

## HOSIERY!

We never were in a better position to supply your Hosiery needs than at the present moment, and that's saying a great deal, because we have always had a Hosiery reputation.

### 4 Specials Ladies' Hosiery Specials

Ladies' plain Cashmere Hose seamless foot and double heel and toe, special at per pair . . .

25c

Ladies' plain Cashmere Hose seamless foot, double heel and toe, at per pair . . .

37 1-2c

Or 3 pair for \$1.00.

### Children's Hosiery

Children's ribbed Cashmere Hose, double knee and double heel and toe, at per pair . . .

25c to 60c

Children's ribbed Cashmere Hose, double knee and double heel and toe, at per pair . . .

18c to 40c

### ...Gloves...

The newest fall shades manufactured by one of the best French glove manufacturers, every pair guaranteed by the maker, at per pair . . .

\$1.00, \$1.25 and \$1.38

### Underwear

On Monday we will be prepared to show the best Underwear made in Canada. They come to us direct from the two best mills in Canada.

**WILLIAM FOREMAN & CO.**

## Close Inspection

Is never to be feared by a store which has right goods at right prices. At any rate we have served people here for years and we still invite the closest inspection of our goods and our business methods. We sell and buy on a cash basis and guarantee perfectly fair and honorable treatment under all circumstances.

Our prices are

**10 to 20 per cent**

Lower than other houses selling on time.

**J. L. Campbell, The Boston Shoe Store**  
We do all Mending Right.

## Stove Talk

Westman Bros.

ARE THE ONLY DEALERS FROM WHOM YOU CAN BUY

### The Jewel Stoves and Ranges . . . .

In the city. These Stoves have had **thirty years'** successful sale and are eminently satisfactory to every purchaser. Buy a Stove that is right and it will be right all the time. Buy a stove that is wrong and it is an annoyance all the time.

## Buy a Jewel

And You do not Run any Risk

## Westman Bros.

Sole Agents, Chatham, Ont.

Chatham's Millinery Store Chatham's Millinery Store

### FALL OPENING OF 1901

WEDNESDAY, SEPTEMBER 25TH

We cordially invite you to attend our opening on SEPT. 25TH, at which we will show an entirely new line of the latest and best Paris and New York patterns. Our line of goods this fall is complete in every detail and we guarantee our prices.

**C. A. Cooksley, Opposite the Market**

## DERBY OF THE WATER FURNISHES GREAT FINISH

Story of Saturday's International Yacht Race—Capt Sycamore Outgeneralled the Yankee Skipper—To-morrow's Contest.

New York, Sept. 30.—In the closest and most soul stirring race ever sailed for the old America's cup the white flyer Columbia Saturday beat the British challenger over a windward and leeward course of 30 nautical miles by the narrow, heart-breaking margin of 39 seconds. As Lipton's latest aspirant for cup honors must allow the defender 43 seconds on account of the extra 833 square feet of canvas in her sail area, the official record, under the rules, gives her the victory by 1 minute and 22 seconds. As a spectacle the contest was superb. From the time the two skyscraping racers crossed the starting line until they fled across the finish line four and a half hours later the result was in doubt and the excitement aboard the excursion fleet increased until men became frenzied and women almost hysterical.

So evenly matched were these two scientific racing machines that never after they started were the rival skipper out of each other's hair, and more than three-quarters of the time they were so close that Charlie Barr, who had the titular aboard the American, could have tossed a biscuit to Capt. Sycamore on the Shamrock. For miles as they beat their way to the outer limit the black shadow of the Shamrock's huge club topsail was painted on the big mainsail of the Columbia, and for an hour on the run home, with the two yachts flying like sacred deer before the wind, they ran almost beam to beam as if they had been harnessed together.

**GREATEST OF ALL RACES.**  
The memory of the races between the Genesta and the Puritan in 1885, and Lord Dunraven's first Valkyrie and the Vigilant in 1893, which have been treasured by yachtsmen up to this time, will be forgotten after the magnificent duel of Saturday. It will live forever in the memory of those who witnessed it.  
As a result of Saturday's race, though faith in Columbia still remains in the hearts of the patriots, all the experts admit that the British boat is the ablest sloop ever sent to these waters to lift the black shadow cup which the old schooner America brought across the Atlantic 50 years ago, and that the superiority of American seamanship and American naval architecture, as represented by the defender, remains to be established. The quality of a sailing ship is measured by her ability to carve her way into an adverse wind, and in this 15-mile stretch to windward Saturday's contest on the challenger gained 39 seconds, while on the run home her lead was eaten up and the Columbia crossed the finish line exactly 39 seconds before the Shamrock. The defender, however, had, however, the challenger had the weather gauge in the heat to windward—no mean advantage—and the nautical experts said after the race that the challenger's journey she had been sailed to absolute perfection, while before the wind the American yacht not only showed a fleet pair of heels left, in the opinion of the shore, but better handled.

**WHOLE COURSE WAS VISIBLE.**  
Disappointed by the fluke of Thursday the crowd which sailed down to Sandy Hook Lightship Saturday was somewhat smaller than on the opening day, but even so, the colony of steamers, steam yachts, tugboats, and excursion craft of every description formed an angle at the starting line mile along. It was an ideal day for a race. The haze which had hung over the bay and shore in the early morning here lifted, making the whole course visible to the thousands along the Long Island coast. As the boats approached the finish line the Columbia leading by half a length, all the pent up enthusiasm burst forth. About a quarter of a mile before they reached the line the golden post blanketed the white one and for a moment the two yachts side and looked as if she would be first home. Cheers died in patriotic throats. Suddenly, as the Columbia luffed off and got her wind clear, she forged ahead and came tearing down like mad.

As she crossed three lengths ahead, the enthusiasm broke out again with redoubled energy. Every Yankee skipper grabbed his whistle cord and made a terrible noise and din. Sirens wailed and the white steam jets made it look as if every ship in the fleet had broken her steam chest. The Corsair, J. P. Morgan's steam yacht, threw her powder into smoke. Everybody cheered. Men and women jumped up and down for very joy. Not a few hats were tossed into the air and fell overboard, but their owners cared not.  
The Corsair set American flags at both peaks, gaffs and taffrail. Soon the whole fleet blossomed out in the national colors. The Corsair went alongside the defender and her crew gave three cheers, which the Yankee tars aboard the Columbia answered with loud heads. The whole fleet seemed anxious to escort the Columbia to her anchorage.

**SALUTED LIPTON.**  
Meantime the Shamrock had taken a tow from the tender and had drawn out of the rack of the steamers. Escorted by the Erin, which showed a big hole that the revenue cutter Graham had stove in her port quarter, she headed for her berth behind the hook. Some of the excursion boats dropped back to salute the popular sportsman who had been game enough to make a second effort to lift the cup and then the whole fleet moved on in mad race for home, many of the skipper keeping the whistles going until they reached the Narrows at the entrance of the upper bay.

**FINE SAILING BREEZE.**  
When the two yachts were towed out to Sandy Hook Lightship there was a fine sailing breeze blowing nine knots from a little south of east, with

a possible promise of becoming more southerly as the day progressed. The long, greasy swell, always a forerunner of a storm, came in with considerable force, and the roll of the sea from southward, caused by the disturbance down the coast, made it unpleasant for those not accustomed to ocean waves.

The Columbia hoisted her white sails and awaited them up till they showed not the slightest wrinkle or soft spot in their whole surface. When once her canvas was sheeted home the Columbia cast loose from her tug and took a spin seaward, steering away to the southeast in order to test the strength of the wind and sea. The Shamrock, when she let go her tow, stood to the eastward and in a series of preliminary tacks got her canvas in trim for the serious business of the day. The wind had freshened a bit when the tug Navigator with the regatta committee aboard anchored at the southeasterly end of the line with the Sandy Hook lightship forming the other extremity. Soon afterwards a signal was hoisted on the committee tug denoting that the course would be east by south, 15 miles to windward and return.

**THE PREPARATORY GUN.**  
The preparatory gun was fired at 10.45. Columbia had secured mean-while a berth to windward of the line while Shamrock was curvetting about at a considerable distance to leeward. Baby jibs were hoisted in steps on both boats and the Britisher was first to break out jibs to the breeze. Capt. Sycamore was at her tiller down on the leeward side as usual. On the Columbia Skipper Barr was at the wheel. The force of the wind was now fully nine knots an hour. It was sometimes puffy and occasionally reached the dimensions of a scupper breeze when the yacht heeled to its strength.

The warning gun was fired at 10.55 and at that time both yachts had worked to windward of the line with Shamrock now in the weather position. At the warning signal both yachts bore down and came to leeward. Then the Columbia luffed sharply on the port tack with Shamrock close on her heels. At 10.58 the Columbia went on the starboard tack, this maneuver being repeated by her rival. The Shamrock luffed up to windward of the Columbia and, when the starting gun came, had a splendid position and went over the line two seconds ahead of her rival and well placed in the weather berth. For once the doughty Charlie Barr had met his equal in the starting trick.

Columbia tried in vain to work out through the lee of her opponent. Several short tacks were taken, but in spite of all efforts she could not get clear. She was jammed under the lee of the challenger, a position not often occupied by the old defender. The Columbia on the port tack tried to cross the bows of the Shamrock, but in vain. The challenger, having the right of way, forced her about. Instead of going under her rival's stern the Columbia preferred the position under her lee bow so long as she could get the wind free. At 11.40 Shamrock had a good lead of nearly 300 yards.

The 15-mile stake was turned by Shamrock at 12.12, and Columbia followed 41 seconds later. Allowing for the two seconds advantage at the start Shamrock had gained 39 seconds on the windward run and had but seven seconds more to pick up on the 15-mile run before the win to windward.

The wind slackened a little, however, and by the end of the next hour Columbia had closed the gap.  
Then for the remaining distance of the course it was a see-saw. There wasn't wind enough to prevent the three big sails, main, spinnaker and bilboon jib, from flapping frequently. Once Shamrock moved a length ahead.

**ON EVEN TERMS.**  
When two miles from the finish they were still on even terms and for miles through the race one skipper could have tossed a biscuit to the other. But a puff at this time favored the defender, and she began to dig ahead. So close was the finish, though, that most of the evening dories that had tugs following the races, sent bulletins to the city by the Marconi system and yachts that Shamrock had finished first but that Columbia got the race on time afterwards.  
Extras were on the streets when the people who saw the races from revenue cutters and excursion steamers reached the city, announcing such to be the finish and corrected extras had to be issued later when the official time was given.

**LIPTON STILL HOPES.**  
When it was all over, Sir Thomas Lipton showed himself the thorough sportsman he is. "Well," he said, as he stood on the deck of the Erin, "I don't see dot against us. But in my own heart, I am just as hopeful as I was this morning, for I feel that if I only have a wind I am all right. It was a fair and square race, no flukes, but it was not Shamrock's day. We want a breeze that will put that deck six inches under water and then you'll see a race. (But be sure of one thing—I was licked fairly Saturday.)"  
Capt. Job Wringe, who was on the bridge of the Erin at Sir Thomas's elbow, said: "If we get a trade breeze, we will lift the cup yet. A nine to twelve knot breeze is what we want."

### THE STYLE OF HAIR WORK.

Is an important factor to produce a younger and refined face and a well shaped head to any Lady or Gentleman. Prof. Dorenwend, who will be at the Garner House, Chatham, Tuesday, Oct. 1, can demonstrate this to anyone calling on him at his show rooms. He has Ladies' and Gents' Wigs, Toupees, Bangs, Wavy and Plain Fronts. Switches in every length and shade, that he will gladly adjust on any Lady's head free of charge to prove this. Don't Fail to See Him.

## Umbrellas—We Tag Them

Big direct buying counts in umbrellas just as it counts in tweeds. Your umbrella would cost more if we had not bought it to the best possible advantage for you.

This is a very practical stock. Every grade from a zanilla at 50c to a slender, close-rolling taffetta at \$3.00. Lots of distinctive handles, and some of them look a good deal more expensive than they are.

At \$2 and upwards we tag the umbrella if you like. Fasten a silk label in the frame with your name and address. That gives the other man a chance to send it back.

### Thornton & Douglas

### Fall Suitings

OUR range of Suitings for this fall will comprise many of the latest and most popular patterns. These goods are all from the best foreign mills and will be offered at the lowest possible prices.

### Albert Sheldrick

Merchant Tailor and Direct Importer

### LONG SERVICE

The Efforts of James Gardiner in Sunday School Work Suitably Acknowledged Yesterday.

Yesterday was rally Sunday at the Park street Methodist Sunday School and a very large attendance was the result. The scholars first went into the school room where the roll was called, and then adjourned to the church, where a very nice and instructive program had been arranged. A chorus, composed of a number of the Bible Class students, rendered an appropriate song in a pleasing manner. A very instructive talk on the preparation of the Sunday school lesson, was given by Judge Houston.

An address was given by C. Austin. A Dale presented on behalf of the Sunday school, a eulogistic address to James Gardiner, who's retiring from active Sunday school work, after having been so engaged for about seventy-eight years.

Mr. Gardiner, who is in his 88th year replied in a very firm voice and could be heard in any part of the large church.

The music was of a special order. A sextette composed of six of the members of Dr. Thornton's Bible Class gave a number of selections.

Yesterday was rally day at the Victoria Ave. Methodist Sunday school. Rev. Mr. George gave a very interesting address on "Stones and how they grow."

A quartette, composed of the Misses Groves and Misses Simpson and Fife, gave a number of selections. Solos were also given by Miss Oliver and Miss Allie Humphrey. A very large number were present to enjoy the services.

"We were very much pleased with the design you sent. It was beautiful and appropriate." The Victoria Ave. Greenhouses receive such words of commendation every day. Telephone No. 181.

Old pipe or tea lead wanted immediately at this office.

### DR. A. W. THORNTON DENTIST

D. D. S. Toronto University.  
Office—First Door East of Standard Bank.  
Telephone Office 154.  
Residence 25.

### GRAND OPERA HOUSE

F. H. BRISQ, Mgr.  
Thursday and Friday Nights OCT. 3 & 4

BENEFIT KENT CHILDREN'S AID SOCIETY  
First Time in Chatham of Palmer Cox and Malcolm Douglas' New Spectral

**The Brownies In Fairyland**

Crowded houses in New York, Chicago, Montreal and Toronto.  
130-In Big Production—130. Prices only 50c, 35c, 25c.  
SEAT SALE OPENS TO-MORROW.