

OUR COUNTRY CORRESPONDENCE.

FREDERICTON. Oct. 6.—(Special)—Chancellor Harrison of the U. N. B. will be a delegate representing Trinity College, Dublin Ireland, of which he is a graduate, at Yale's anniversary celebration to begin October 20. He was asked by Trinity to invite two others. Prof. Stockley was suggested, but the latter thinks that it would not be advisable nor to the interests of the college work for both the chancellor and himself to be absent at the same time during the term.

Chancellor Harrison invited Dr. Alex. Johnson, vice-president of McGill. Dr. Johnson states that he will probably accept. The third delegate has not yet been heard from. Prof. Dixon, of Dalhousie, was written to, but he could not well leave at present.

This will be the first occasion during his 31 years' connection with the U. N. B. that Dr. Harrison has asked the senate for leave of absence during term time. The yacht Dream arrived from St. John this afternoon, having on board Charles Mads, Troop and a party of gentlemen friends.

Fredericton, Oct. 7.—No. 4 Company, R. C. I., which is to furnish the guard to their royal highnesses on the occasion of their visit to St. John next week, are daily practicing mounting guard and other evolutions.

J. W. Smith arrived from Montreal today to assume the management of the Dominion Express Company's office here, in succession to P. J. Pihlan. A. E. Eardley, proprietor of the grocery store at the corner of St. John and King streets, will leave tomorrow for Sussex, where, on Wednesday, he will visit Miss Smith, daughter of Capt. Smith, of that place. The bridal tour will include a visit to New York and other American cities.

The city senior baseball team had a practice Saturday. They expect to go to St. John to play in a day or two.

CHATHAM. Oct. 4.—(Special)—One of the most enjoyable social events of the season was the dance given in the Temperance hall Thursday evening by Mr. and Mrs. S. Habberty in honor of their grandnephew, Mrs. A. A. Ritchie. The hall was splendidly decorated with autumn leaves and the orchestra furnished excellent music.

There were many very handsome gowns. Mrs. Habberty's was black silk, brocade with white duchesse lace and Mrs. Ritchie a cream crepe du chene over white taffeta silk, pearl necklace and girle. A large number of invitations were issued and the majority accepted. All present seemed to thoroughly enjoy the evening.

Chatham, Oct. 6.—(Special)—Rev. Frs. O'Connell and Rev. James, opened a service at St. Basil's church this evening. The service was in French. Rev. Father spoke from the words: "Who can be saved by sin?" This is a prayer for women and next week.

O'Brien, of Halifax, spent town. After evening service, St. Basil's church. The pastor preached from the words: "Who can be saved by sin?" This is a prayer for women and next week.

Harvey Station. Harvey Station, York county, Oct. 7.—The farmers are busily engaged sowing their grain this week. The yield is generally better than last year. Considerable wheat was sown last spring and has turned out well. It is estimated that about 2,000 bushels of wheat have been raised in the parish this season. Lister's new mow mill is capable of making five or six tons of hay per hour, but owing to the scarcity of water.

Patridge and deer are reported to be quite plentiful in the neighborhood, but not many have been shot. Harold Gibbons, of Baywater, Kings county, is visiting here, the guest of Mr. and Mrs. S. B. Hunter. Thomas Tracy, of Acton, is critically ill from cancer on the neck, and his recovery is not expected.

Mrs. Margaret Little is also quite ill, but is now somewhat improved. Robert Little has been appointed great road supervisor in this district, in the place of the late John Mowatt. The appointment gives general satisfaction.

Digby. Digby, Oct. 7.—Mr. M. L. Oliver, has completed a model for a knoeabout cruising yacht for A. A. Osborne, of New Brunswick, who summers at Digby, N. B. He has shipped it to Cambridge, Mass., where Mr. Osborne is at present. The new boat will have a centreboard and will be rigged in a pole mast. The dimensions are 31 feet over all, 19.12 feet waterline, and 9.12 feet beam. She will have good overhang, which will be a benefit to her while under sail, and her about waterline will provide a benefit in time allowance under the rules of the Digby Yacht Club, whose burgee she will probably carry. Although not designed for a racer, she will prove an able cruiser, capable of showing good speed.

The Digby Choral Society has been organized. Hugh P. Talbot, of London, England, who is handmaster in the Digby Church band, has been engaged as instructor. The Digby County District Division of the Sons of Temperance will meet here this week, beginning its sessions Tuesday morning.

Our enterprising Liberal M. P., Mr. J. S. Coy, has been successful in getting the money appropriated for two new breakwaters in this county, one at New Edinburgh and another at Whitby's Cove, St. Mary's Bay. Mr. Coy has done more for this county than any member ever sent to Ottawa by either political party.

Large quantities of herring are being taken in the St. Mary's Bay weir. Nearly all of the Central Grove fishermen have returned home. Some will fit out for herring, while others will wait for the lobster fishery.

Digby, Oct. 7.—Green Point, within the limits of Digby town, is bound to become a popular place for summer residences.

MILLIDGEVILLE. Messrs. Giggie and Huggan have returned from a week's hunting trip, and report small game very plentiful, partridge particularly so.

The yachts Ethel M., Swan, Jubilee, Mowgli and Bluenose, have been placed in winter quarters. A number of the others are preparing to follow.

NORTON. Geo. B. Johnston has arrived home from the Pan-American exposition, accompanied by his sister, Miss Grace Johnston, who has been spending the last five months in Boston.

Mrs. R. J. Starbuck, who has been sick for so long, shows no signs of any improvement yet.

Samuel Louchery, superintendent of Alms House here, is very low at his home. Miss Beatrice Bolton, of St. John, is visiting friends at this place.

BAYSWATER. Baywater, Oct. 4.—Mr. and Mrs. James Stackhouse, of Noank, Conn., are visiting Mrs. Stackhouse's father, James Linton. Mr. and Mrs. Redmore, of New York, who have been visiting Harry Redmore, of Chapel Grove, have returned home. Mr. and Mrs. Geo. A. Worden have been the guests of Rev. Howard Worden, of St. John, this week.

Mrs. Curran has returned to her home at Seven Islands, after a visit of eight weeks.

N. C. Scott and Dr. Hetherington spent Sunday here, the guests of Mrs. Elston. Mr. and Mrs. William, of the North End, are the guests of Thomas Souther. Archie Worden and Miss Clara Worden left yesterday for a two weeks' visit to Boston.

Rev. Mr. Laird has gotten out a new schedule of the services, for the use of his parishioners.

Wolves are reported in this vicinity, two having been seen by John Martin this week around his premises.

Harold Gibbons arrived home this week from Delaware, where he spent the last year.

Barlow's mill has been forced to close down, owing to the bursting of a pipe. It is expected that the necessary repairs will be completed in order to enable the mill to resume operations on Monday next.

Andrew Irvine, of the employ of Waterbury & Rising, spent a few days this week fishing at Grand Lake. He was accompanied by Frank Irvine, of Millidgeville.

Mrs. Corbett, of the North End, has been visiting her mother, Mrs. McColligan, for the past few days.

Among the guests registered at Bayswater Hotel this week were: Mrs. H. Morris and the Misses Agnes and Eugenia Morris, of Fairville; Miss McSorley, St. John; Miss M. A. Morris, Charlottetown, Mass.; W. J. Crowe, John McGowan, St. John; Dr. and Mrs. R. H. Morris, Everett, Mass.

HOPEWELL HILL. Hopewell Hill, Oct. 4.—George W. Garland, of Flint Hill, Elgin, has been sent up for trial for resisting arrest and using threatening language to Deputy Sheriff J. G. Stuart. The examination was held before Justice T. J. Leahy, at Riverside.

Capt. and Mrs. W. E. Robinson, who have been spending the summer with relatives here, left this morning for their home in Ellsworth Port, England. They will take passage on the Alban liner Tunisian, from Rimouski.

Mr. and Mrs. Edward Gay, of Lynn, Mass., are visiting Mrs. Gay's relatives at this the pro-Cathedral this evening.

Incense was read from the words: "Who can be saved by sin?" This is a prayer for women and next week.

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Captains W. W. Hayden and George Poole have just completed the sale of two building lots to Messrs. Brinton and Trowbridge respectively, both New York gentlemen. Work will be commenced on 800 summer residences at once. The architect, Elliot, has the contract for supplying the stone for both foundations. The general architect enough land to run a street from the Lighthouse Road to the Shore Road, and the same will be opened up this autumn. Within a couple of years a whole village of summer houses is not unlikely for the vicinity.

George N. White, stonemason, is reported to have had one of his legs amputated Saturday.

The three-masted schooner Britannia, Captain McGee, from Bear River, arrived yesterday at Digby, with lumber shipped by Clarke Bros.

A Successful Sardine Season. Eastport, Oct. 7.—The sardine packing season now drawing to a close on the eastern coast of Maine has been one of the most successful in the history of the industry, the catch of herrings having been very large and all the factories operated to their full capacity. The only drawback has been the high price of this plate, vast quantities of which are used in the manufacture of the little boxes in which the fish are packed.

The cost of the materials used in the packing of the fish at Eastport last season was as follows: Tin plate, \$600,000; sardines, \$200,000; oil, \$230,000; mustard, \$100,000; herrings, \$375,000; packing boxes, \$30,000; decorating tin cans, \$80,000; labor, \$825,000; bringing the total cost of the product for 1900 up to \$2,500,000.

IN THE DARK SECRET. Captain Andrews and Bride Set Sail for Europe in 15-foot Boat. Atlantic City, N. J., Oct. 6.—Capt. Wm. Andrews and his bride sailed from the end of the ocean pier this afternoon at 4.30 on a voyage across the ocean in the Dark Secret, which, he says, is the smallest boat which ever undertook a trans-Atlantic journey. The pier and the boat walk were lined with 5,000 people as they raised the small sails and the boat sailed seaward. Mrs. Andrews sat in the forward part of the craft, wearing a navy blue yachting cap.

A still breeze was blowing from the northeast, but the sea was almost as calm as a lake. Many people believe that Capt. Andrews will lose his wife on the Atlantic in six weeks.

DECREASE IN SPRUCE SURVEY. Bangor, Oct. 7.—The report of the surveyor general of this part of Bangor for the quarter ending Sept. 30, 1900, shows a remarkable decrease in the survey of spruce lumber on the Penobscot from last year. In the quarter ending Sept. 30, 1900, the survey amounted to 36,250,290 feet, while in the corresponding quarter this year the figures were but 24,724,784 feet, a falling off of about 28 per cent.

In 1900 the amount of lumber surveyed of this sort, which includes all Penobscot county, from Jan. 1 to Oct. 1, was 98,865,742 feet, and in the same period of 1901 the figures were 84,878,702 feet. The great falling off in the spruce survey in the quarter ending Sept. 30 this year is the result of delay in the log drives.

The second east branch drive has just arrived in town, two months late, and the west branch drive, which should have been in boom six weeks ago at the latest, has not yet come in and cannot be rafted out in time for sawing this year. Lumber is selling quickly and at good prices, but the Penobscot lumbermen have not been able to take advantage of the opportunity, having had less than half a supply of logs thus far this year.

ST. JOHN SCHOONER VICTOR BARELY ESCAPES DISASTER. In Collision With Another Vessel at Chatham, Mass., Displayed Distress Signals, and is Assisted by Life-Savers. Chatham, Mass., Oct. 7.—The fleet of vessels off here suffered severely in last night's gale. The Monomoy life saving crew boarded a small schooner which was flying distress signals off Pollock Rip Slue. She appeared to be in a bad condition.

The life saving crew came ashore late this afternoon and reported the schooner to be the Victor, Captain Reifuse, bound from St. John to Vineyard Haven for orders. The captain reported that while making anchor last night the Victor narrowly escaped sinking through a collision with another unknown schooner. The Victor lost her headstap, but with the help of the life saving crew wreckage was cleared away and the schooner proceeded.

PREACHER KILLS A MAN. Slaying in Self-Defence at Carbondale After a Feud Lasting Nearly a Year. Carbondale, Ill., Oct. 6.—A tragedy occurred here today at a time when the streets were crowded with people. John C. Brown was shot by the Rev. Joseph McCannish, dying 40 minutes later.

The two men had been bitter enemies for nearly a year, owing to Brown being jealous of the relations between his wife and the minister. The morning Brown told several citizens that he would kill McCannish before sundown. The word reached the minister and he armed himself. McCannish had gone into a store, and Brown, seeing the man, went to him with an open knife in his hand. He opened a curtain, and raised his hand to strike McCannish, when the latter drew his revolver and fired, the ball passing through Brown's lung.

Brown leaves a wife and one child. McCannish is a minister of the Seventh Day Adventist faith, and is a respected citizen. He has a wife and two children, and possesses considerable property. The coroner's jury verdict will not be rendered until morning.

Crowds Ready to Leave Nome. Port Townsend, Wash., Oct. 7.—The steamship Queen has arrived here from Cape Nome, bringing 471 passengers and half a million dollars in gold dust. The passengers report that Nome is crowded with people waiting for an opportunity to get out. The customs report at Nome shows that 7,000 people arrived there this season, and that 4,000 have already departed.

LIPTON DISAPPOINTED. While taking his defeat gamely, Sir Thomas Lipton made no attempt to conceal his disappointment. "I am very much disappointed," he said. "I can't hide that. I thought within 15 minutes of the finish that we had won. I was sure as my life that we had won. When I looked around the situation immediately after the race was changed and we had lost. It was a hard blow to be so near winning and then to lose. I should like to have got one race just by way of consolation. It is a very hard thing to be beaten by a breath—a few beats of the pulse. It has been a severe strain on me. I have worked so hard for many months now and I am glad it is over. To have won would have been a joy greater than today's disappointment. Columbia's win today was fair and square and honorable. There is nothing to regret if I wanted to protest. In fact I have a feeling in my heart that if there had been any error in judgment at all it would have been in my favor. If there had been any possibility of choice in the matter I believe the New York Yacht Club would have given me the choice. Sometimes a man may have the better boat, but even having it must have a better bit of luck with him. I am very much grieved, indeed, very much grieved, and," he added, "I should have liked to have won one race."

How the Race Was Won and Lost. It was fully half an hour before the preparatory gun when the committee boat Navigator hoisted the signal "D. C. S.," indicating that the course would be 1 1/2 miles to leeward and return.

The wind at that time came from the north-northwest and was blowing all of

SIR THOMAS MUST GO HOME EMPTY-HANDED.

Third Race for the Cup Most Exciting—Shamrock Started After, Passed and Beat Out Columbia, but Lost on Time Allowance. New York, Oct. 4.—With victory flags floating from her towering masthead and the ends of her spinnakers in honor of her concluding triumph in the cup races of 1901, the gallant sloop Columbia returned to her anchorage tonight under the escort of the entire excursion fleet. She today completed her defense of the honored trophy in another stirring race with the Shamrock II, over a leeward and windward course of 30 miles, crossing the finish line two seconds behind her antagonist, but winning on the time allowance conceded by Lipton's boat by 41 seconds. And plucky Sir Thomas Lipton, on the other hand, was not so fortunate. He was broken out by the Shamrock II, and was forced to retire. "She is the better boat," he said, "and she deserves to be cheered."

The series of races just closed will always be memorable as the closest ever sailed for the cup. Sir Thomas will return to England by far the most popular of all the foreigners who have challenged for the America's trophy.

The challenger today gained slowly but steadily all the way out and rounded 40 seconds before the defender, having actually gained one minute and four seconds. Immediately after the yachts turned for the beat home, the breeze moderated and turned fluky. At one time Columbia seemed a mile ahead, when a sudden gust of the wind allowed the Shamrock to point toward the mark and a mile from home the challenger appeared to be leading by fully a mile. One hundred yards from home the two races were almost on even terms. It was a pretty sight and one seldom witnessed when they crossed rail to rail, the white yacht's bowsprit just lapping the golden boat's mast.

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plenty of time in which to cross in the limit unless the breeze fell to a flat calm. It became anybody's race and the excitement increased. A few more short tacks and the British boat added to her lead by favoring puffs. Steamship 'of the highest order was now required and in this respect it was hats off to doughy Charlie Barr. He nursed his craft along in the light airs in a wonderful manner and at every moment had a sharp eye out for any change of wind. Shortly after 2.30 both boats went on a long port tack, and when at 3.17 the Shamrock put about to meet the Columbia it was evident that she still had a slight lead, for she forced the defender about. Having done this the Shamrock again went about on a long port tack with the evident hope of fetching the line, now about a mile away. The Columbia kept on a couple of minutes longer and then followed her rival, and was in the windward berth, but well astern and the lead of the Englishman was unmistakable. Both boats were being sailed for all there was in them and they went through the water at a speed remarkable for the wind that was then blowing. It was apparent that a nervous strain was at hand.

New Columbia Gains. Charlie Barr kept up his good work and took advantage of every possible change of air that could possibly help him. The Columbia was perceptibly gaining but every soul in the fleet was wondering if she could pull up enough to cross the line ahead. The wind heeded both boats a bit and it became apparent that neither could fetch by the lightning. At 3.30 the Shamrock went on the starboard and headed for the middle of the line. The Columbia tacked under her lee. Barr's boat was being lapped by the challenger. When they came, the American boat gaining slightly. The crowd began to cheer for it was then a certainty that the gallant defender was well within her time allowance if she could not cross first.

The Shamrock was first to bluff across, but hardly was this perceived when Barr did the same thing with the Columbia and they went over only two seconds apart, but the two seconds were to the credit of the Shamrock. In actual time, though she was a beaten boat according to the rules of the game.

As to the Future. When asked about his plans for the future, Sir Thomas said: "It is so early to talk about another regatta about the Shamrock, I cannot decide yet what I shall do, and as to challenging again, it is too soon to think about it."

British Press Opinion. London, Oct. 5.—"The Shamrock II had the best of everything and has been made to do her best by the British press. Her defeat will be regretted no less keenly on Mr. Watson's account than on Sir Thomas Lipton's. He should be consoled by the fact that the Columbia is admittedly a phenomenon and that Mr. Hershoff himself failed in his effort to build a better boat."

The Morning Post admits that the Columbia is superior, but the boats were so close that it considers a knowledge of tides and currents and wind may have had something to do with the result. "All weathers seem alike to the Columbia," says the Daily Telegraph.

Collision of Freight Trains. Logansport, Ind., Oct. 6.—Four Pan-handle railroad trainmen met death near Logansport, 14 miles southeast of here this morning in a head-on collision of freight trains. The bodies of three of the dead were taken out badly mutilated, but the fourth was almost entirely consumed by flames. The dead were: Albert Greely, conductor; Thomas H. Brostis, brakeman; S. A. Galbreath, brakeman; John Hutchinson, fireman.

Injured—Frank Patterson, engineer. During the night Conductor Weaver, in charge of the second section of a train consisting of an engine and two coaches, left Hartford City for Logansport. In the rear cars were Galbreath, Brostis and Greely, who had been working on a gravel train, and were en route to this city to spend Sunday with their families. All went aboard when the train stopped near Logansport to make up steam. The flagman was sent out to watch for the third section and no danger was thought of until the train boomed up too close for any of the men to escape. Weaver, who jumped the third section with Engineer Frank Patterson at the throttle, had attained high speed and when it struck the coaches on the second section the engine reared in the air, turned entirely around and came down on its side in the ditch. A number of cars were smashed into kindling wood. The sleeping trainman in the coaches on the second section and Fireman Hutchinson of the third section, were buried in the debris.

The wreckage caught fire and the flames prevented efforts to extricate the dead bodies of the trainmen. Later, the remains of Galbreath, Hutchinson and Greely were found, but the body of Brostis was almost entirely consumed.

A globe which was commenced in the year 1624 and finished 10 years later, has recently been placed in the building of the Academy of Science at Tasarke-Selo. This curious relic is 11 feet in diameter and made of copper. The outside represents the earth, and the interior the celestial spheres of the world. There is a door giving access to the interior, the center of which there is a round table with space for 12 people to sit. By means of certain appliances the globe can be made to revolve upon its axis. It weighs three and a half tons and was presented to the Academy of Science in 1725, but has up to this time been in the zoological museum at Tasarke-Selo.

In the Island of New Britain a man not only is forbidden to talk to his relative, but is speech forbidden to this relative, but she must be avoided, and if by chance the lady is met the son-in-law must hide himself or cover his face. Suicide of both parties is the outcome if the rule is broken.

AUER GAS LAMP advertisement with text: 'No. 100 MAKES ITS OWN GAS. PERFECTION FOR HOME OR STORE USE. No wiring, or piping, yet beats gas and electricity. Chipping never out of order. Gives a delightfully soft light which does not stain the eyes. Free descriptive catalogue. Write for it. AUER LIGHT CO., MAKERS, MONTREAL.

Illustration of a couple in a boat with text: 'THE USUAL END OF THE SUMMER FLIRTATION. Now, all is over between them—And the summer shall come no more. The sad waves will cease to stir. As they break and die At their feet on the sands of the shore. 'The salt spray splashes her fluffny gown 'As she tosses him back his ring; 'Don't sigh so, Sam—Go back to the men 'You're engaged to up to town.''