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Cold Weather Coming.

Use Weather
Strips and keep
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Bosley's Rubber Weather Strip the Best.

- 1 inch size, with wood back, per foot, 8 cents.
2 inch size, " " " " 5 cents.
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CLOTHING TO ORDER

At Ready-to-Wear Prices.

SUITS TO ORDER	Fall and winter Cloths for our FINE TAILORING are here. Newest shades, latest patterns, lowest prices. Read these, then come and see the goods and if they suit leave your measure. We guarantee the fit.	OVERCOATS TO ORDER
\$10, \$12,		\$10, \$12,
\$13, \$14,		\$13, \$14,
\$15, \$16,		\$15, \$16,
\$18, \$19,		\$18, \$19,
\$20 and \$22.		\$20 and \$22.

J. N. HARVEY, OPERA HOUSE BLOCK,
193 UNION STREET, ST. JOHN, N. B.

SPORTING GOODS.

We carry a first-class line
of
GUNS, AMMUNITION and
General Shooting Supplies.Cartridges loaded to order with any
desired load.
Good guns for hire at reasonable
rates.KEE & BURGESS,
193 UNION STREET.

FALL WOOLLENS.

My stock of Imported and Domestic Woollens now open.

J. P. HOGAN, 101 Charlotte St., Opp. Hotel Dufferin, Telephone 1281.

DAN. McGILLICUDDY'S REMARKS.

About the Recent Press Excursion to
St. John and the Clam Lake.Barin's few mistakes in spelling the
following remarks by Dan McGillicuddy
in his paper, the Goderich Signal,
appear to be all right:"Shortly after 6 o'clock St. John, N.
B., was reached, and, after a little pri-
vate sight-seeing had been indulged
in, a public drive through the city and
parks was had. St. John was developed
into a handsome and progressive
city, and the spirit of enterprise is evi-
denced on every hand. In the after-
noon the travelling press party were
the guests of the local press people,
and the hospitality extended was in the
shape of a trip on the ferry, a short
railway ride to the sea shore and a
clam bake on the beach. Swimming
was also indulged in by some of the
clubbiers, but the appearance of the
participants as they returned from the
"dip" did not warrant the belief that
it was over-enjoyable to any great ex-
tent, although some of the victims
talked otherwise, with chattering teeth
and trembling limbs. One of the more
truthful adjectives up the situation by
saying, "Yes, it's cold; it wouldn't
have done a bit of harm if the gas
jets had been kept lit under it just
two minutes longer." But the clam
bake was a howling success, and as the
good things were spread before the
guests, and song and sentiment mingled
with the odor of seaweed, the tempt-
ing clam, the rotund hard-boiled
egg, and the toothsome chicken, with
trimmings to suit every palate, a gen-
eral feeling pervaded the assemblage
that it was good to be there, and that
the press club of St. John were jolly
good fellows. Senator Ellis, the Nest-We've been east, and we've been west,
And we have made our runs quick;
But the best clam bake we ever struck
Was at St. John's, New Brunswick."
D. McG.

PUSHING NEW RAILWAY LINES.

(St. Andrews Beacon.)

E. W. Cram has been elected presi-
dent of the newly organized Fish River
Railway Company. The new road, to be
built from Ashland, on the Bangor
and Ansonia railroad, to Port
Kent, on the St. John river, a distance
of about fifty miles. Three surveying
parties have already been started, out
over the country, making preliminary
surveys for a route. It is expected that
they will finish their work long before
the advent of cold weather; but it does
not seem probable that the work of
construction will commence before next
spring.

EMINENTLY CORRECT.

(Chicago Tribune.)

"What is the matter with me, doc-
tor?""Madam, you have what is known as
the golfing spine. Some of our best
people are suffering from it this year."
"You have taken a great load off my
mind, doctor. I was afraid you would
say something was wrong with my
backbone."NEW YORK, Oct. 4.—The same
strong northerly which yesterday
blew the Columbia to victory pre-
vailed this morning. It soured across the
lower bay and kicked up white caps
in every direction. It made the flags
and pennants on board the fleet an-
chored inside the Hook as straight as
boards, and out to sea sent a lot of
coasters down the Jersey shore at a
lively pace. The wind was blowing
from 10 to 30 knots. In fact it seemed
to have more power than at the same
time yesterday, due, perhaps, to a
storm reported near the Bermudas.
Nearly all the pilot boats on the sta-
tion of Sandy Hook were well reefed
down, and only the heavily laden
coasting schooners were able to carry
all sails. There was an added touch
of frost in the air, but overhead a
brilliant sun shone from a clear sky,
and wind and weather were absolutely
perfect for the day's contest.Under the rules today's race was
fifteen miles to windward or leeward
and return, and it was a foregone con-
clusion that the course would be a dead
run before the wind to the first mark
and if the wind held true, a long beat
back to the finish, it was in just such
a race as this two years ago that the
Columbia gave the Shamrock a
beating of over six minutes. It was
again Shamrock's weather or at least
what the golden yachtsmen have been
asking for.The yachtsmen experts looked forward
with keen interest to the splendid run
before the wind today as promising a
fair test of the Shamrock's ability in
that direction. Yesterday the Ameri-
can boat demonstrated her superiority
on both the close reach and the wind-
ward work, but as yet the two races
have not met under good conditions in
a sun square before the wind. While
Saturday's race was of this descrip-
tion, the wind was so light and uncer-
tain that none of the sharpshooters
was as decisive.The crew of both yachts spent the
early morning in a final and thorough
inspection of rigging and sails to make
sure that nothing had been sprained or
weakened by the triumph of the
Columbia. Both yachts got away from the
start earlier than usual this morning,
the Shamrock holding her main sail
inside the Hook. The Columbia, how-
ever, went out under bare poles, and
which also expressed both the yachts-
men and the spectators. The
splendid breeze still held true and
strong and way out beyond the light-
ship was kicking the blue water into
white caps.

ENGLISH OPINION.

LONDON, Oct. 4.—The British news-
papers enthusiastically congratulate the
United States upon the triumph of the
Columbia and concede that the Sham-
rock II. is outclassed on all points of
sailing. The British experts now in
New York all cable similar views,
which also express the opinion of the
correspondent of the Fall Mail Gazette, as
follows:"The New York Yacht club has every
right to be proud of its boat. There
is no question of want of wind, lack of
a clear course, or the disadvantages of
a bad start. Barr simply gave Sym-
onds a good long start and then went
out and knocked the head off him. The
America's cup has ceased to totter.
The splendid showing of the American
boat won the unqualified admiration
of the English contingent, and their
congratulation that so superb a craft
existed.""Not without hope, better luck next
time," Sir Thomas Layton cabled to
Mr. Carmichael, his manager, who re-
plied:

"Go in and win, three off the reel!"

RACE BULLETINS.

NEW YORK, Oct. 4, 8:15 a. m.—A
piping 18 knot wind is blowing out of
the northwest, weather clear and sea
comparatively smooth, promising an-
other ideal racing day for the Colum-
bia and the Shamrock.8:30 a. m.—The wind still holds
strong and both yachts are going out
to the starting line under tow.10 a. m.—Both yachts dropped their
tows and are manoeuvring about the
lightship. The wind is 15 knots an
hour from the northwest.10:48 a. m.—Preparatory gun fired at
10:45. The committee boat set a signal
for a course fifteen miles south south-
east to leeward and a beat home.10:55 a. m.—The warning gun was
fired at 10:55 a. m.10:57 a. m.—Both boats are to wind-
ward of the line on the port tack.11 a. m.—They are off, Columbia in
the lead.11:06 a. m.—When the starting gun
was fired both boats were well back
of the line. Both broke out their spin-
ners as they headed for it. Sham-
rock being the quickest, Columbia
crossed first giving her rival the covet-
ed position astern.11:07 a. m.—Apparently the handicap
gun was fired before either boat crossed
the line.11:12 a. m.—Columbia appears to hold
her lead about three lengths.11:15 a. m.—The official time of the
start given by the Marconi wireless
telegraph was—Columbia, 11:02;
Shamrock, 11:05.11:17 a. m.—Columbia continues to
lead slowly.11:27 a. m.—Shamrock seems to be
overhauling Columbia.11:30 a. m.—Shamrock has passed
Columbia and seems to be pulling
rapidly away from her.11:47 a. m.—Shamrock still leading by
at least 100 yards.

11:54 a. m.—Columbia crossed the

starting line just fifteen seconds after
the handicap gun.11:55 a. m.—Shamrock apparently has
pulled away a bit more and at present
rate of sailing will turn the first mark
well within her time allowance to Colum-
bia.11:57 a. m.—Shamrock crossed the line
just 30 seconds after the handicap gun.
12:00 p. m.—A favorable slant of wind
apparently enabled the Columbia to
close the gap a little. The boats are
now within three miles of the outer
mark.12:13 p. m.—Columbia gains slightly.
12:33 p. m.—The wind is now ten
knots. Shamrock forty seconds ahead.
12:42 p. m.—The boats are very near
the outer mark. Shamrock still lead-
ing.12:50 p. m.—Shamrock turned outer
mark 12:48:57 (unofficial time).
12:51—Columbia turned outer mark
12:48:45 (unofficial time).12:54 p. m.—Shamrock has gone on
the starboard tack. Columbia, luffed
around the mark and went off shore
on the port tack.12:54 p. m.—Barr held the port tack
but an instant and then went on the
starboard tack, both yachts heading
for the Jersey shore.12:59 p. m.—Marconi wireless reports
that Shamrock turned the outer mark
seconds ahead, unofficial.1:14 p. m.—Official time of turn as
given by Marconi wireless—Shamrock,
12:48:46; Columbia 12:49:35.

1:14 p. m.—The Columbia is ahead.

1:21 p. m.—Columbia passed the
outer mark at 1:20.1:24 p. m.—Columbia is now nearly
a mile to windward.1:45 p. m.—The wind holds true at 15
knots. Both boats are still on the port
tack.2:03 p. m.—Columbia has gone about
on the starboard tack and still holds
her lead.2:04 p. m.—Shamrock quickly follow-
ed around on the starboard tack.2:16 p. m.—Columbia has gone on
port tack, closely followed by Sham-
rock.2:23 p. m.—The Shamrock is now ap-
parently ahead, as developed on the
last tack.2:26 p. m.—Shamrock is now on the
port tack, heading well north, and may
be able to fetch the lightship in the
next tack. The yachts are splitting
tacks.2:34 p. m.—Both yachts are now on
the starboard tack. Shamrock ahead.
The wind dropping.2:46 p. m.—Both boats now on the
port tack. Shamrock apparently
slightly in the lead. It is a close race.

ANOTHER FLYING MACHINE

Falls to Work and Almost Drowns
the Inventor.NEW YORK, Oct. 4.—Herr Kress,
inventor of an air ship, started Thurs-
day afternoon on another trial flight
on the Tullbach reservoir, says the
Vienna correspondent of the Herald.
The result was disastrous. After
going a certain distance, Herr Kress
started his motor at full speed ahead,
which caused the forward part of the
flying machine to rise about thirty-five
centimetres out of the water. On ris-
ing to this height, the whole machine
suddenly lost its equilibrium and aver-
sely over to the right. This caused it to
fill with water, and it sank like a
stone. The water at this point is 15
metres deep. Herr Kress, who was
alone in the flying machine, was car-
ried down with the ship, but thanks to
the life preserver he wore, he raised
himself to the surface and was able to
grasp the poles which the officer
and engine man, who were witnesses of
the accident, held out to him. The
aged inventor—he is more than 70
years old—was in a very exhausted
condition, and had sustained some
slight injuries. The flying machine
went to the bottom. It will be fished
out today when it will be seen if it is
still in working order.

HETTY GREEN'S HUSBAND DYING.

NEW YORK, Oct. 4.—A special to
the Press from Bellows Falls, Vt.,
says: "Edward A. Green, husband of
Hetty Green, the richest woman, is dy-
ing in the Green homestead here. He
has been in failing health for several
months. Mrs. Green was called from
New York arriving late last
night. The only son, Edward H. R.
Green, railroad man and politician of
Texas, is on the way east."

DEAD BODY FOUND.

ST. ANDREWS, Oct. 4.—The body
of a man was yesterday found lying on
the beach near Johnson Cove, Bayside,
St. Croix river. The body evidently
had been in the river for some time.
An inquest will be held today by Dr.
J. A. Wade, coroner, who ordered the
body enclosed in a coffin and brought
into St. Andrews.

HON. DAVID LAIRD.

(Calgary Herald.)
The Hon. David Laird, Indian commis-
sioner, arrived in the city last night, and
is here today making arrangements for
the mass gathering of Indians, which will
take place at Shaganappi upon the occasion
of the royal visit. Mr. Laird is a veteran
of the Northwest, having been the first lieut-
enant governor of the Territories. When
he first took up his residence at Fort Polli,
and later at Battleford, his secretary was
A. B. Forget, now lieutenant governor. It
was rather a curious circumstance that when
Mr. Forget vacated his position of Indian
commissioner to become lieutenant governor,
his place was taken by his former chief,
his place well up in years, Mr. Laird is still
active and vigorous, his commanding height
making him noticeable wherever he goes.

A NEAT EDITORIAL.

Seldom has an editor so pleasantly per-
sonal an announcement to make as that of
Ledy Clementine Hay, daughter of the Mar-
quis of Tweedale and editor of "City Star-
rows," the magazine of the Children's
League of City, who writes in the current
number for this month:"I must begin my notes by telling you
some news about my name. I am
going to be married in November to Mr.
Walter Waring, of the First Life Guards. I
shall of course have good wishes for my
future happiness, and sincerely hope you
all may be as happy and lucky as I am."

TRAIN WRECK.

Four Killed and Six Fatally
Injured.Awful Result of Wrong Order of
Train Dispatcher on Quebec
Central.SHERBROOKE, Que., Oct. 4.—Two
Quebec Central passenger trains, one
leaving Sherbrooke and the other leav-
ing Quebec, collided near Thetford
Mines yesterday morning. Four train
hands were instantly killed, and six
others fatally injured.
The dead are Engineer James Atto,
fireman, Richard Dean; mail clerk,
Roy, all of the north bound train, and
Clerk Lechane. The fatally hurt
are: Fireman Chas. Dods, Baggage-
man Dan Niles, Baggageman Foster,
Conductor Wiggett, brakeman Caron,
and Conductor Doyle, all of Sherbrooke.
Fireman John Conan, Belet of Sherbrooke,
is also injured.The cause of the accident was an er-
ror on the part of the dispatcher at
Sherbrooke. He ordered No. 15 to
cross No. 2 at Black Lake, and ordered
No. 2 to cross No. 15 at Robinson,
and it was between these two stations
that the trains met, as each train was
making for the station at which or-
ders were held to cross.At Robinson the operator got word
that the south bound train had left
the next station and to hold No. 2, but
it was too late, for No. 3 had just left.
The agent sent an engine to chase it
to prevent the meeting, but owing to
curves the pursuing engine could not
catch up.It is rumored that the man responsi-
ble for the accident has disappeared.
He had been in the company's employ
for over twenty-five years and it is
said this is the first mishap ever at-
tributed to him.Engineer Atto was regarded as one
of the best men on the road and was
about forty years of age, and leaves
a widow and four children. Fireman
Dean, 34, leaves a widow. Mail Clerk
Roy belongs to Quebec.

LIBERAL CHURCHMEN.

Important Action Taken by the
House of Bishops at San
Francisco.SAN FRANCISCO, Oct. 4.—The
House of bishops of the Episcopal tri-
ennial convention, by a vote of 47 to
31, has decided to accept the report of
the committee appointed at the last
convention to report on the marginal
readings that may be substituted for
the present readings of the scripture.
With concurrence of the house of de-
voted the action of the bishops will
become a canon of the church of Amer-
ica.From the attitude of the bishops to-
ward this matter, it is supposed that
a majority of the higher house is in-
clined to be liberal and less orthodox
as opposed to the desires of those
churchmen of both clergy and laity,
who desire high church forms and ob-
servances and the changing of the
name of the Protestant Episcopal
church to the Catholic Church of Amer-
ica.

KRUGER BREAKING DOWN.

THE HAGUE, Oct. 4.—A. D. Wol-
mans, one of the Boer envoys who
has been visiting Mr. Kruger at Hil-
versum, found the mental condition of
the former president of the Transvaal
to be by no means satisfactory. Mr.
Kruger is slowly growing weaker, phy-
sically and mentally. His slowness in
reaching a decision on important ques-
tions is found to be a serious hind-
rance to those working in Europe in
behalf of the Boer cause. At the
slightest question regarding his health
Mr. Kruger exhibits intense irritation,
and vehemently denies that anything
is wrong. The approach of winter
causes anxiety, as Mr. Kruger refuses
to leave Holland. According to a re-
mark made by a prominent Boer, the
former president's condition would
long since have been much worse if
hated of Great Britain did not nerve
him to continue.

THE BANGOR FESTIVAL.

BANGOR, Me., Oct. 2.—An audience
of about 2,500 people attended the open-
ing concert of the Maine musical festi-
val here tonight. The programme
consisted of popular and operatic se-
lections and the principal singers were
Mme Suzanne Adams, soprano; Signor
Campanari, baritone, and Gwyllim
Miles, basso. All were warmly receiv-
ed. The work of the orchestra was
excellent, the instrumental feature be-
ing Tschadkowsky's 1312 overture
which was brilliantly performed. The
chorus numbered 600 voices and sang
with commendable spirit. The concert
was, on the whole, highly satisfactory.

ON THE WARPATH.

ALBUQUERQUE, N. M., Oct. 4.—
Word has been received that a re-
negade band of Indians from the San
Carlos reservation is in the Mogollon
country, south of this city, and that
five persons were killed by them at
Fallow Creek, near the old war path
rendezvous of Victor and Geronimo
a few days ago. No particulars of the
outbreak have been received. United
States Marshal Forsaker is now at Sil-
ver City, and probably will go to the
scene before returning here.

HE TOLD HIS NAME.

A little boy who was asked his name an-
swered: "Well, they call me James for
short, but my maiden name is James."
Brooklyn Eagle.

OVER-GAITERS

Our Over-Gaiters for Ladies,
Misses and Children have ar-
rived. They are

PAOKARD'S

PERFECT FITTING.

Lowest prices.

OPEN EVERY EVENING.

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Organs tuned and repaired by experienced
workmen.
All orders will receive prompt attention.

MISS S. O. MULLIN

Carries the most fashionable stock of
Millinery to be had in St. John City.
Style unequalled. Prices real moder-
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For Ladies and Gentlemen.

JOHN DE ANGELIS.

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A GOOD INVESTMENT.

It will pay you to have your work
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pet Laying, Furniture Polishing and
Packing, Repairing, etc. First Class
work at moderate prices.

FRED H. DUNHAM,

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STYLES TO FIT EVERY FOOT.

AT PRICES TO PLEASE EVERY PURSE.

A well fitted shoe is the best
corn cure.

Repairing promptly attended to.

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site St. Luke's Church, N. E.)

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PORK PACKING ESTABLISHMENT

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a City Market.

5

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famous Boston-made boots and shoes
for men. Best in town!

JAMES V. RUSSELL,

677 Main Street, St. John.

NOT PAINT HEARTS.

Paint hearts are not toting many
fair ladies these times. It's the faint
hearted account that fails to come out
winner.—Washington Post.Coughs, colds, hoarseness, and other throat
ailments are quickly relieved by Vapo-Cresol-
ene tablets, ten cents per box. All druggists.

JUST SO MANY TIMES.

"See here!" exclaimed the boy's mother,
as she ejected him from the pantry, "how
many more times must I tell you to keep
away from these jam tarts?"
"How many more jars are there, ma?"
inquired the boy.