

IN HOLIDAY GARB.

NEW YORK A MASS OF COLORED BUNTING AND FLUTTERING FLAGS.

The Big Celebration Begins Today. But There Was a Good Deal of Welcoming Yesterday—Governor Roosevelt Welcomes the Admiral to the State.

New York, Sept. 28.—New York was decked brilliantly in honor of the gallant sailor who is waiting at her gate. Had an ocean of color swept through the city, its abiding light could not have stained the streets more brilliantly. Hundreds of miles of red, white and blue bunting adorned the noble facades of Broadway and Fifth avenue and a million flags fluttered over the town. Not even the churches have escaped the universal decoration. The doors and Gothic windows of old Trinity on lower Broadway are gracefully draped with the national colors and out in the sacred graveyard the tomb of that gallant sailor who, dying, issued the command not to give up the ship, lies shrouded in the silken folds of the flag for which he died. A million visitors are here to participate in the glorious celebration. Every road is pouring in a steady stream until the streets are crowded morning and night, the sidewalks and elevated cars are filled to overflowing and the hotel corridors are jammed with visitors. The gaily apparelled soldiery of many states who are to take part in the parade on Saturday began trooping in today, and there was no hour when uniformed men were not moving in some direction. Boat loads after boat loads of passengers, sailors and marines ashore from the big fighting machines hurried to swell the crowd trooping in all directions. Uniformed members of the staff of the arriving governor were everywhere. The two day's celebrations are completed. The great arch at Madison square, upon which the most famous sculptor of America has lavished this genius is practically finished and stands a superb tribute to the nation's hero. It is more beautiful than the arch in the Roman forum.

Today the scrolls of iron and steel lay quietly at anchor off Tompkinsville, a towering spectacle of naval might and power to the tops of thousands who sailed down in tugs, yachts and steamers to see them. The crowd got aboard the Olympia never flagging a minute and as great indignance was shown by Admiral Dewey, a goodly proportion of those who engaged the gangways got aboard. At times the ship was fairly overrun. These crowds and the official visit the admiral received scarcely gave him and his officers any time to breathe. The Jackies got the medals which congress voted them today and proudly displayed them to the admiral. The pugilist, came aboard. Jack loves a fight, and while the big slogger was aboard the admiral's officers were obliged to see the stream of salutes continued without interruption all day. Major General Nelson, at the head of the Washington committee, called to submit the programme for the reception at the national capitol. Major General Merritt and staff, stiff with gold braid, came over from Governor's Island to officially welcome Admiral Dewey in the home of the nation. They were received with all the honors befitting their rank, but the climax was not reached until Governor Roosevelt of New York came down the bay in the afternoon on the yacht Will Dock. He was accompanied by General Francis V. Greene, some officers of the New York Naval Militia and several of Dewey's captains at Manila, including Captain Dyer of the Baltimore. Captain Dyer of the Pease; Captain Wildes, of the Boston, and Captain Walker, of the Commodore. When they got aboard, Admiral Dewey took them over the ship and the sight of the fighting captain set the sea mad with delight. Nothing could restrain their enthusiasm and round the appearance of these officers. Governor Roosevelt was assistant secretary of the party when Dewey was sent to the command of the Asiatic squadron, and Gen. Greene, who served in the Philippines, is a personal friend of the admiral's. The first year's standing. The sight of the captains who were with him during the stress of that hot day in Manila was good for the admiral's eye, so that altogether Admiral Dewey seemed to enjoy this official visit more than any authorities are somewhat disappointed because Governor Roosevelt extended the formal welcome of the state to the admiral before the mayor had an opportunity to offer his official greeting on behalf of the city. This ceremony will occur tomorrow.

While considerable powder was flung into smoke down the bay today, much more will be burned tomorrow, during the great naval parade up the Hudson river. The main parade, unless it is marred by bad weather which the local forecast unfortunately predicts, is expected on this side of the world. The parade will move at 1 o'clock in four divisions. The first will come the warships headed by the Olympia and flanked either side by the torpedo boats. They will be followed by a fleet of white revenue cutters. Following them will be the steam yachts in double column, led by the Corsair, the flagship of the New York Yacht Club. Sir Thomas Layton's Erin has been accorded the honor of heading the starboard column of this division. There will be 187 yachts in line.

It is expected that the line will be nine miles long and that half a million people will be along. The parade will start at the Olympia in the van will move up the North River to the stake boat St. Marys, and old practice ship of the navy, which is moored opposite Grant's tomb in Riverside Park. After rounding the stake boat the Olympia will come to anchor below two beautiful castles representing sea and "Victory" and each

warship in its turn will drop in below the flagship. The national salute of 21 guns will be fired in honor of the hero of Appomattox. The torpedo boats and revenue cutters will anchor opposite the line of warships, under the bluff and between these two lines the civic part of the parade will pass in review.

Rear Admiral Rowton has graciously yielded the precedent to Rear Admiral Sampson in the matter of ship's division. The commander of the South Atlantic fleet will simply be present as a spectator and bring up the end of the line with the Chicago. Rear Admiral Sampson will follow the Olympia in the New York and will fly the red flag while Howison flies the blue.

Tomorrow night the grandest illuminations and fireworks display in the history of the city will occur. Tonight there was a preliminary illumination of rare beauty. All the buildings on the Brooklyn bridge in letters of living fire thirty feet high, flashed the words: "Welcome Dewey" while simultaneously from the towers of the East and North rivers, Staten and Governor's Islands red fire flooded and spouted, and the calm water into a sea of lurid flame and transforming the craft in the harbor into red spectres.

A COMMON TROUBLE.

Thousands Suffer From It Without Knowing Its Real Character. No trouble is more common or more misunderstood than nervous dyspepsia. People having it think that their nerves are to blame, are surprised that they are not cured by nerve medicines and spring remedies; the real seat of mischief is lost in the stomach. Every road is pouring in a steady stream until the streets are crowded morning and night, the sidewalks and elevated cars are filled to overflowing and the hotel corridors are jammed with visitors. The gaily apparelled soldiery of many states who are to take part in the parade on Saturday began trooping in today, and there was no hour when uniformed men were not moving in some direction. Boat loads after boat loads of passengers, sailors and marines ashore from the big fighting machines hurried to swell the crowd trooping in all directions. Uniformed members of the staff of the arriving governor were everywhere. The two day's celebrations are completed. The great arch at Madison square, upon which the most famous sculptor of America has lavished this genius is practically finished and stands a superb tribute to the nation's hero. It is more beautiful than the arch in the Roman forum.

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Carter's Little Liver Pills. SICK HEADACHE. Positively cured by these Little Pills. They also relieve Distress from Dyspepsia, Indigestion and Too Heavy Eating. A perfect remedy for Bile, Nausea, Drowsiness, Bad Taste in the Mouth, Coated Tongue, Pain in the Side, TORPID LIVER. They Regulate the Bowels. Purely Vegetable. Small Pill. Small Dose. Substitution the fraud of the day. See you get Carter's. Ask for Carter's. Insist and demand Carter's Little Liver Pills.

"SUFFER NOT THIS KING."

THE BRITISH AND THE BOER FORCES DRAWING CLOSER.

Together on the Natal Boundary—Kipling Sounds a War Note—Berlin and Lisbon Involved in Negotiations for Peace—The Guards Hurried Forward.

LONDON, Sept. 29.—The Times applies to President Kruger and the crisis. After a spirited poem by Mr. Rudyard Kipling, published in its columns today. Mr. Kipling describing an old desperado king: "Given, unless, avarice, secret, uncontrolled, Laying on a new land evil of the old."

Concludes the poem as follows: "All the right 'y' promise, all the wrong 'y' Stealing the judgment, suffer not this King." The following stanzas are part of Mr. Kipling's poem, which will appear in McCall's Magazine in full: (Copyright 1899 by Rudyard Kipling.) "All we have of freedom—all we see we know This our fathers fought for us, long and Ancient right unnoted as the breath we leave to die by no man's hand, underneath the law."

Mr. A. W. Sharper of No. 61 Prospect street, Indianapolis, Ind., writes as follows: "A motive of pure gratitude prompts me to write these few lines regarding the new and valuable medicine, Sturges' Dyspepsia Tablets. I have been a sufferer from nervous dyspepsia for the last four years; have used various patent medicines and other remedies without any favorable result. They sometimes give temporary relief, but the effects of the medicine were only a few days. I attributed this to my sedentary habits, being a bookkeeper with little physical exercise, but I am glad to state that after I have gained in flesh, sleep better and am better in every way. The course is written not for notoriety, but is based on actual facts." Respectfully yours, A. W. Sharper, 61 Prospect St., Indianapolis, Ind.

It is safe to say that Sturges' Dyspepsia Tablets will cure any stomach weakness or disease except cancer of the stomach. They cure sour stomach, gas, loss of flesh and appetite, sleeplessness, palpitation, heartburn, constipation and headache. Send for valuable little book on stomach diseases by addressing Sturges Co., Marshall, Mich. All druggists sell full sized packages at 25 cents. An Island Attorney General Appointed.

CHARLESTOWN, P. E. I., Sept. 28.—At a meeting of the provincial government held yesterday evening, D. A. McKinnon, representative for the fourth district, was appointed attorney general in place of Hon. O. McDonald, now judge of the county court of Queens county. It is understood that the absence will be immediately held, but there is little doubt of Mr. McKinnon's return, possibly by proclamation.

A Mark of Superiority—"Wherein does man differ from the lower animals?" asked the professor. And the youth answered without hesitation: "He can ride a bicycle."—[Washington Star.]

THE PROPOSED DRY DOCK.

A SITE IN THE CARLETON MILL POND WILL BE GRANTED.

Union Street Will Be Swung to the North and Two More Wharves in Sand Point Slip Will Be Built by the Dry Dock Company in Its Place.

The board of works had a meeting yesterday afternoon to find out if possible what expense the city would be under in giving the proposed dry dock company a dock site in the Mill pond at Carleton. The members of the board of works present were Aldermen Christie (chairman), Allan, Colwell, Robinson, White, Siskhouse, Waring, also Director South, Engineer Peters and ex-Mayor Robinson, with Engineer Kinipple.

Plans were submitted showing the proposed dry dock in the Mill pond. It is 800 feet long, as previously stated, and extends from southwest to northeast. On the plan the entrance to it is about 450 feet wide, and the dock itself extends from the western end of the proposed dock is very near the corner of St. John and Lower streets, which form the southern and western sides of the Mill pond. This site the engineer explained was necessary to obtain a rock bottom for the wharf. According to the plan it is proposed to remove the section of Union street which now lies between Rodney street and St. John street on a straight line and substitute therefor a section of roadway 60 feet wide, which shall begin at the present corner of Rodney and Union, where Wilson's brick store now is, and run with a bend to the west, which will take it over the corner at the dock entrance, from which point the curve will be easterly and end at the corner of St. John and Union street. Perhaps an easier way of understanding the change would be to imagine that the two blocks of Union street between Rodney and St. John be westward four hundred and eighty feet.

This change gives an opportunity of extending the city wharf which now ends at Union street, a little more than 100 feet to the west, thus making another steamship berth. If the city builds wharves on the opposite side of the Mill pond, a slip from that end of a 400-foot wharf opposite the 400-foot wharf before spoken of. This gives an opportunity of about 800 feet more wharf room. The above as pointed out by Mr. Robertson and Engineer Kinipple yesterday afternoon. Brevet Lieutenant-Colonel M. Robertson spoke as if the construction of wharves on the north side of Sand Point slip, opposite the present wharves, was a certainty. Ald. Colwell stated that the building of these wharves was not yet decided upon and he thought it might be some time before they were. Mr. Robertson said he was sure they would be built at once. They were necessary, he said, further that the wharf property owned by the city was valuable. If the city desired to sell the wharf property, it would be a great loss to the city in three months who would give 10 per cent. more than the wharves and improvements had cost. The discussion was informal with frequent references to plans and without strict attention to parliamentary rules. A report of the proceedings as a debate on the subject of the wharves was chiefly whether the city should give the proposed company the right to the additional wharf sites, or if the city should reserve to itself the right to these two 400-foot sections. In either case the company appeared to have had their minds made up to give the Mill pond site for the dock. Mr. Robertson in answer to questions said he should like to be given the wharf room, and in answer to further questions said if it was given to him he would guarantee the construction of wharves equal to those built by the city. Engineer Kinipple said it would take five years to complete the dry dock; that the wharves could be built in less time, perhaps two or three years. The section in which the site was located on the plan was the only one in which rock bottom for a foundation was to be had. In answer to Mr. Colwell, Mr. Robertson said the company would expect to stand expropriation charges in changing the site of Union street and also rebuild the street. Ald. Waring, after Mr. Robertson and Mr. Kinipple retired, said that the control of the wharf would be of great value to the company should they ever undertake ship construction. The other aldermen decided that the company would be a difficult one to organize and Mr. Robertson should be given all the assistance possible. Ald. White pointed out that no matter how the wharf would be controlled, the city could not fail to be benefited by their construction. Resolution was passed, but it was tacitly agreed to give the wharf site and the wharf rights at the entrance. In view of this Engineer Peters was instructed to confer with Engineer Kinipple and draw up an accurate description of the property to be transferred to the company. The discharge is now being made to Mr. Robertson and to the city.

There was some talk of the extra expense that would be in changing the sewerage system. The discharge is now into the Mill pond. In the connection Director Smith said that the Mill pond would have to be closed up any way. The flow from it would necessitate the dredging of about three feet of material from the present berths each year. Engineer Peters showed that little ex-

proportioning would have to be done as most of the property over there was leased from the city and the leases could be terminated at almost any time. The C. E. owns a section and W. Frank Hathaway has one or two lots.

Britain's Forces at the Cape. The forces in, on the way or under orders to proceed to South Africa, on the 16th instant, besides transport and medical department detachments, include six regiments of cavalry, 11 batteries of artillery, six companies of engineers and 16 battalions of foot, was as follows: Cavalry—6th Dragoon Guards Lt Col S Baden-Powell; 8th Dragoon Guards Lt Col B D Miller; 13th Hussars Lt Col C B H Wolesley Jenkins. Artillery—1st Battalion Royal Field Artillery; 10th Battalion Mountain Division Royal Garrison Artillery; 14th Battalion Royal Garrison Artillery; 1st Battalion Western Division, R G A. Engineers—7th field company, 8th railway company, 10th railway company, 23rd field company, 25th field company, 29th fortification company. Infantry—1st Battalion Northumberland Fusiliers, Lt Col G C Morley, C B; 1st Battalion King's Liverpool Regiment, Lt Col G D Carleton; 1st Battalion Devonshire Regiment, Lt Col S H Yale; 1st Battalion Leicestershire Regiment, Lt Col J H Hinde; 1st Battalion Royal Norfolk Regiment, Lt Col R G Kekewich; 2nd Battalion Berkshire Regiment, Lt Colonel J C Egan; Gordon's Highlanders, Lt Col R G Gunning; 2nd Battalion, Lt Col G G Grimwood; 1st Battalion, Lt Col G B D S O A G; 1st Battalion, Lt Col R H Gunning; 2nd Battalion, Lt Col E S Evans; 2nd Battalion Royal Highlanders, Lt Col J H Dick-Cunyngham; 3rd Battalion, Lt Col J H Dick-Cunyngham; 4th Battalion, Lt Col J H Dick-Cunyngham; 5th Battalion, Lt Col J H Dick-Cunyngham; 6th Battalion, Lt Col J H Dick-Cunyngham; 7th Battalion, Lt Col J H Dick-Cunyngham; 8th Battalion, Lt Col J H Dick-Cunyngham; 9th Battalion, Lt Col J H Dick-Cunyngham; 10th Battalion, Lt Col J H Dick-Cunyngham; 11th Battalion, Lt Col J H Dick-Cunyngham; 12th Battalion, Lt Col J H Dick-Cunyngham; 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201st Battalion, Lt Col J H Dick-Cunyngham; 202nd Battalion, Lt Col J H Dick-Cunyngham; 203rd Battalion, Lt Col J H Dick-Cunyngham; 204th Battalion, Lt Col J H Dick-Cunyngham; 205th Battalion, Lt Col J H Dick-Cunyngham; 206th Battalion, Lt Col J H Dick-Cunyngham; 207th Battalion, Lt Col J H Dick-Cunyngham; 208th Battalion, Lt Col J H Dick-Cunyngham; 209th Battalion, Lt Col J H Dick-Cunyngham; 210th Battalion, Lt Col J H Dick-Cunyngham; 211th Battalion, Lt Col J H Dick-Cunyngham; 212th Battalion, Lt Col J H Dick-Cunyngham; 213th Battalion, Lt Col J H Dick-Cunyngham; 214th Battalion, Lt Col J H Dick-Cunyngham; 215th Battalion, Lt Col J H Dick-Cunyngham; 216th Battalion, Lt Col J H Dick-Cunyngham; 217th Battalion, Lt Col J H Dick-Cunyngham; 218th Battalion, Lt Col J H Dick-Cunyngham; 219th Battalion, Lt Col J H Dick-Cunyngham; 220th Battalion, Lt Col J H Dick-Cunyngham; 221st Battalion, Lt Col J H Dick-Cunyngham; 222nd Battalion, Lt Col J H Dick-Cunyngham; 223rd Battalion, Lt Col J H Dick-Cunyngham; 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