

SHIP NEWS.

PORT OF ST. JOHN.

Arrived. Sept. 28-SS Halifax City, 1377, Newton, from London via Halifax, Furness, Withy and Co. ...

CANADIAN PORTS.

At Lunenburg, Sept. 30, sch Hazelwood, from Halifax. At Yarmouth, Sept. 30, s s Boston, from Boston. ...

BRITISH PORTS.

At Tyne, Sept. 27, bark Restlandings, J. J. Brown, from Newcastle. At Newport, Sept. 28, bark President, Olsen, from Copenhagen. ...

Foreign Ports.

At Philadelphia, Sept. 29, bark Indus, Thompson, from Liverpool. At Rio Janeiro, Sept. 4, sch Bahama, Anderson, from Rio Grande do Sul. ...

NOTICE TO MARINERS.

BOSTON, Sept. 28.—Capt. Bond of steamer Howard from Baltimore reports the gas buoy, which recently marked the entrance to the harbor, has been taken up by the Light House Board, and the entrance is now unmarked.

REPORTS.

PORTLAND, Me., Sept. 30.—Sch. William Miller, bound from New York to St. John, was sighted several miles off the harbor. The vessel was dismasted. No particulars were obtainable of the mishap.

BIRTHS.

THOMAS.—In this city, on October 3rd, to the wife of Henry Thomas, Pascal Place, a daughter, still born.

MARRIAGES.

CORBITT-STEWART.—At St. Patrick's church, Montreal, N. B., Oct. 3rd, Rev. J. M. O'Flaherty, John Corbett to Mary Ann Stewart, both of Dunbarton.

DEATHS.

ARMSTRONG.—On Sunday, Oct. 2nd, Bertha Pearl, eldest daughter of Allison and Bertha Armstrong, aged 6 years and 4 months.

SPORTING MATTERS.

Billy Smith Wins in the Twenty Round Contest Against Jimmy Judge.

The Winner of the Willis Cup in the Yacht Race. The Halifax Races on Monday. The following description of the 2.30 race at Halifax on Monday is clipped from the Chronicle:

On his victory, but having given proof that his horse after the operation had shown no signs of throat trouble in a six best race. Minota was not in her best form this morning, and she has not been throughout the race, and there will be great interest in the next meeting between these trotters.

Several Drivers Expelled. The following paragraph, clipped from the Chicago Horse Review of Sept. 27th will be read with interest: "Upon making a complete examination of the 2.08 list at Sangus, the judges decided the first of the week to expel from the turf Ed. Gilles, A. Mayo, Jr., Springfield, Mass.; E. N. Chase, Essex Junction, Vt.; William F. Abbott, Boston, and the mare Leola. The pool books stood beyond a doubt that a gigantic steal had been attempted, as Mayo had under the initials J. R. X., played over \$1,100 for E. N. Chase, the owner of Bertolus; Wm. Abbott, who owned Leola, and himself against the mare Leola winning the race. Even before the fifth heat, when she had two heats to her credit, and Bertolus had none the play was so shabby that the judges decided to expel the owner of Bertolus. It will be remembered that Bertolus then won the fifth and sixth heats, when the judges displaced Gilles from behind Leola and substituted Bob Durian, who won the deciding heat very handsily, although Gilles had removed her toe weights and placed wet bandages around her hind legs and tried in other ways to rig her so she could not win the race. All the parties are prominent in turf matters, the news of the expulsion of Bertolus was a great shock to the turfmen of New England. Ed. Gilles acknowledges his guilt, but claims he drove according to orders from Wm. Abbott, E. N. Chase and A. Mayo, Jr. It is too bad that Gilles is mixed up in such a deal, as he has always held a decent reputation for honesty, and a desire to ride in front when possible. For this reason Ed. has kept advancing towards the front ranks every year and each succeeding season has found him with a better stable of horses. I. H. Chase has campaigned a racing stable for years. He came to Boston a few years since with the splendid showing made by Resolution, and Shipp drove him in grand style. This summary:

2.30 CLASS—PURSE, \$20. Arlight, 2.14; by Rampart, W. H. Fowler, St. John. Resolution, 2.26; b. g., by Rampart, Ed. Chase, St. John. Katrina, 2.31; br. m., by Com's Harry Wilkes, J. A. E. Steves, St. John. Minotras, 2.32; bk. by Albert Wilkes, E. Leola Wilkes, St. John. 4.4 hobs, 2.25; b. g., by Brock Chalmers, J. A. Leaman & Co. Halifax. Time—2.28, 2.27, 2.27.

On Monday Arlight had two heats and Resolution one. This morning, however, Montrose had the best of the party and in the first heat trotted, put a new complexion on the state of affairs. Montrose went off at a neat speed when the word was given, and led around the quarter pole, where he took his first lead, and fell almost behind the other Arlight, then went to the front, with Resolution second, but he was unsteady and fell back. Montrose was coming all the time, and at the three-quarter pole he headed Arlight and won the heat in 2:28 1/2, slow time for such horses, but good considering the heavy track after the recent rains.

When the sixth heat was trotted a number of the spectators began to realize they were seeing one of the best horse races ever trotted. Montrose once more won the lead, and going around the turn fell back as the driver attempted to get him settled; then Montrose went to a break and Resolution shot through and got a commanding lead. Montrose was coming again, but when he was in the lead, Arlight, try as he might, could not beat the Halifax horse. Montrose came very fast around the lower turn, but was unable to get to the front. Resolution coming under the wire a couple of lengths to the good in 2:30, showing signs of being tired over the heavy track.

There was great interest in the seventh heat, with both horses having two heats each. Starter Read was determined to give them a good send off, and they went away on even terms. Arlight made a long run and going around the turn fell back as the driver attempted to get him settled; then Montrose went to a break and Resolution shot through and got a commanding lead. Montrose was coming again, but when he was in the lead, Arlight, try as he might, could not beat the Halifax horse. Montrose came very fast around the lower turn, but was unable to get to the front. Resolution coming under the wire a couple of lengths to the good in 2:30, showing signs of being tired over the heavy track.

Monday's Sun gave the reasons for the expulsion from the National Trotting Association of Ed. Gilles, who is a Kings county boy, will be reinstated. Both Gilles and the mare he drove, Leola, have been reinstated, but the other parties mixed up in the matter are still off.

Scranton, Pa., Oct. 3.—"Mysterious Billy" Smith, the world's champion water-wrester, administered to Jimmy Judge, the Scranton claimant, his first defeat before Jack Smith's American sporting club tonight. Smith had the better of it from the start, and delivered a knockout chop in the jaw just fourteen seconds before the gong would have sounded in the twentieth and last round.

White Too Much for McBride. NEW YORK, Oct. 3.—Tommy White of Chicago and Danny McBride of New York met tonight at the Greater

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THE EVOLUTION SAFE. The St. John Schooner Puts Into Halifax, Eighty-one Days from Liverpool. A Large Portion of the Cargo Thrown Overboard—Capt. Fitzpatrick's Rough Experience.

HALIFAX, Oct. 3.—The tern schooner Evolution arrived in port this evening from Liverpool, after a tempestuous and perilous voyage of eighty-one days. She was bound from Liverpool for St. John with a cargo of salt, and is leaking badly. The Evolution met a series of gales, which began soon after leaving Liverpool. Each seemed more violent than the predecessor. On Sept. 4th this schooner encountered a hurricane, which was the culmination of her troubles. During this gale she lost part of her rigging and strained heavily in the sea, starting her planks. She began to leak so badly that the pumps were quickly set to work. The crew managed to stow away in watches and it was all they could do to keep the vessel free. The situation soon became so critical that it was decided to jettison the cargo, and a large quantity of salt was thrown overboard. The crew were kept constantly at the pumps, and in a short time began to show signs of exhaustion. Provisions and water ran short, and Capt. Fitzpatrick, who was in command, had to put his men on allowances. Fortunately for them, the weather moderated after the 4th of September, otherwise they would have perished. The vessel would ever have reached port. They could not get much longer here, and it was in the way they were compelled to do, and when the Evolution reached port tonight there was probably not more relieved or happy lot of seamen on the coast.

The Evolution is anchored in the stream, and the pumps are kept going by fresh hands. What is left of the cargo naturally is not in the best of condition. The vessel is reported to have been spoken for on Sept. 9th, but Capt. Fitzpatrick says that after the gale which caused him so much damage he spoke no vessel. Except for their exhaustion all hands are well. Capt. Fitzpatrick says a Norwegian vessel left Liverpool for this side the day before him, which has not yet been reported. A New York letter of Sept. 28th to the Chicago Lumberman says: "Eastern spruce men declare that they are well satisfied with conditions, and say that the price is up \$1 all around as compared with one week ago. This is good news, considering the near approach of the end of the eastern season." "Eve" said Adam, as they sat down to talk it over, after their expulsion from the garden, "I can't support you now in the style to which you have been accustomed. But it's your fault." —Chicago Tribune. Fond Parent—"When you grow up, Bobby, you will thank me for besting you like this," Bobby—"Perhaps I will. But that won't prevent me from taking it out of my little box." —Brooklyn Life.