will not further risk the lives of my men or the ship.

Second—At the start of the first race the crowding was so great that we could not see the mark boat and could not tell when we were near the line, and we were much hampered by steamers, especially on the race home.

To-day on the reach home, eight or nine steamers were to the windward of me, and what was worse, a block of steamers were steaming hard with me and close under my lee. I sailed nearly the whole distance in tumbling, broken water, in the heavy wash of these steamers.

The race, under these conditions, is, in my opinion, absurd and I decline to submit myself to them again.

I would remind your committee that, foreseeing the trouble that might occur, I urged upon them the desirability of sailing off Marblehead or some other locality, other that New York bay, and that they refused to do so. At the same time, I would testify to my full belief that your committee have done everything in their power to prevent overcrowding.

The fact is that when a contest between the representatives of two yacht clubs cause so much popular interest and attracts such crowds of people, if the races are sailed in the immediate neighborhood of a great city, and the dates of the races and times of starting are known and advertised, it is impossible to keep a course free from causes of exceptional danger and clear enough to assure the probability that the result of the race will be decided according to the relative merits of the competing vessels.

English Press Opinions.

LONDON, Sept. 13.—The Daily Chronicle says that it thinks the Valkyrie was right in not risking herself and her crew among the pitiless swarm of boats in lower New York bay, and that it was better for her to toe the mark and then contemplate to contemptuously give up the contest. Continuing the Chronicle says: "So we suppose there is an end to the rather ghastly farce called the international yacht race of 1895, and probably of all Anglo-American yacht racing on the other side of the Atlantic. Lord Dunraven will probably come home on to-day's Cunarder. He will have the sympathy of every Englishman. We can boast, antique, slow-witted race though we be, that we can show our American friends how to conduct a great sporting event with decency and in good order."

The Standard says it is not international interference that Lord Dunraven complains of, but the impossibility of a fair contest under such conditions. It will likely be a very long time before British yachtsmen race again for the cup when the conditions are such as to render the result a mere matter of chance.

The Daily Graphic says: "On both sides of the Atlantic the utmost sympathy will be felt with Lord Dunraven, who has acted with much dignity under trying circumstances. The American possession of the cup will not again be challenged until the authorities there arrange for a properly clear course."

The Daily News: "It is a most melancholy fiasco and regrettable beyond measure, but Lord Dunraven, it must be allowed, is the best judge of what is fair play for his boat. He foresaw danger when he asked the regatta committee to hold the contest in less crowded water. They did not comply with the request and they will not escape the censure of the American public. It is a pity that the Valkyrie should leave American waters without having had one fair trial of her strength. Could not," the News asks, "a race be sailed for love far from the maddening crowd of New York."

The Daily Telegraph: "If the American public will not submit to the dictates of good order and self-restraint, which elsewhere is stronger than any police, they cannot blame an English gentleman for refusing to risk his crew and vessel in the hubbub of such a scene."

The Times: "It will be generally held that the weighty reasons urged by Lord Dunraven justify him in adopting the course he has taken. The persons chiefly to blame are the captains of the excursion steamers and the sightseers who insisted upon crowding the yachts. The American sportsmen appear to have behaved with the fairness and sense of honor we should have expected of them. If the committee would consent to holding the races in clear water we do not doubt that either Lord Dunraven or some other British challenger would speedily test the powers of American builders and yachtsmen once again. The committee cannot escape some share of the blame for what has happened. They attempted an impossible task when they undertook to control the mob of excursionists without adequate means, and despite a fair warning, the consequence has been the complete failure of a meeting on which high hopes were fixed on both sides of the Atlantic."

GLASGOW, Sept. 13.—The Herald says: "Assuredly one of the greatest fiascos in the annals of sport. We can hardly believe that the result of the contest is more satisfactory to honorable American sportsmen than it is to ours. There has been no fair trial of the merits of the two yachts." Regarding the action of Dunraven in returning after having crossed the line, the Herald says: "It must be said that his lordship took his reputation in his hands, but on the whole, we think his action amply justified, if only by the statement of J. Frederick Tams, that British yachtsmen must give up the idea of again contesting for the possession of the cup."

She Got Damages.

BELLEVILLE, Sept. 12.—Yesterday at the fall assizes the case of Gallivan vs. Clark was heard. On Aug. 6th last, Miss Gallivan, of the township of Hungerford, had her arm and nose broken and face injured. Dr. Clark, Tamworth, was called to attend her, and she alleges that his neglect caused her arm to be stiff and her face to be disfigured. She asked for $1,000 damages. A number of witnesses were examined and a verdict of $200 in favor of the plaintiff was awarded.

The case of Cooper vs. Hoyle, for seduction, was settled for $275. The parties reside in Sidney township. Three slander cases, Clement vs. Hagerman, Gay vs. Caskey and Coulson vs. Carman were settled.

Found His Skeleton.

LONDON, Sept. 13.—A despatch to the Central News, from Trent, in the Austrian Tyrol, says that a skeleton has been found on Mount Adamello, in the Italian Tyrol, which has been identified as that of an American named Ruth, who disappeared 1890. Search was made for him at the time, but without getting the slightest trace of him. The dispatch says that the discoverers of the skeleton saw indications that the man met a violent death, but believe that it was purely accidental.

A Newspaper's Effects Seized.

BARCELONIA, Sept. 13.—In accordance with an order issued by the authorities, the police, yesterday, visited the house of a Frenchman named Bertal, publisher of the Courrier D'Espagne, which has supported the cause of the Cuban revolutionists, and searched the premises. A number of documents were found and they, together with the subscription lists of the paper, were seized by the officers.

Flemish beauty pears 30c a peck.
Picketing pears 20c a peck.
10 pound basket grapes 35c.
Musk melons 5c each. Jas. Crawford.

PITH OF THE NEWS.

Spice of the Morning Papers And the Very Latest Despatches.

The new electric street railway at London was formerly opened for traffic.

The kaiser has appointed General Count Von Waldersee general-oberset of cavalry.

Hon. Thomas Heath Haviland, Que., died at Charlottetown, P.E.I., aged seventy-two.

A party of counterfeiters have been arrested at St. Joseph, Mo. Much of their plant was seized.

At Tangier eight new cases of cholera and six deaths from the disease were reported yesterday.

H. H. Holmes, the alleged murderer and swindler, was yesterday indicted in Philadelphia for the murder of B. F. Pietzel.

The poultry and carriage buildings on the London fair grounds were burned, but the exhibition will be held as announced.

A two-year-old son of Martin Nagle, near Rainham Centre, was killed in a cornfield by a reaping machine, which took off both his legs.

Five sailors of the men-of-war in Quebec harbor were captured while attempting to desert. They were placed on board the Crescent, in irons.

The United States officers have seized the British sealing schooner Beatrice. They claim that she was guilty of irregularities while out seal hunting.

F. A. O'Keafe, McCarthyite, was elected to parliament for Limerick city. Mr. Shee, of the same party in West Waterford, was returned without opposition.

Mr. Champagne, St. Thomas, Que., was killed on Wednesday night. He lost his horse, and while in quest of the beast fell into the culvert of a railway. One leg was severed at the knee and the other below.

The coroner's jury at Indianapolis have rendered a verdict that Howard Pietzel came to his death at the hands of H. H. Holmes. Should he escape trial at Philadelphia he will be brought to Indianapolis.

The barn of James Miller, Lyn, was struck by lightning, Wednesday night, and burned with its contents. The roof of the Almonte knitting company's office was damaged to the extent of $1,000 in the same storm.

George Small, Toronto, working on an insecure scaffold, tripped on a board and fell twenty-one feet, lighting on his head, fracturing the base of the skull from ear to ear. There is no chance of recovery. He is a married man about twenty-four years old.

Rochester people are anxious about the the whereabouts of Mrs. Lymon Dietrich, a son and a college friend, Harry Marshall, of Oberlin. For the past month they had been off cruising on the yacht Ella, visiting the Thousand Isles and other places. Ten days ago they went west, but no word has been heard of them since last Thursday.

MR. VARLEY'S EXPLANATION.

The Cause of the Trouble Was a Typographical Error.

F. W. Varley, Methodist missionary, Barry's Bay, writes the WHIG a lengthy letter objecting to a paragraph appearing on Aug. 29th, among the district news to this effect:

"Mr. Varley is canvassing for funds for a church at Barry's Bay, also a union church for all Protestant bodies, though the Methodists are not concerned in it."

We do not publish Mr. Varley's exception to this statement because it was a typographical mistake. The paragraph was originally taken from the Renfrew Mercury and condensed. The last clause should have read "though the Methodists are most concerned in it," instead of "not concerned in it." Mr. Varley's suspicion as to the source of the item is misplaced, and having called our attention to the matter, we cheerfully make the needed correction. This part of Mr. Barry's letter will be generally interesting:

Now as to the church in Barry's Bay, our first idea was to make it a union church and to make our canvass ostensibly for such; but on subsequent consideration, the members of our Methodist society here deemed it wise to build a Methodist church to be deeded to the Montreal Methodist conference. This is stated explicitly in the heading of our subscription lists. The latter also contains the statement that we intend to admit "any evangelical denomination to the use of the church upon any occasion when it is not required for use by the Methodist church in Canada, or its society in Barry's Bay." This, however, is on the sufferance of the minister stationed here, together with his quarterly board.

I may say that our collectors, myself included, have steadily avoided the term "union church" in our solicitations for subscriptions. By far, most of the amount raised for this purpose—omitting what has been given anonymously—has been contributed by Methodists. This is conspicuously so in Barry's Bay, where, out of about $105 subscribed, $80 is being contributed by Methodists and $15 by two adherents of the Church of England.

BORINGS FOR PETROLEUM.

Dr. Dawson, Back From the North-West—An Election in West Huron.

OTTAWA, Sept. 13.—Dr. Dawson, of the geological survey, has returned from Athabaska Landing, where he was examining the borings for petroleum. He says that the boring has reached 1,500 feet and he expects that about 200 feet further down oil will be reached. At Rat Portage the doctor found a great interest being taken in boring.

The squabble over the question of wheat mixing still goes on between the different boards, for fixing the standard, the dominion millers' association, the grain buyers and the department of inland revenue. The matter is about as badly mixed up as it well could be.

Prominent conservatives say that there will be a bye-election in West Huron within a few weeks. This is the first question to be decided on the return of premier Bowell.

DRANK POISONED WINE.

A Dose Left for a Colored Porter Kills Two White Men.

LOS ANGELES, Cal., Sept. 13.—A colored man left a bottle at the baggage room of the Downey avenue station of the Santa Fe road with instructions to give it to the colored porter on a sleeping car. It was supposed to contain wine. The train did not stop, and two men, agent W. T. Thompson and O. L. Morton, who live at Santa Monica, opened the bottle and drank about one-quarter of the contents. They were taken with violent cramps, and both died. The physicians who attended the men say the bottle contained strychnine.

Gananoque Budget.

GANANOQUE, Sept. 13.—Messrs. J. F. and J. T. Stoliker, Brockville, were in town yesterday. Thomas Shields, formerly of this place, but now of Hamilton, is in town. Chief Ryan took an aged man named Thomas Row to Brockville yesterday. He will be placed in the home. Gordon Darling and S. Beatty, in Toronto at the exhibition, have returned home. The high school pupils are beginning operations for another high school entertainment for the coming winter. The water was shut out of both canals Wednesday afternoon.

The lightning storm played havoc with an assembly in Turner's hall, Wednesday evening. Mr. Thompson, of Lansdowne, was in town yesterday. Miss Hattie Taylor, a former high school pupil, is in attendance at the model school here. Miss Taylor resides in Brockville. Mr. and Mrs. A. C. Watt returned from Toronto exhibition this morning. "Sunny" Smith, who figured prominently in town pugilistic affairs recently, has been remanded for a week.

Dust Versus Bacteria.

Toronto Star.

Prof. Dupuis, of Queen's, Kingston, has been writing to the press, protesting against the watering of streets, on the ground that it deteriorates the streets and produces dangerous bacteria.

The learned gentleman no doubt knows what he is talking about. On account of the job he holds, the Star is inclined to think that what he says may be all true; but, at the same time, is inclined to the opinion that bacteria is rather to be desired than dust.

LORD DUNRAVEN TALKED.

THE REASONS HE DECLINED ANY FURTHER CONTESTS.

He Made Strong Objections to Racing While Scores of Steamers Impeded The Work of the Yachts—His Courtesy Was That of a True Sportsman.

NEW YORK, Sept. 13.—The Herald's yachting expert had a two hours talk with Lord Dunraven last night, during which Dunraven explained what had led him to adopt the course he did.

"Lord Dunraven," said the reporter, "I very much regret the outcome of to-day's race. I wish it had been otherwise."

"So do I," he replied.

Then the reporter asked him if he would tell him just what caused him to abandon the race. He cordially consented.

"Mr. Cranfield and Mr. Busk," he began, "called on me last night, at half-past nine o'clock, at the Waldorf, and Mr. Busk felt that he could assure me that the America's cup committee in future races for the cup would so arrange matters as to meet the difficulties mentioned in my letter. That is, the dates of time of starting the races should not be made public to avoid crowding. Considering that to-day's race might be the last race, there was no value in that, but that was only problematical, as the committee had not considered the question.

"They then said to me that they would postpone the start if I desired it, until such time as there should be clear room to start. They only partially met my difficulty, but I said I would sail to-day if the committee would take it upon themselves to declare the race off if in their opinion either vessel was hampered by the steamers, and they having the privilege to put any man they liked on either ship. This they would not do.

"I asked them then why they could not postpone the race to consider my letter of the 10th. They told me they considered this impossible. They then asked me about Mr. Iselin's suggestion, that Tuesday's race be sailed over again. That of course was entirely out of the question. The regatta committee had awarded the race to the Defender and that ended the matter.

"Having given their decision it could not be set aside any more than the owners of the first and second horse which ran for the Derby could, after the judge's decision, have the race run over again just to gratify themselves.

"The regatta committee's decision is definite and there is no appeal from it, whether right or wrong. I told them that as far as I could see it would be impossible for me to alter the decision I had come to in my letter of the 10th, but in any case I should go down to Sandy Hook and cross the line to give the Defender a start. I told the gentlemen that I was dining with a party of friends and could not discuss the matter then at length, but if they would send me their proposition in writing I would reply to it in writing.

"Mr. Cranfield and Mr. Busk expressed great dissatisfaction that the cup should be won in a walk-over. Last night I received from Mr. Cranfield a letter at half past ten o'clock, repeating what he had said, that the committee would postpone the race until the line was clear of boats.

"To this I replied that I had received their letter and carefully considered the whole matter, that their suggestion as regards the start met only one of the difficulties mentioned in my letter of the 10th and that the least serious of them, and that unless a solution of these and other difficulties could be found I should adhere to my decision as expressed in my letter.

"I expressed great regret that they were unable to postpone the race of to-day in order to give themselves ample time to consider my letter of the 10th, and I explained why they did not receive that letter sooner. The reason is this: I wrote the letter on Tuesday evening. I was under the impression, when I was made aware that a protest had been lodged, that the cup committee was the one which would hear the protest, and I did not think it right for obvious reasons to hand them that letter, pending their decision, therefore I handed the letter over to Mr. Kersey to be delivered later. When I found on Wednesday that the New York yacht club's committee did not deal with the protest I then asked Mr. Kersey to give Mr. Cranfield the letter. I had previously told Mr. Cranfield that I had written an important letter on Tuesday evening and that it would be necessary for him to call a meeting of his committee as soon as possible. I said I would take the Valkyrie down to the lightship on time to-day and, in any case, would cross the line to give the Defender a start.

"I did this because I considered the most courteous thing I could possibly do, moreover there was always the possibility that the committee might have postponed the race at the last moment, which they had the power to do, unless either of us objected, and certainly it would not have been civil on my part, if I had not been there, to signify my acquiescence in the postponement. If I had not been there the committee would have been forced to let the Defender have a walk-over. Being there they could have declared the race off for the day with the Defender's consent.

"My letter of the 10th could then have been considered, and then if Mr. Busk was correct in his estimate of what the cup committee would do to obviate the condition of things complained of in my letter of the 10th, the races would have gone on. In my letter to Mr. Cranfield of last night, I enclosed a copy of a letter I had written to Mr. Iselin, replying to his letter to me that he was willing to sail Tuesday's race over. I must decline to give the contents of that letter. Although it was not marked private, still I must refer you to Mr. Iselin for that letter. If you want it for publication you must get his permission."

The reporter then asked Lord Dunraven if he authorized the statement, credited to Capt. Cranfield, that unless the decision was given to the Valkyrie she would not start?

"Emphatically, no," he answered. "I am perfectly certain he never said so. I might say here that I have seen in many papers various opinions and expressions that have been attributed to me. As a matter of fact I have not spoken a word to a newspaper man on the subject of Tuesday's race or anything else connected with it."

The reporter then asked him why he lowered the Royal yacht squadron flag and hoisted the New York yacht club flag to the topmast head immediately after he had crossed the line.

"Being the representative of the Royal yacht squadron," he replied, "I flew the flag while the international contests were on, but after crossing the line and being an honorary member of the New York yacht club, I immediately sent its colors aloft out of courtesy, being in the club's waters."

"Lord Dunraven, did you consider the coast clear previous to and at the time the starting gun was fired?"

"Better than it was ever before."

"Was there any boat within a quarter of a mile of the starting line when the gun was fired?"

"I do not know, I was not close to the line myself except when I crossed it. Really, I could not tell."

"Then you cannot give any opinion whether the line was clear or not?"

"I did not look and do not know."

"Do you consider the Valkyrie's start to-day a race for her?"

"Certainly not."

"Was Mr. Glennie authorized to say that you would accept the decision in a proper spirit and sail out the race."

"I authorized nobody to speak for me. There appears to be a misapprehension of my position in this matter. The decision of the regatta committee had nothing whatever to do with my not sailing to-day's race. I repeat the decision of the regatta committee had nothing to do with it. I wrote the cup committee, declining to sail any more races, on Tuesday evening, and the decision of the regatta committee was not known to me until Wednesday evening or nearly twenty-four hours later.

"On the start of the first day the crush was so great around the starting line that I was unable to see the ice mark boat. On the second day no mark boat was at the second turn, and we did not see it until we were within a minute's distance of it, when we saw a tug flying no flag of the New York yacht club's or any other colors. The tug was broad on our weather bow from a point to a point and a half off our course. This caused us a very considerable loss of time as we were not laying the course to the tug and consequently had to shift headsails, and in order to get the bowsprit spinnaker in we were obliged to lower it into the water. Some twenty men were on the bowsprit, and twenty men were rushing about the deck.

"On page 119, of the New York yacht club book, I find a clause which gives the regatta committee absolute power to order the race to be sailed over if, in their judgment, it should be. The regatta committee has power to have such races resailed."

Lord Dunraven and his daughters are going to start for Niagara Falls in a few days. The yacht will be put into the Erie Basin to-day and within three weeks will begin her return trip to England.

The Defender Takes It.

NEW YORK, Sept. 13.—The America's cup committee has notified C. Oliver Iselin that three races and the cup were awarded the Defender.

BACK FROM NEW YORK.

Ald. Curtis Gives His Opinion of the International Yacht Race.

Dr. Curtis, one of Kingston's most enthusiastic yachtsmen, arrived home from New York to-day, after having seen the race between the Valkyrie and the Defender. In the course of a pleasant chat with a WHIG reporter, he said that he did not think there would be another international yacht race sailed off New York. The immense population of New York, Brooklyn and New Jersey, renders it impossible to sail a race in those watters without interference. Boats the size of the Defender and the Valkyrie require a good deal of room and this can not be had with 200 steamers, ranging all the way from small launches to ocean liners, crowding in upon the course, banking up the wind on one hand or breaking it up on the other.

"I didn't say," the doctor went on, "that the New York yacht club was to blame. A hundred yacht clubs could not have kept the course clear. Take 50,000 people, all crowding forward to satisfy an intense curiosity and what can a few patrol steamers do with them? Of course the boats carrying these people are American, while the captains do their best to give those on board the best view possible, they take precious good care to keep out of the way of their own champion, no matter how much they may interfere with the foreigner. So that it is my opinion, and it is the opinion of all the Canadians and Englishmen I have met during the week, that there will never be another international race off New York."

"As an experienced yachtsman, what do you think of the comparative merits of the two yachts?" asked the reporter.

"They are very evenly matched. They are both very slippery boats, but I think the Defender has a little the best of it. In a very light wind the Valkyrie should hold her own and perhaps beat her opponent, but I think that everything considered, the Defender is just a little the better boat. Mind you, in saying this I am not guided by the results of any of the races for I think that in none of them did the Englishman get a fair show. My impression is that the Defender is slightly better than the Valkyrie, but it is only an impression; the boats have never been put to a fair test."

Dr. Curtis thinks that the Valkyrie lost Saturday's race through a couple of errors. One was in a certain tack she made and another was in making a break to cross the Defender's bows when she had not sufficient room. Add to these two errors the fact that all the way home she received the back wash of a fleet of seventy-five to a hundred steamers which banked the wind on her, and sufficient explanation is given why she lost.

Dr. Curtis believes that the Englishman was not responsible for the foul on Tuesday. He believes that Dunraven is right when he says that it was the Defender that made the foul. As to the action of the Englishmen yesterday in withdrawing from the race, Dr. Curtis says that he would have done that or something like it himself. Dunraven had, the night before, intimated in a letter the course he would pursue in case of any interference with his boat in the race, and on Thursday he simply acted in accordance with that intimation. He saw that his boat would not be allowed a fair chance to sail so he withdrew her. His starting in the race with nothing but the lower sails set was an evidence that he did not intend to keep on. And he started at all merely to make the Defender a present of the cup. It required two to make a race, and so he started in order that the Defender might be able to claim the race. In acting as he did Dunraven spoke more eloquently than he could by the use of words, his opinion of American fair play and his regard for his own self-respect.

Dr. Curtis had a very pleasant week in New York; but was disappointed that the boats had not a fair chance to test each other's merits.

AN OFFER FROM BOSTON.

A $5,000 Cup to be Sailed For Off Marblehead.

BOSTON, Sept. 13.—The Boston Globe says General Charles H. Taylor, editor of the Globe, has made an offer to C. Oliver Iselin and to Lord Dunraven, which will not only please every true yachtsman, but all the lovers of fair play in sports in the world. He has offered a $5,000 cup as a trophy to be contested for on the Marblehead course by the Defender and Valkyrie and thus determine which is the better of the two boats.

The offer was taken under consideration by the New York yacht club committee and at the same time Lord Dunraven was seriously considering the proposition.

AT ST. PAUL NEXT YEAR.

Gen. Walker, Indianapolis, Elected Commander-in-Chief of the G.A.R.

LOUISVILLE, Ky., Sept. 13.—The first ballot for the location of the next G.A.R. encampment resulted: St. Paul, 396; Buffalo, 226; Denver, 187; Nashville, twenty-six. The selection of St. Paul was made unanimous on the next ballot.

The election of officers was next in order. For commander-in-chief, Gen. I. N. Walker, Indianapolis, was nominated by his only competitor, Gen. Thayer, Nebraska, and chosen unanimously. For senior vice-commander-in-chief, Gen. H. Hobson, of Greenburg, Ky., and for junior vice-commander-in-chief, S. G. Cosgrove, of the state of Washington, were chosen by acclamation.

MR. LAURIER'S MEETINGS.

The Liberal Leader to Make a Tour of the Eastern Counties.

TORONTO, Sept. 13.—Hon Wilfrid Laurier will take a series of meetings in Ontario during the month of October, beginning on 8th, in the county of Dundas. The schedule of the meetings now arranged is each gathering to be held out of doors during the afternoon: Oct. 8, Morrisburg; Oct. 9, Prescott; Oct. 10, South Grenville, Brockville; Oct. 12, Metrickville; Oct. 14, Renfrew; Oct. 16, Westport or Delta; Oct. 18, Sydenham, Addington county. Additional meetings will shortly be arranged.

The Case Continued.

Napanee Beaver.

The case, in which Shorey and Moore and a young woman from Newburgh are implicated, is still going on in Napanee. It has now occupied the best part of two days and has been the talk of the town. The police magistrate said, last evening, that unless there was further evidence for the defence he would be obliged to sentence the young men.

Some people think it is impossible to be economical and fashionable. But it is not if you buy your clothing from the Grand Union.

MOLTEN LAVA POURED DOWN

THE MOUNTAIN'S SIDES BROKE INTO FLAMES.

Enormous Loss of Life and Property—Rocked the Town as if it Were a Cradle—Streams of Molten Lava Set Fire to Everything it Touched.

TEGUCIGALPA, Honduras, Sept. 13.—A courier arrived from Yetahan announces the most terrible earthquake ever known in that section. The loss of life and property is enormous. Three hundred people are said to have perished. On Sunday the shocks commenced, lasting all day and night at intervals, causing much damage and the greatest fear among the inhabitants of the city and neighborhood.

By Monday the city contained 3,500 people from the mountains and outlying villages. During Monday night sheets of flame appeared at different points to the north-west rising to immense heights.

Tuesday morning the shocks ceased and quiet was restored, and people left town for their homes. At nine o'clock that night, however, heavy rumbling noises were heard shortly after followed by a re-appearance of the flames in the mountains, which shot up several hundred feet. Frightened people flocked to town and at midnight the church tower fell carrying with it the roofs of three houses. Nine people were killed, and eighteen wounded.

Rumblings, which sounded like the heaviest cannonading, commenced and lasted over an hour and a half, people rushing madly through the streets, praying and crying. Just before daylight another prolonged shock, which is variously calculated to have lasted from two and a quarter to three minutes, rocked the whole town as if it were a cradle. Many fleeing people were killed by rocks, which fell in a perfect shower like a hail storm. Smoke from the mountains to the north-west rose to an enormous height, followed shortly after by the bursting of flames from the mountain's sides and the throwing out of rocks and lava. Shortly after streams of molten lava set fire to a number of houses on the mountain side. Cattle grazing near by fled and were killed, being engulfed in the lava, which continued flowing in immense streams.

It is reported at Yetahan that seventy-one houses were destroyed. One hundred and fifty-three dead bodies have been recovered there, and many more persons are missing.

At Covajuanca, thirty-seven houses were destroyed and ninety-five bodies were recovered.

At Cayuscat, twenty-nine houses were destroyed, and 111 bodies were recovered. It is impossible yet to give a full report of the disaster. Many small settlements are believed to have been destroyed.

Shocks extended over the whole Yetahan chain and flames are seen also in the Pacaya mountains. The shocks have now ceased, but the smoke is still discernable at different points in the mountains.

A company of soldiers which left in pursuit of bandits from Yetahan to the coast have not been heard of and it is feared they were all killed. The shocks were first from north east to south west and later in in the opposite direction.

Details of the Loss.

TEGUCIGALPA, Honduras, Sept. 13.—The earthquake disaster at Yethan is much worse than was at first reported. The number killed in the towns and mountains, as far as ascertained, is 287. The property loss is calculated at over $600,000. The government is doing everything possible for the victims. Slight shocks continue, causing damage to property, but no loss of life. The former extinct volcanoes are now throwing out lava in small quantities. Flames shoot up to immense heights. It is calculated that over 1,800 cattle have been killed. Troops are scouring the country for fugitive victims. Of a company of 108 soldiers, who were after bandits, only twenty-nine are known to have been saved. Food and clothing have been sent to the sufferers.

Osgoode Hall, Before Judge Rose.

Rice v. Kinghorn—W. H. Blake for plaintiff in action for foreclosure, moved for direction to legal registrar at Kingston, to enter judgment or for leave to set case down and for judgment. Defendants Roddy and Lewis took no notice of the writ served. Defendants D. M. and A. Kinghorn entered an appearance in which they "disputed the amount claimed by plaintiff," and stated that they did not require a statement of claim. "Owing to the entry of appearance, and not merely the filing and serving of a notice disputing the amount of the plaintiff's claim only, the local registrar refused to enter judgment under rule 1,349. Held that the entry of appearance having prevented the literal application of rule 1,349, the plaintiff properly followed practice laid down in Mahony v. Horkins, 14 P.R., 117. Judgment granted to issue in form settled in above case. Extra costs to be borne by defendant Kinghorn.

Yesterday's Games.

National league—At Baltimore, 5; Brooklyn, 5. At New York, 7; Boston, 1. At Washington, 5; Philadelphia, 17. At Pittsburg, 3; Cincinnati, 3. At Louisville, 2; Chicago, 2.

Eastern league—At Wilkesbarre, 2; Providence, 12. At Scranton, 8; Springfield, 0. At Syracuse, 7; Rochester, 5. At Buffalo, 8; Toronto, 9.

Montreal Messages.

MONTREAL, Sept. 13.—Theotime Lanctot, restaurant keeper, has assigned here with liabilities of about $25,000.

Desire Girouard, Q.C., M.P., stated this morning that he had heard nothing whatever regarding the appointment of a successor to Justice Fournier, on the supreme court bench.

The case was heard at Delta division court, between Dr. Murphy and T. K. Scovill, of Portland. Dr. Murphy claimed an amount due him from Mr. Scovill, and the suit resulted in the plaintiff getting $15 instead of $45, which he sued for.

There is no thing in the trade to compare with the $8.50 men's suits we are showing. These suits at our well-known low prices are cheap at $11. Prices talk and the quality emphasizes the value of these suits. They are made in single and double-breasted style. Grand Union.

Mayor Kennedy, Toronto, cables that the British association will meet in Toronto in 1897. The mayor sails for home next week.

J. S. Hinton, Summerside, P.E.I., is at the British American.

COMMERCIAL.

MONTREAL STOCK MARKETS.

	ASK.	OFF.
Canadian Pacific Railway	56	55½
Duluth	7	6
Duluth Pref	15	12
Commercial Cable	164½	164
Montreal Telegraph Co	166	165
Richelieu Nav. Co	100	90
Montreal Street Railway	310	310
Montreal Street R'y (new)	313	305
Montreal Gas Co	204	203
Bell Telephone	159	158
Royal Electric	148	100
Bank of Montreal	225	222½
Ontario Bank	80	82
Bank du Peuple	55	53
Molson's Bank	180	175
Bank of Toronto	260	242
Merchants' Bank	170½	167
Merchants' Bank of Halifax	103	100
Union Bank	102	100
Bank of Commerce	138½	137
Northwest Land Company	60	47½

MONTREAL PRODUCE MARKETS.

MONTREAL, Sept. 13.—Flour Receipts 18,[illegible] bbls.; market quiet and unchanged. Patent Spring, $4.00 to 4.15; patent winter, $4.00 to 4.10; Straight Roller, $3.40 to 3.60; extra, $3.00 to $3.10; superfine, $2.80 to $2.90; strong baker's, $3.75 to $4.00; Ontario Bags, $1.40 to $1.65.

WHEAT—No. 2 hard Manitoba, 80c. to 82c.
CORN—50 to 52c.
PEAS—68c. to 70c.
BARLEY—45c to 50c.
CHEESE—7 to 8c.
OATMEAL—$1.90 to $2.00
EGGS—10 to 11c.
RYE—50 to 52c.
LARD—7 to 8c.
PORK—$15.00 to $16.00.
CORNMEAL—$1.30 to $1.40.
BUTTER—Townships, 13 to 15c.; Western, 12 to 14c.

LIVERPOOL MARKETS.

LIVERPOOL, NOON, Sept. 13.—Spring wheat, 5s 6d; red winter, 4s 9d; No. 1 Cal., 4s 10d; corn, 3s 4½; peas, 4s 10d; pork, 52s 6d; lard, 28s 3d; tallow, no stock; bacon, heavy, 35s 6d; light, 36s. Cheese, 57s 6d.

Cotton easier—American Middlings—4 11-32d

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A New and Elegant **PERFUME**

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