General Business.

M.S.N.CO.

TIME TABLE.

Miramichi Time used—20 minutes faster than Eastern Standard.

On and after Wednesday, 11th Sept, 1901,

STR. "MIRAMICHI"

will leave Chatham every morning (Sundays excepted) at 7.10 a. m. for Newcastle, and leave Newcastle at 7.45 a. m. and Chatham at 9 a. m. for points down river, viz:—Loggieville, Burnt Church, and Negiuac, calling at Bequimiac on Mondays and Wednesdays, and Bay du Vin on Tuesdays, Thursdays and Saturdays, returning to Chatham same day.

Str. will not call at Bay du Vin on the way down unless to land passengers who are to return same day.

MEALS AND REFRESHMENTS ON BOARD AT REASONABLE RATES.

STR. "NELSON"

On and after Monday, Sept. 16, 1901, and until further notice will leave

Chatham at	Nelson at	Newcastle at
9.00 a. m.	9.50 a. m.	10.15 a. m.
11.00 "	11.50 "	12.15 p. m
3.00 p. m.	3.50 p. m.	4.00 "
6.00 "	6.50 "	7.10 "

All Freights Must be Prepaid.

☞ The evening and Wednesday Excursion Rates on Str. Nelson will be discontinued after the 4th inst.

J. ARCH'D HAVILAND, Manager.
Chatham, N. B., Sept. 3rd, 1901. (Telephone 40.)

EXCURSION RATES.

MIRAMICHI STEAM NAVIGATION CO,

ON TUESDAYS, THURSDAYS AND SATURDAYS, tickets, good for day of issue only, will be issued from Nelson, Newcastle, Douglastown, Bushville and Chatham, to points down river, at following rates:

For one person.....50 cents.
Parties of 5 to 10 persons, 40 cents each.
Parties of 10 or more persons, 35 cents each.

Passengers can now be landed at CHURCH POINT WHARF.

☞ Steamer will call at Nelson for a party of 10 or more persons, on request to manager (on day previous), and the passengers will be returned to Nelson the same day.

ON MONDAYS WEDNESDAYS AND FRIDAYS
—FOR—
ROUND TRIP TO ESCUMINAC.

One person.....75 cents.
Parties of 5 to 10 persons.....60 cents each.
Parties of 10 or more persons.....40 cents each

Meals and Refreshments

can be had on board Steamer Miramichi at reasonable rates.

NOTICE.

To James Graham of the Parish of Glenelg, in the County of Northumberland and Province of New Brunswick.

Notice is hereby given that under a power of Sale contained in a certain mortgage bearing date the twenty-fifth day of September A. D. 1896 made between you the said James Graham of the one part and Charles L. Rainsborrow of the parish of Hardwick, in the county and province aforesaid, Farmer and Lumberman of the other part, registered in volume 72 of the County Records on pages 40, 41 and 42 and numbered 33 in said volume; there will in pursuance of the said power of sale and for the purpose of satisfying the moneys secured by the said indenture of mortgage, default having been made in payment thereof, be sold by Public Auction in front of the Post Office, in the Town of Chatham, on Thursday, the twenty-fourth day of October next, at twelve o'clock noon, the following lands and premises in the said mortgage described "All that tract of land situate in the Parish of Glenelg, in the County of Northumberland, in the Province of New Brunswick, bounded as follows: Beginning at a maple tree standing on the northern bank or shore of Bay du Vin River at the south east angle of lot number thirty-nine granted to Joseph Cunard, east of the Richibucto Road, thence running by the magnet north twenty degrees west sixty-four chains, thence north sixty-two degrees east, with a rectangular distance of fifteen chains, thence south twenty degrees east sixty-seven chains to a hemlock tree standing on the bank or shore of Bay du Vin aforesaid and thence along the same following the various courses thereof up stream to the place of begining, containing one hundred acres more or less and distinguished as lot number forty-three east of the Richibucto Road northerly side of Bay du Vin River, excepting that part of the settlement road running through the above described tract, and was granted to the said James Graham by grant dated the thirtieth day of May A. D. 1885 and is known as the Graham homestead property.

Also all that certain other piece or parcel of land and premises situate lying and being on the South side of the Bay du Vin River aforesaid in the Parish of Hardwick aforesaid bounded as follows: On the west by lands originally granted to the late Angus McDonald, deceased, on the east by lands originally granted to the late James Hill, deceased, on the north by the said Bay du Vin river and extending southerly the full extent of the front tier of lots on the said river, containing two hundred acres more or less and known as "The Green farm property" which piece of land was conveyed to the said James Graham by Harrison T. Graham.

Terms Cash.

Dated 23rd August A.D. 1901.

CHARLES L. RAINSBORROW, Mortgagee.
R. A. LAWLOR, Solicitor.

Send for Catalogue

outlining courses of study which have qualified our students to take and to hold almost every clerical position in St. John worth having, not to mention their successes throughout the length and breadth of Canada and the United States.

S. KERR & SON.
ODDFELLOWS' HALL.

INTERNATIONAL S. S. CO.

AUTUMN
$6 EXCURSION
—TO—
BOSTON

The Steamship "St. Croix" will sail from St. John DIRECT TO BOSTON every TUESDAY and SATURDAY, at 5 30 p.m., standard, Fast Express to Boston.

Steamers "Cumberland" and "State of Maine" will sail from St. John, for Eastport, Portland and Boston, every MONDAY, WEDNESDAY and FRIDAY morning, at 7.30 o'clock, standard, due in Boston about 4 p.m. next day.

FROM SEPTEMBER 24TH TILL OCTOBER 23RD EXCURSION TICKETS TO BOSTON WILL BE ISSUED FOR $6.00, GOOD TO RETURN 30 DAYS FROM DATE OF ISSUE.

For rates and other information apply to nearest Ticket Agent, or to

WILLIAM G. LEE, Agent,
St. John, N. B.

EQUITY SALE.

Notice is hereby given that on Saturday the 30th day of November A. D. 1901 at the hour of 11 o'clock in the forenoon, opposite the store of William Wyse, Esq., in the Town of Chatham, in the County of Northumberland, in the Province of New Brunswick, there will be sold at Public Auction, under and by virtue of, and in pursuance of the authority given to me the undersigned Referee in Equity, in and by a certain Order of the Supreme Court in Equity bearing date the 20th day of August, A. D., 1901, and made in a certain suit in which Mary Loudoun is the Plaintiff and Alexander Loudoun and John Loudoun are defendants and in pursuance of the fourth Chapter of the act of the general assembly, made and passed in the 53rd year of the reign of Her late Majesty Queen Victoria entitled "An Act respecting the practice and proceedings in the Supreme Court in Equity" free of the dower of the said Mary Loudoun—All that piece or parcel or lot of land situate lying and being in the Town of Chatham, in the county of Northumberland, and Province of New Brunswick, bounded on the easterly side by King Street, so called, on the northerly side by Wellington street, on the westerly side by lands now owned and occupied by Wilfred E. Gould, and on the southerly side by lands formerly owned and occupied by the late J. M. Geggie, and now in the possession of his widow and heirs, which said lands and premises were in the possession of late Alexander Loudoun at the time of his death.

Dated the 16th day of September A. D. 1901.

SAM. THOMSON,
Referee in Equity.

Miramichi Advance.

CHATHAM, N. B. - OCTOBER 3, 1901.

Where the Sun Keeps Guard.

Kitchen journalism does not appear to be entirely confined to the country papers whose editors prowl about their contemporaries' side-doors and coal-bins and interest themselves in their woodpiles.

The Ottawa correspondent of the St. John Sun has discovered that there are a Chinese cook and a Chinese "chore boy" connected with Hon. Mr. Blair's household in the Dominion capital. He has, further learned that some of the other servants in Mr. Blair's house don't like it, and are either leaving or intending to leave his service. The Sun proclaims the discovery of its correspondent in a special and exclusive telegram, which must have cost it twenty-five cents, at least.

There is a suggestion of a scheme for awakening the sturdy cooks, chambermaids and "chore girls," likewise the scullery maids and charwomen of the Caucasian race all over Canada, to the necessity of a political combination to be led by the Sun's Ottawa correspondent against Mr. Blair and the whole liberal party, because of those within Mr. Blair's household who engage its domestic help having presumed to attempt the conquest of the chronic "servant girl" trouble by enlisting John Chinamen in their service.

Mr. Blair, being engaged in the successful management of his important department in the Dominion government, has, no doubt, failed to give his personal attention to the hiring of the family cook and "chore boy." Perhaps he did not know that Mr. Scott, or his successor at Ottawa as the Sun's correspondent, was dutifully watching over the interests of his paper and its party in the congenial environment of the Minister's back door, and fanning the discontent of that gentleman's Caucasian domestic help over the invasion of their domain by the wily Mongolian.

There's a lesson for Mr. Blair in the Sun's strategy, however, and, hereafter, he will have to realise that it isn't safe to so neglect the avenues leading to the rear of his premises at Ottawa, that the Sun staff shall be able to demonstrate that they know more about his kitchen and scullery than he does himself, and are determined to impart their knowledge to the general public.

Chatham Imposed Upon.

Chatham's streets are in a scandalous condition. Everybody knows that the water and sewer-pipe laying makes it impossible that they should be as even in the matter of grades and cross-sections as is desirable, but there is no reasonable excuse for the contractors being allowed to leave them in the wretched state they now are. In many places, the top-gravel has been taken for bedding the pipes, and in addition to doing the back-filling more loosely than the contracts call for, the contractors have left the uneven-sized, broken sandstone blasted from the excavations scattered thickly over the surface of the ridges and hummocks which now compose many of the streets, and it is dangerous to drive over them, and in some places impossible. The contractors may say that they intend to go over the streets by-and-bye and put them in better shape, but they ought to be compelled to leave them in better condition than they have done wherever and as the pipe-laying is completed. They realise, no doubt, that they have inexperienced and indifferent men who are supposed to look after the town's interests to deal with, and they accordingly impose upon them, and, through them, on the citizens. In any town or city where the authorities are efficient and know their rights the contractors would soon be brought to a better performance of their duties, but long-suffering Chatham must put up with whatever these well paid gentlemen choose to do. They act as if, for the time being, they were proprietors of the town and its people had no rights to be respected. Is there nobody in the whole town outfit — Engineers, Superintendent, Inspectors or Public Works Committee who can bring the contractors to a better performance of their work in this respect?

Why the Inferior Pipes?

It was understood that vitrified sewer-pipes were to be laid in our streets, but we observe that very common glazed clay pipes are being used. Why is the work being cheapened? The contractors for the iron water pipes have scandalously failed to live up to their engagements and it turns out that they cannot supply the pipe required. Is it the same with the sewer pipe contractors? Has Canada's stock of vitrified sewer piping given out?

OYSTER SEASON:—An order-in-council has been passed providing that oysters shall not be fished for, caught, killed, bought, sold or had in possession on and from June 1 to September 22 in each year, both days inclusive. Previously, the close season lasted from June 1 to September 15.

Disposing of Czolgosz.

The New York World gives the following schedule of the trial of the assassin of President McKinley:

Length of trial—Eight hours and twenty-five minutes.

Number of witnesses—For the prosecution, seventeen; for the defence, none.

Actual time of taking testimony—Four hours and one-quarter.

Time of defence in presenting the case to the jury—By Mr. Lewis, seventeen minutes, by Mr. Titus, one and one-quarter minutes;

Time of the state in arguing for conviction—Fourteen minutes.

Time occupied by the judge in charging jury—Twelve minutes.

Number of ballots taken by jury—Four.

First ballot—Is the assassin sane? The ballot (unanimous)—Yes.

Second ballot—Is the assassin insane? The ballot (unanimous)—No.

Third ballot—Is the assassin guilty of murder in the second degree? The ballot (unanimous)—No.

Fourth ballot—Is the assassin guilty of murder in the first degree? The ballot (unanimous)—Yes.

Time occupied by the jury in deliberation—Thirty-four minutes.

Verdict—Guilty of murder in the first degree.

Time elapsed between commission of the crime and conviction of the assassin—Eighteen days and twenty minutes.

Time elapsed between death of President McKinley and conviction of his assassin—ten days, fourteen hours and ten minutes.

Czolgosz was sentenced to be executed in the electric chair some time during the week beginning October 27th.

WHEN IN DOUBT as to what to use for Diarrhœa, Cholera, Cramps and all Summer Complaints don't hesitate to try Fuller's Blackberry Cordial, tried and tested for over twenty-five years. 25 cents at all dealers' in medicine.

News and Notes.

Over 1,000 gallons of ale and beer and 150 gallons of whiskey was seized at Lewiston, Me., the other day. The goods were marked "J. B." and were valued at about $800. Maine is just now passing through one of its periodical experiences in the way of a spasmodic effort to prove that its prohibitory law prohibits.

When the steamer State of Maine, bound from St. John to Boston, was a few miles out of Eastport, a few evenings ago, two large eagles alighted on the ship. One took his perch on the forward flagstaff and the other on the fore truck. They seemed tired out and for hours remained on board the ship. The search light was turned on them, but they stuck to their roosting places and were seen by all the passengers. About daylight they disappeared. Such a thing as eagles alighting on ships at sea had never been heard of by the men on the State of Maine.

It looks as if work would now be pushed on the Restigouche and Western railway. Ten miles of this important road are already built on the Campbellton end. Yesterday, B. Sawyer, of Montreal, who has become a partner with Thos. Malcolm, the contractor of this road, was in town, accompanied by W. A. Mott, M. P. P., and R. A. Lawlor, K. C., of Chatham. Mr. Sawyer is very much pleased with what he has seen and heard of this section of the dominion. These three gentlemen had an interview with the chief commissioner of public works regarding future plans to make this railway enterprise a success.—St. John Sun.

King Edward has just rectified a somewhat cruel injustice by the appointment of Vice Admiral Markham to the naval command of the Nore. The admiral, who is one of the most distinguished officers of the English navy, and who achieved fame in connection with Arctic explorations, has been shelved ever since the Camperdown, which was his flagship, rammed and sunk the Victoria, with Admiral Sir George Tryon and the 600 men on board, by obeying to the letter the orders of the ill-fated Sir George, who was his superior officer. Admiral Markham was acquitted of all blame by the court-martial, but was privately blacklisted by the heads of the admiralty for his Spartan discipline and blind obedience to orders, regardless of consequences.

DO NOT EXPERIMENT, but get Fuller's Blackberry Cordial, remember it has stood the test of long experience, a thoroughly reliable remedy for all Summer Complaints for Children and Adults, 25 cents at all dealers.

PREMIER TWEEDIE is a pretty busy man. Within the past week he has opened two agricultural exhibitions, held several sessions of his court as commissioner to inquire into alleged neglect of duty on the part of St. John's chief of police, attended sessions of government committees, of the committee for the reception of the Duke and Duchess of Cornwall and York in St. John and meantime looked after the interests of several of his clients, professionally.

Reform in New York.

The glaringly corrupt miracle of the city of New York by the Tammany Democrats, is leading to a fusion between the cleaner elements of the Democratic party in that city and the Republicans, in the hope that "boss" Croker and what he represents in the civic administration may be put down. The chief features of the city's mismanagement under Tammany rule are well set forth in the platform address of the organization that has determined to wage war of Croker in the coming contest. The language is strong, but it is none too much so in view of the facts which have called it out. The address says:—

The Republicans of New York city, sinking all partizan advantage in the welfare of the community, meet in their municipal convention as citizens and patriots, presenting to the voters the proposition of a municipal ticket for honest, intelligent, economic, business-like and non-partizan government. We arraign Tammany Hall as a band of conspirators against the public welfare, as an organization devoted to public plunder, whose office-holders, in the conduct of the public business, to use the language of their chief, "are working for their pockets all the time."

The administration of the police department embodies and illustrates the whole theory and practice of Tammany government. License to break the law is unblushingly bought and sold, and those who are sworn to enforce the law are the agents of its subversion. The machinery designed for the administration of justice is employed to promote vice and to protect criminals, and the system of blackmail is carried so far that in many parts of the city it is not possible to conduct even an honest and legitimate business until tribute has been paid to official and unofficial blackmailers.

In the name of our candidates we promise that, if they are elected, the blackmail iniquity, which is the foulest disgrace of Tammany government, shall be rendered impossible by the complete re-organization of the police department.

The election of the ticket nominated by this convention will not mean blue-law government. On the contrary, we believe is the largest measure of personal liberty consistent with public decency and the maintenance of public order.

In the four years during which Tammany Hall has administered the greater city of New York, the budget has been increased from $77,000,000 to the enormous amount of $96,000,000 and to raise this sum by taxation the tax rate has been annually increased in spite of the constant increase in valuation of real and personal property. How this enormous amount paid by taxpayers has been expended by Tammany Hall appears in the vast and ever-increasing roster of the municipal civil service.

Thousands of places have been made in the departments solely for the purpose of supporting Tammany workers at the public expense. Salaries have been increased without reason or excuse. Favoritism and extravagance in the purchase of supplies and in the conduct of the public business generally have disgraced almost every department of the city government. It will be the special duty of the candidates of this convention, if elected, to abolish all useless offices, to cut down the public expenses and to reduce the present excessive burden of taxation.

HAS STOOD THE TEST for over twenty-five years with thoroughly satisfactory results. Fuller's Blackberry Cordial may be relied upon as a remedy for all Summer Complaints, in Children and Adults.

AMERICA CUP!

Fluke winds and "no race" last Thursday!

"Shamrock" proves herself a match for "Columbia" in a yachting breeze!

"Shamrock" turns the stake boat ahead of "Columbia" in the first race of the series, but loses on the home run because of light wind!!

"Shamrock" well ahead in the second contest, but "no race" again.

An attempt was made on Thursday last to sail the first race of the series—best three out of five—between Sir Thomas Lipton's yacht, "Shamrock," and the Morgan syndicate yacht "Columbia", for the famous "America" cup. As stated in last week's ADVANCE, the course was one of thirty miles—15 to windward and 15 return, starting from the Sandy Hook lightship. The wind was N. b. E.

JOCKEYING FOR THE START.

Five minutes before 11 o'clock a puff of smoke burst from the committee boat. The blue peter went up, and the preparatory signal for the race had been given. Then began a jockeying behind the line, of which Charlie Barr, the American skipper, has proved himself so many times a grand master, and the skill he now displayed was enough to warm the cockles of the hearts of those who saw it. He got into the windward berth, and, try as the Englishman would, he could not shake him off.

BOTH STARTED TOO SOON.

As the red ball which marked the warning signal was hoisted ten minutes later, the English skipper, in despair, put up his tiller, crossed the line and tacked about the lightship, but the Columbia hung to him as if one tiller were answering for both, and when they both faced for the line it was like two thoroughbred horses, neck and neck. But Barr was still to windward. The fascinating game the two skippers were fighting was so intense that both miscalculated the time, and crossed the line 30 seconds before the starting gun was fired.

Three blasts of the whistle sounded the recall. The two big canvas-clouded racers wore around as if turning on their heels, and coming up again in the smoke of the gun, fled away across the line, both on the starboard tack, but Columbia a half-length in the lead and a length to windward. Both carried the same sails, main, club topsails, stay jib and baby jib.

COLUMBIA THE QUICKER IN COMING ABOUT.

The sight made the pulses of the patrons tingle with delight. Then, for ten miles down the Long Island shore, in plain view of the people, the big single-stickers smashed into the head seas, sending spray smoking to the cross-trees. The strain on the Shamrock showed she could not hold her white rival. Slowly but surely Columbia forged ahead, pointing higher and footing faster. Shamrock tacked and tacked again, but Columbia went about with her each time and appeared to be the more nimble.

ON INTO THE BUCKING SEAS

the yachts went, spurting great geysers from their shark-like bows. The American was undoubtedly the prettier boat. Her sky-scraping club top-sail was not so high by eight feet as that of her rival, but she appeared more stately and graceful. She seemed a thing of life, lifting to the seas with less effort or percing them with less fuss, while the heavier-breasted Shamrock pounded and shivered them with the force of her impact. The slender hulls of the racing machines looked too frail to carry the canvas which towered above them. Over 190 feet above the water line, a height equal to a modern ten-story building, the slender topmast yard of the Shamrock lifted her pyramid of canvas, but her 833 square feet more of canvas than the Columbia carried could not make her overtake the white beauty.

SHAMROCK LEADS.

It was directly off Long Beach Hotel, with its crowded piazzas, that the Shamrock showed in front for the first and only time during the race. As the wind had hauled more to the southward and had died down somewhat, Charlie Barr headed the Columbia off shore in the hope of meting it. Instead, he poked his nose into a dead calm, and for some minutes the Columbia lay with her sails flapping, while the Shamrock, catching a slant of wind nearer shore, drew rapidly ahead. But

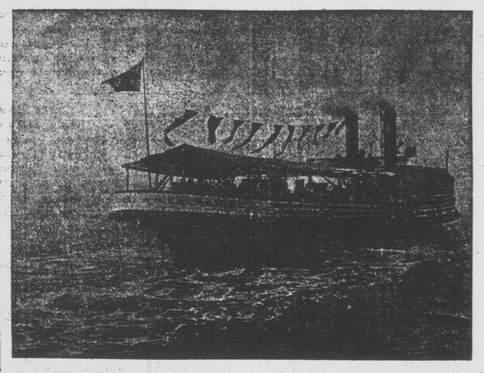
THE VICTORY WAS SHORT LIVED.

The cant of the wind to the southward held and freshened to about six knots, making it from this point a close hauled reach to the mark. The Columbia rapidly overtook her adversary, and Capt. Sycamore, in desperation, concluded to piece on more canvas by trying a larger jib topsail. While the sailors were out on the bowsprit taking in the old and bending on the larger sail the

COLUMBIA WENT BY THE SHAMROCK

as if she had been moored to the dock, making two feet to her one. From that time to the outer mark the Columbia gained steadily. As she approached the turning point the excursion fleet, going at full speed, circled out and massed beyond the mark to witness the turn. As she came alongside leaving the mark on the

[FROM THE CANADIAN GROCER.]



A SNAP SHOT, BY SECRETARY D. G. SMITH, OF THE STEAMER ST. GEORGE WITH THE DELEGATES AND FRIENDS OF THE MARITIME BOARD OF TRADE STARTING ON THEIR EXCURSION, AUG. 22, FROM THE SNOWBALL WHARF, CHATHAM.

starboard hand, Barr put his helm down and luffed around it. As she filled away, her great balloon jib broke out like a puff of smoke, her boom was eased off and she was

AWAY FOR HOME

on a broad reach. The bands crashed, whistles blew and the crowd aboard the excursion fleet cheered, the fleet waiting courteously until Shamrock rounded seven minutes and fifteen seconds later, and gave her a cordial reception. From that time on

IT WAS A PROCESSION,

not a race. The Englishman tried half a dozen headsails in the hope of improving his position, but the American forged steadily ahead.

THE WIND DIES.

Then the wind, which had been seven knots at the stakeboat, gradually died down, and an hour before the time limit expired it was evident that the yachts could not finish in time. When the committee boat finally hoisted her signals declaring "no race," the big excursion fleet headed back for New York as fast as steam and sail could carry them. Only the steam yacht Erin, with Sir Thomas and his party aboard, remained alongside the challenger and escorted her to her anchorage.

SIR THOMAS CONFIDENT.

When seen on board the Erin after the race Sir Thomas Lipton said:—"It was not a satisfactory race, because the wind was so erratic. I hope we shall have better luck next time. A race sailed on such a day, if it can be finished at all, depends upon the lucky chance of position as to wind of one boat or the other. I was never more hopeful for the Shamrock than I am now. I am confident I shall get the cup. I have never seen any more skilled handling of a boat than was shown by Captain Barr of the Columbia to-day. Shamrock too, was well managed.

"Never have I received greater kindness anywhere than at the hands of the New York Yacht Club. They have met my wishes at every point, and have gone out of their way to show me courtesy.

"I cannot express too strongly my appreciation of their treatment of me. All the arrangements for handling the yachts and steamers at the course have been perfectly satisfactory.

"I said early this morning that it was not a Shamrock day; the heavy sea and light wind were not favorable."

POOR DAY FOR RACING.

Captain Wringe, one of Sir Thomas' right-hand men, said:—"Flukes; that's the story of the day. In a smart club topsail breeze the Shamrock would make a much better showing. To-day was one of the worst you could have put the Shamrock in salt water."

E. D. Morgan of the Columbia said:—"It was a poor day for racing, but the Columbia did very well under the circumstances. We made a good start, but, of course, the other boat may be more fortunate the next time."

A Real Race.

Saturday proved a fairly favorable day for sailing and both yachts were towed to Sandy Hook Lightship. The breeze was from the east with a little south in it and the handlers of each yacht soon had them dressed in their faultless sails and ready for the fray. The course was signalled E. b. S. The preparatory gun was fired at 10 45. The Columbia had secured, in the meanwhile, a berth to windward of the line, while the Shamrock was curvetting about at a considerable distance to leeward. The warning gun was fired at 10 55, and at that time both yachts had worked to windward of the line with the Shamrock now in the weather position. At the warning signal both yachts bore down and came to leeward and Columbia was luffed sharply.

THE SHAMROCK'S SKIPPER TEACHES HIS RIVAL A LESSON.

Just when Barr thought that he had him under his lee, the Englishman deadened his headway and then luffed under the Columbia's stern into the weather berth. This victory for the Shamrock at the very inception of the race, the Columbia could not overcome in the long beat to windward.

AN INSPIRING SIGHT.

The two yachts were an inspiring sight to spectators as they plunged seaward, pounding fountains of spray from their bows and drenching the crews along the weather rail. They heeled to wind until their lee sails were awash in the seas and from the windward side they showed yards of their bronze underneath. Neck and neck, tack and tack, they raced like a team of horses. Dismay began to be written on the faces of the patriots as Barr tried once, twice and finally a third time, to cross the bow of the foreigner, only to be forced around each time.

At 11 40 Shamrock had a good lead of nearly 300 yards. When the vessels were on the port tack they encountered a pretty hard head sea. While on the starboard tack the sea smote them abeam. The Shamrock appeared to splash more against the nose-enders than the Columbia, but the splashing

DID NOT RETARD HER SPEED

in the least. Not a tremor could be detected in the sails of either racer. Both were handled to perfection, and were given a good clear full, not the least quiver being allowed to make itself manifest in a single cloth. By several sharp tacks the Columbia again tried to work herself out of the leeward position. All efforts however were futile.

At 12.54 both boats on port tack were heading for the outer mark which on this occasion was the tug Edgar F. Luckenback, the raft which she carried having failed to right itself when put overboard.

THE WIND NOW WAS THE FRESHEST OF THE DAY.

The Shamrock had a lead of at least 400 yards and as she approached the mark it was seen that she had handily beaten the old defender in the windward work. She turned in excellent style and with main boom square off to port, the spinnaker boom was lowered to starboard. The Columbia made an equally good turn. The official time at the mark was as follows:

Shamrock	1	25	12
Columbia	1	25	52

THE SHAMROCK HAD GAINED 38 SECONDS.

The Shamrock in the beat to windward had thus gained 38 seconds. She had beaten the Columbia boat for boat, but had not overcome the handicap of 43 seconds time allowed, which under the rules of the New York Yacht Club she was compelled to concede. There was considerable delay in setting spinnakers, the Shamrock waiting apparently for the Columbia and luffing out in order to prevent a blanket.

Finally at 1.32, the Columbia broke out her spinnaker and at the same time a tremendous balloon jib. Shamrock smartly followed suit. In the heavy roll of the sea which was now on the port quarter of the two boats the main booms trailed in the water as they lurched to leeward. These were tauted up clear of the sea, thereby spoiling somewhat the set of the mainsails. The stern chase is a long chase, but

SLOWLY THE OLD COLUMBIA CRAWLED UP

on the new Shamrock. At 2.10 she was abeam and half a minute later was the leading boat. Slowly she still crept and at 2.14 was all of half a length ahead. From that time on to the finish line she kept in the lead. The wind was now dropping light, but in spite of her much larger sail plan, the Shamrock could not prevent the steady, though slow gain of the Columbia. For nearly an hour the race continued without further event.

SHAMROCK GAINED AS THE WIND FRESHENED.

Then at 3.15 the wind freshened slightly, filling out the immense sails of the Shamrock. Slowly she crept up and lessened the gap. Now she was only half a length behind. Now she was very nearly on even terms, and it became a matter of doubt as to which boat could first cross the finish line, which was a mile away. It was the last of the many exciting moments in the contest, for very soon the Columbia, getting her wind free again, pulled out and with surprising rapidity opened up on the challenger and secured a lead that left the result no longer in doubt. She crossed the line a winner, not only on time allowance, but boat for boat.

THE SUMMARY:

Shamrock.

Start.	Outer.	Finish.	Elapsed.	Cor'd.
11.00.14	1.25.12	3.31.58	4.31.44	4.31.44

Columbia.

Start.	Outer.	Finish.	Elapsed.	Cor'd.
11.00.16	1.25.52	3.31.23	4.31.07	4.30.22

Columbia thus crossed the home line 37 seconds ahead of Shamrock, and with the time allowance of 45 seconds won by 1 minute 22 seconds.

An attempt was made to bring off the second race on Tuesday, Columbia got the advantage in the start by the Shamrock going over the line a few seconds ahead of the starting gun and having to return and re-cross. The sailing was over a triangular course of ten miles each way—in all, 30 miles. Shamrock recovered her lost time and turned the first ten mile mark-boat three minutes ahead of Columbia, but the wind died away and the race was called off before the twenty-mile mark was reached, Shamrock being then nearly half a mile ahead. The racers will try to make the second heat to-day.

Presbytery of Miramichi.

The Presbytery of Miramichi met in St. John's Church, Chatham, on Tuesday, the 24th inst. There were present fourteen ministers and two elders. A large number of elders' commissions were sustained. Rev. A. F. Carr, Campbellton, was nominated as moderator of the coming Synod. A hearty and unanimous call from Tabusintac and Neguac for Rev. J. R. McKay was sustained and ordered to be transmitted. Rev. W. Hamilton was appointed to New Bandon for six months and Mr. Angus Firth was appointed to Kouchibouguac until the next regular meeting of Presbytery. Dr. Campbell's suggested methods for the increase of contributions to the century fund were discussed and recommended to the favorable consideration of sessions. A very helpful conference on the recommendation of the Century Fund Committee anent the spiritual aspect of the movement was held and occupied the greater part of the afternoon sederunt. The next regular meeting was appointed to be held in St. James' Hall, Newcastle, on the third Tuesday in December, and the Presbytery adjourned to meet in St. John at the call of the moderator, during the meeting of Synod.

GEORGE FISHER,
Clerk.

The ADVANCE received the foregoing too late for last week's issue.

Campbellton "Events" has the following as part of its Presbytery report:

"What proved to be a very interesting subject, was a letter from Rev. Thos. Corbett, charging Rev. T G. Johnstone with having married and baptised members of his congregation, and Mr. Johnstone being asked what he had to say about it, admitted the charge, claimed that he had a perfect right to do so, and expressed the intention of continuing to perform those rites when requested to do so by members of his old congregation.

Rev. Mr. McCardy left the chair, condemned Mr. Johnstone's action in strong language, and moved that he be inhibited from marrying or baptising within the bounds of the Presbytery.

"Considerable discussion followed and upon Mr. Johnstone expressing himself as intending to keep out of Mr. Corbett's territory in the matter of baptismal rite, Mr. McCardy withdrew his motion; as marriage was a civil contract, it was not for the church to dictate."

WANTED—SEVERAL PERSONS OF CHARACTER and good reputation in each state and province (one in this county required) to represent and advertise old established wealthy business house of solid financial standing. Salary $15 00 weekly with expenses additional, all payable in cash each Wednesday direct from head office. Horse and carriage furnished, when necessary. Reference. Enclose self-addressed stamped envelope. Manager, 316 Caxton Building, Chicago.

DEERING! DEERING!!
DEERING!!!

For the next month or two the

MUSIC OF THE DEERINGS

will be heard on every farm. It will be sung by the

DEERING one-horse-mowers,
DEERING two-horse-mowers,
DEERING Reapers,
DEERING Binders,

and the farmers will, while using them, join in the harmony and swell the chorus in every field.

Meantime our full staff will be employed in setting up and sending out these machines, as well as

MAXWELL'S HAY-TEDDERS AND MAXWELL'S LOADERS.

TWO CARLOADS of the DEERING MACHINES have already arrived at Chatham, direct from the factories in Chicago, without breaking bulk, and more are to follow.

We shall be glad to see our friends and show them our full lines of Farming Machines and Implements, and how we protect their interests and save money for them by keeping in our SECTION AND REPAIR DEPARTMENT, full assortments of repairs for all the different machines we have sold since 1880.

Our prices are right and terms easy.

G. A. LOUNSBURY & COMPANY.
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ROYAL BAKING POWDER
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CANADA EASTERN RAILWAY.

IN EFFECT JUNE 10, 1901.

Until further notice, trains will run on the above Railway, daily (Sundays excepted) as follow:

Between Fredericton, Chatham and Loggieville.

FOR CHATHAM (read down) Freight	Express		FOR FREDERICTON (read up) Express	Freight
6 00 a m	3 00 p m	Fredericton	12 40	4 20
6 10	3 03	Gibson	12 27	4 17
6 40	3 15	Marysville	12 25 p m	4 05
8 20	4 27	Cross Creek	11 00	2 00
9 55 ar / 10 15 lv	5 25	Boiestown	9 50 ar / 12 35 pm	
11 15	6 10 ar	Doaktown	8 55	lv 11 25
11 20	6 25 lv			ar 11 20
12 55 p m	7 25	Blackville	7 45	9 30
2 10	8 20 ar	Chatham Jct	6 45 lv	8 00
2 40	8 25 lv		6 15 ar	6 40
3 05	8 45	Nelson	5 55	6 20
3 40	9 05	Chatham	5 35	6 00
4 00 ar	9 20	Loggieville	5 20 a m	5 40

Connecting with I. C. R.

GOING NORTH.

	Express.	Mixed
lv. Chatham,	11 55 p. m	1.20 p m.
Nelson	12 15 a m	1.40 "
Ar. Chatham Junc,	12 25 "	2.00 "
Lv. " "	1.00 "	2.25 "
Nelson	1.20 "	2.45 "
Ar. Chatham,	1.40 "	3.05

GOING SOUTH.

	Express.	Mixed
Chatham,	5.10 a. m.	9.00 a. m.
Nelson	5.30 "	9.20 "
Ar. Chatham Junction,	5.55 "	9.40 "
Lv. " "	6.50 "	10.25 "
Nelson	7.10 "	10.45 "
Ar. Chatham	7.30 "	11.05 "

The above Table is made up on Eastern standard time.

The trains between Chatham and Fredericton will also stop when signalled at the following flag-Stations— Derby Siding, Upper Nelson Boom, Chelmsford, Grey Rapids, Upper Blackville, Blackville Carroll's, McNamee's, Ludlow, Astle Crossing, Clearwater, Portage Road, Forbes' Siding, Upper Cross Creek, Covered Bridge, Zionville, Durham, Nashwaak, Manzer's Siding, Penniac.

Maritime Express Trains on I. C. R. going north run through to destinations on Sunday. Maritime Express from Montreal runs Monday mornings but not Sunday mornings.

CONNECTIONS are made at Chatham Junction with the I. C. RAILWAY C. P. RAILWAY for Montreal and all points in the upper provinces and with the C. P. RAILWAY for St John and all points West, and at Gibson for Woodstock, Houlton, Grand Falls Edmundston and Presque Isle, and at Cross Creek with Stage for Stanley.

THOS. HOBEN, Supt. ALEX. GIBSON, Gen'l Manager

FARM HELP.

Anyone in need of Farm Help should apply to Hon. A. T. Dunn at St. John, as a number of young men who have lately arrived from Great Britain are seeking employment. Applicants should give class of help wanted and any particulars with regard to kind of work, wages given, period of employment to right man, etc.

Building Lots in Campbellton, N. B.

To be sold at Public Auction on Saturday 5th October next, at 2 p.m. on the grounds, a number of

CHOICE BUILDING LOTS

on the Old Manse Property, near the centre of the town.

Plan to be seen at the subscriber's office or on application to Mr. D. Furguson, Chatham.

Terms:—½ down, ½ in one year and balance in two years,

I will also offer for sale at the same time and place the central part of the well-known

Athol House Property

situate on the south side of the Restigouche River within three miles of Campbellton, containing 480 acres more or less with its valuable

Net Salmon Fishing Privilege.

About 30 acres of the best soil for all kinds of crops are cleared, the remainder being covered with a heavy growth of hard and soft woods.

Terms at sale.

CHAS. MURRAY,
Campbellton, N. B., 17 Sept 1901. Auctioneer.

Your Fall Suit.

We don't believe you can get so good a fall suit anywhere else for the same money as here.

We have the suitings that are approved by fashion in texture and coloring, and we guarantee the fit and workmanship.

Fall and winter goods now in stock.

W. L. T. WELDON
MERCHANT TAILOR.
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