

RECENT DEATHS.

W. London of North End was away very suddenly.

From Tuesday's Daily Sun: W. London, an old and well citizen, died very suddenly forenoon at his home on street. Mr. London had been for quite a number of years a bus from King square to pier, and had always been in good health. At 10 o'clock yesterday morning he was out the city, but returned home in a few minutes after the house was stricken with cholera, from which death very quickly followed.

Who had seen Mr. London street were greatly shocked in an hour later to hear of his death. He was sixty years of age and a wife, but no family. Interment at Wickham, the body was taken to the cemetery for burial this evening.

Campbell, watchman at the terminus, died yesterday morning on Campbell street, after a long illness of quite suddenly, the cause being the cause of death.

C. R. will lose in him a valued friend, but the last ten years of his life were not without its share of enjoyment.

Edwards, who was in his fifty-first year, is survived by a wife and three children.

Death took place on Sunday of Mrs. Louise Alwood, wife of Wm. Alwood of this city.

She was born in the town of Zebedee, G. Alwood of Hovey street, Boston, survived, also an adopted son, Fannie, her only sister.

She was married to Mr. Wm. Alwood, a daughter of the late Mr. Alwood, and a granddaughter of Rev. Jarvis Ring. She was in the foreign mission work of the Brussels street Baptist church, and was president of the foreign mission society for many years.

She was for several years secretary of the Ladies' Auxiliary, Y. M. C. A. in this city. Her life was marked by her sympathy with all, her church and social life. Mrs. Alwood will be missed by many friends.

McCutcheon, a life-long resident of this city, died Sunday after a lingering illness of several weeks.

He was seventy-six years of age, and was a native of Scotland. He was married to a Miss Harris, who died Sunday morning, 299 Columbia street, and was a native of Scotland and was 74 years old.

Wilson, mother of Charles Wilson, is awaiting trial on the charge of stealing from John Downie, a \$1000 watch. The watch was taken from her on the 21st of August, and she was committed to jail on the 22nd.

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DIRECT CABLE NEWS

From London to the St. John Sun by Its Own Wires.

This Matter Has Not Been Prepared for the United States Press—

It Is Therefore Fresh and Worth Reading.

LONDON, Sept. 2.—It is rumored that Campbell-Bannerman intends to resign the leadership of the liberal party. An intimate friend of Bannerman says it is probable the rumor is incorrect, though owing to Lady Bannerman's ill health Sir Henry has for some time wished to resign, but it is not likely at this stage of the game.

A correspondent of a Glasgow newspaper says that during his visit to Canada he failed to find a Canadian who did not think Chamberlain was the foremost statesman of the age. Edward Blake is much improved in health.

The Edinburgh Scotsman, commenting on the Canada-Germany dispute, says the doctrine of favor for favor enunciated by Laurier appeals forcibly for good commercial relations at the present day.

Provincial and Scotch papers have lengthy cables from Canada re the fear of Canadians that Canada will get the worst of the Alaska dispute.

LONDON, Sept. 2.—Thursday's Freeman's Journal, referring to Goldwin Smith's article in the Monthly Review says Smith is entitled to the respect of his countrymen. He took over the Boer war. No man in the empire of such standing so strenuously opposed that war or so persistently pointed out its criminal character, and it is curious that Smith should express opinions antagonistic to home rule.

The same journal re congress at Montreal says Canadian newspapers in no small degree are hostile to the food tax, and the sentiment, which is one of the main lines binding the colonies to the mother country, may be strained to the snapping point.

The Canadian emigration office has asked the emigration commissioner at Winnipeg, asking stringent questions into the complaints received by London newspapers from emigrants sent to the colonies by the emigration agent.

These complaints published here do an immense amount of harm to emigration to Canada.

The Maharaja Scindia of Jal Bibra, Gwalior, India, writing to Lord Meath says he will be glad to make the 24th of May Empire Day if Great Britain sets the example.

An article in the United States Magazine says it seems strange that the proposal made by Chamberlain to the colonial conference re the colonies contributing to the defence of the empire should be received so coldly.

Phillips Thompson of Toronto, writing to the Chronicle, says the present phenomenal activity in immigration is mainly prompted by the desire of Canadian capitalists to crush out traders unionism.

London merchants are advocating the appointment of trade consuls in the colonies, and the attention of representatives of the colonies is being drawn to the subject.

Space has been secured for Canadian exhibits at the fair to be held at the east end of Glasgow.

Writing to the Times, Gilbert Parker quotes Senator Bruce in support of his contention that American wheat fields are being worked to the limit.

FREDERICTON NEWS

FREDERICTON, Sept. 2.—The closing service of Christ's Church Cathedral jubilee celebration, was held last evening. His Lordship Bishop Courtney preached an eloquent sermon from the text Psalms lxxxix, 4: "Blessed are they that dwell in Thy house; they will be still praising Thee." The congregation was large, the large and beautiful edifice being filled to its utmost capacity.

The choir was entertained at the deans by Dr. and Mrs. Partridge, a pleasant hour being spent, during which light refreshments were served.

J. Hugh Calder, who has faithfully and well discharged the duties of city auditor for some years, has resigned. Last evening the city council appointed as his successor James D. McKay, a successful boot and shoe merchant.

The marriage occurred this morning at the residence of the bride's father, C. W. Buzzell, of his daughter Daisy to Thomas H. Fowler. After the ceremony the happy couple boarded the early C. P. R. express for a wedding tour to include Bangor, Portland, Boston and other American cities.

The presents were many and beautiful, attesting the popularity of the newly made husband and wife.

A number of timber berths were sold at the crown land office today. Two square miles on mouth Crystal Brook, Neplisquit River, for \$22. Two miles and one-half miles on Newers Brook, branch of the Canadian River, was bid in by T. B. Winslow for \$22. Two miles at head of Gibson Brook was bid in by A. H. F. Randolph for Geo. W. Masters at \$15 per mile. Two miles on south side Shediac River was sold to J. H. Barry at \$17 per mile. South Bros. of Oronoco bid in three miles on North Branch of Oronoco at \$22 per mile.

The following provincial appointment has been made: Queens Co.—W. G. Smith to be revisor for the parish of Peterville in room of Daniel B. Anderson, who has resigned.

Notice has been given of an application by J. F. Robertson, St. John, and other prominent St. John and Moncton business men for letters patent incorporating the F. B. Dunn Packing Co., Ltd., with head office at St. John, for the purpose of curing and packing business and tanning, warehousing, cold storage warehouses, and anything which may be convenient to manufacture in connection with such business. The capital stock of the company is to be \$100,000, divided into 1,000 shares of \$100 each.

Mrs. Wilmet Given, an aged and highly respected lady, passed away today at her home on George street, after a long and painful illness of Bright's disease and complications.

Wife Victim of Undertaker's Enterprise—Real Blow for the Injured Husband.

NEW YORK, Sept. 2.—Robert L. Asten, a freight conductor, was seriously injured in a rear-end collision at Breakneck tunnel, on the New York Central railroad, three weeks ago. He was taken to the Peckskill hospital, where he has lain since. His right leg has been amputated. He lives at No. 163 West One Hundred and Thirtieth street, New York, and it seems that when he was hurt the report reached the city that he was dead.

An undertaker at once telegraphed Asten and asked her if he should report to Peckskill for the remains. This gave her a shock from which she never recovered. However, the husband insisted for it to be buried before he was buried. He never relinquished the windward position which the Reliance held when the preparatory gun was fired. It was later when both boats were heading west across the line the Shamrock luffed and forced the Reliance about, whereupon both headed for the line. On the way to it the Reliance held a course which her lee quarter partially blanketed. Alternately luffing and keeping away, Captain Barr prevented the Shamrock from getting away from him and the starting gun and at the sound of the gun indicating the expiration of the handicap, Wringle luffed the Shamrock across the beam of the Reliance and the two boats went across the line together. The official starting time was:

Reliance, 1.46.55. Shamrock, 1.47.30. The Shamrock actually crossed the line at 1.42.03 and suffered a handicap of three seconds.

Both were heading seaward, but as the Reliance from the lee bow of the Shamrock was back-winding her headsails, the Shamrock promptly whirled about and headed down the Jersey side. The Reliance held her course a minute and then followed. The manoeuvre placed the Reliance to windward, but astern of the challenger.

They went about as fast as a fresh breeze. Captain Wringle attempted to outsail the defender by giving his camp full and letting the Reliance luff. The Shamrock while Captain Barr pinched the Reliance close to the wind and cleverly nursed her toward the turning mark. The Shamrock III. started faster, but the Reliance more than made it good by outpointing her.

For more than an hour they sailed on that merry past the shore of Sandy Hook and the Highlands of Navesink to Seabright, and during all that time the Reliance steadily worked to the windward of the beaten challenger.

RELIANCE WON! America's Cup Will Remain on This Side of the Atlantic.

Lipton's Yacht Did Not Cross the Line in the Final Race Yesterday—Shamrock III. a Slow Boat.

NEW YORK, Sept. 3.—The Reliance, the American cup defender, today won the third and final race and the series for that famous sea trophy, the America's cup.

In a dense fog, which prevented the race at 5.30.20 amid the acclamations of the assembled fleet. Shamrock III., after running for more than an hour in the fog, missed the finish line, passed by it and then returned to it from the opposite direction. As the Reliance was then being towed through the fleet, yacht ensigns fluttering from her truck and spreaders in celebration of her victory, the Shamrock III. did not cross the finish line. As often said of the historic race when the America won the cup, "there was no second."

This successful result was achieved only after four futile attempts to sail off the final race and after the outcome had been admitted by even Sir Thomas Lipton to be a foregone conclusion. Today's race was the eighth attempt to sail a race. After one fluke the Reliance won the two following races, one by seven minutes and 30 seconds and the other by one minute and 10 seconds.

Today's victory means that the cup is destined to remain in America until England is able to produce a genius equal to Herreshoff in yacht design.

Rarely if ever has there been a more spectacular finish than the Reliance today. After racing for more than an hour at terrific speed through a blinding fog, the Reliance burst through the wall of mist upon the vision of the spectators' fleet assembled at the finish line, and heeling under a great bellying jibtop sail until her lee rail was clear of the water, she finished the race with a flourish that carried with it the silver ribbon of the sea.

A fleet of less than thirty vessels went to witness the fifth effort of the Reliance to cover the course of thirty miles within the time limit. It had become a race of the American boat against time, instead of upon the water, which she had to win. The two well matched craft. When they reached the lightship a gentle south-easterly wind of five knots that barely ruffled the sea, died away to a light breeze, but faint promise that this was the final day, but a shift of the wind to the south shortly after noon revived the despairing hopes of the yachtsmen.

For it blew away the mists which had been hanging over the course since the eastern storm of last week. The regatta committee waited until the Reliance and her boats away at one o'clock, after which hour it had been agreed that no race should be started. Signals were displayed to indicate a windward and leeward course of 30 miles south and west.

The duel between the skippers began at the sound of the preparatory gun and continued through a series of brilliant manoeuvres in which Capt. Barr again proved his splendid seamanship by outgunning the challenger, while the boats went across the line. During the 15 minutes before the starting gun Capt. Barr held the British boat under his lee and for most of the time blanketed. He never relinquished the windward position which the Reliance held when the preparatory gun was fired. It was later when both boats were heading west across the line the Shamrock luffed and forced the Reliance about, whereupon both headed for the line. On the way to it the Reliance held a course which her lee quarter partially blanketed. Alternately luffing and keeping away, Captain Barr prevented the Shamrock from getting away from him and the starting gun and at the sound of the gun indicating the expiration of the handicap, Wringle luffed the Shamrock across the beam of the Reliance and the two boats went across the line together. The official starting time was:

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When they tackled off Seabright, heading seaward, the America had gained a quarter of a mile straight to windward of the British craft. The chief factor in the success was that the Reliance's lead at the alarming gal, but it was no purpose. The full Shamrock was hopelessly outclassed, and when at 3.10 both boats headed off to the mark six miles away. The Reliance was a good mile ahead and gaining. The boats were gaining in speed with every mile. The Shamrock III. was a long mile astern when the Reliance whirled about the mark and towering stretches of canvas broke out and belled out from her spinnaker pole and over her lean bow. The homeward stretch had begun.

The boats were timed at the turn as follows: Reliance, 3.40.35. Shamrock, 3.51.45. The Reliance had gained 11 minutes and 30 seconds in the three to windward. As the boats started the homeward run under spinnakers and balloon top sails a split about three feet long appeared in the foot of the Reliance's spinnaker, but it drew under the spinnaker, continued to carry it. For three-quarters of an hour the only variation was a slow gain by the leading boat. At 4.30 with almost half the course yet to be sailed, a thick fog of fog came rolling in before a south-westerly wind enveloped the Shamrock in a blind mist that shut her out of the vision of the fleet. As the fog deepened the Reliance ran along for five minutes longer until the fog bank reached her and she disappeared from sight. As it caught her she felt also a heavier wind from the south-east, and her spinnaker, which had been flying, died away to a dim ghost through the grey mist.

The two racers sailed in that dangerous fashion at top speed for an hour. Meantime the navigator, carrying the regatta committee, hunted for the lightship to establish the finish line. It was 5.20 before she found it and she began to gather about her. All eyes waited. Then the Reliance, sailing low before the wind, her sails flying hard and her lee rail dragging the water, appeared on the horizon. She was a black speck in the distance, but she was there. The Reliance sailed on for a few minutes longer until the fog bank reached her and she disappeared from sight. As it caught her she felt also a heavier wind from the south-east, and her spinnaker, which had been flying, died away to a dim ghost through the grey mist.

Regarding the defeat of Shamrock III, he simply said: "I do not care to discuss it any more. The American boat is the better that is all."

Designer Refused to talk. Captain Wringle, while agreeable, would not talk further than to say: "We did the best we could, but the other boat was best."

Captain Barr of the Reliance said after the race: "The Reliance is a beautiful boat. She had all kinds of weather and won it. Our adversaries did the best they could with the material at their command, and they were very good."

Mr. Iselin was all smiles as he replied to an inquiry as to the result. "Of course I am proud of the result, a splendid boat, a splendid crew and captain, and all helped the result. Sir Thomas made a brave fight and deserved better luck, but every American should be glad the cup is to stay here."

Sir Thomas and Mr. Iselin exchanged visits tonight, and the former extended the congratulations to the latter.

LONDON, Sept. 3.—The defeat of Sir Thomas Lipton's cup challenger Shamrock III. was received in London with absolute listlessness. The consensus of opinion is that Sir Thomas has done everything that time and money could accomplish, and widespread sympathy for him is shown.

The chief factor expressed in the streets is that Canada will enter the list next year and possibly succeed where the mother country has failed. It seems improbable that in view of the failure of Shamrock III. another challenger will soon be despatched from England.

GLASGOW, Sept. 3.—The announcement of the Reliance victory was received here with a feeling akin to relief that the long drawn contest was ended. It is generally admitted that the whole fabric of British hopes was based on the false assumption that Shamrock I. was a better boat than the time of this year's trial races than when she was beaten by Columbia off Sandy Hook. Uniform regret is expressed at Sir Thomas Lipton's failure.

SUSSEX SPORTS. Full List of Entries for the Labor Day Events.

SUSSEX, Sept. 2.—The committee for the sports on Labor Day have arranged with Mr. McQueen, St. John and C. D. Mills of Sussex to have an automobile race on the Sussex race track on Labor Day. The automobiles will start from opposite sides of the track.

The prizes for the sports are on exhibition in Suffren's store window. The following is the programme of races for the afternoon: 100 yards dash, open, handicapped; Robert Ross, Sussex; Frank Slipp, Sussex; E. J. Howard, St. John; K. J. Bradley, Chas. Reardon, Burpee Copy, Sussex; G. Fawcett, Wilder Hoar, Sackville; E. W. Ferguson, Moncton.

75 yards dash, boys under 15—Walter Mitchell, John Courtney, H. Reardon, Mike Ross, Sussex; Fred Reynolds, Hampton.

100 yards dash, freemen only—Robert Ross, Wm. Ross, Jas. Howard, John Lucas, Jas. Bradley, Murray Coppen, Chas. Reardon, Fred Conley, Walter Hoar, Sussex; E. P. Howard, St. John; G. Fawcett, Wilder Hoar, Sackville; E. W. Ferguson, Moncton.

440 yards run, open, handicapped—Robert Ross, Frank Slipp, Jas. Howard, John Lucas, Chas. Reardon, Fred Conley, Walter Hoar, Sussex; E. P. Howard, St. John; W. J. Macrae, St. John; G. Fawcett, Wilder Hoar, Sackville; E. W. Ferguson, Moncton.

880 yards run, scratch—Robert Ross, Frank Slipp, John Lucas, Chas. Reardon, Fred Conley, Walter Hoar, Sussex; E. P. Howard, St. John; G. Fawcett, Wilder Hoar, Sackville; E. P. Howard, St. John; W. J. Macrae, St. John; G. Fawcett, Wilder Hoar, Sackville; E. W. Ferguson, Moncton.

Half mile bicycle, open—Herbert M. Cochran, Bloemfield Station; Wm. Murray, Fred Conley, Walter Hoar, Sackville; E. P. Howard, St. John; G. Fawcett, Wilder Hoar, Sackville; E. W. Ferguson, Moncton.

Half mile bicycle, freemen only—Wm. Murray, Fred Conley, Walter Hoar, Sackville; E. P. Howard, St. John; G. Fawcett, Wilder Hoar, Sackville; E. W. Ferguson, Moncton.

TWEEDIE AND PUGSLEY

Had an Interview With Mr. Blair Yesterday Afternoon.

Col. Hughes Cannot Find Any Survey of Laurier's Line from Levis to Moncton—A Dumb Government—Borden is Ill.

OTTAWA, Sept. 2.—Tweedie and Pugsley are here and had an interview with Mr. Blair this afternoon. The ex-minister's position is the cause of much conjecture since the publication of an editorial in the Telegraph calling government policy to support the friends say they will stay out against the administration, while others assert that he is not going to fight, and the latter feeling is gaining strength in the grip camp.

The British parliamentary party arrived here today in charge of Preston. They visited the commons tonight. In the house tonight the opposition pounded away at the government, in the hope of getting information, but the government had none to give, or if they had they effectually concealed it.

Col. Hughes, who searched the railway department in vain for a survey of the road from Levis to Moncton, declared that the ministers were deliberately or unintentionally attempting to cheat the country. He asked each minister in turn where the survey was, but received no reply.

Mr. Bennett attacked the government's fiscal statement that a commission will be set up to examine the mission will constitute the new road. Under the law the government must let all contracts over \$10,000, and the cabinet will therefore make all agreements with contractors. He also stated that senators and members of parliament will be able to participate in the patronage to be farmed out.

OTTAWA, Sept. 2.—For three hours today there were scenes of disorder in the commons. On Friday Walter Scott of East Assiniboia, in his absence of being one of a bunch of grafters, who made \$150,000 out of the commons, the Gu'Apelle, Regina and Long Lake Valley railway and the Calgary and Edmonton road. Mr. Osler rose to a question of privilege and having explained that he had taken no part in the building of the road, and had only acted as financial agent in the floating of the bonds of the two companies. He also showed that any surplus over and above the cost of construction had been devoted to the payment of interest on the bonds. He demanded an apology from Mr. Scott, but it was refused at first. The speaker's own views as to the matter had been never made any charge.

In the debate which followed many doubtful compliments were exchanged and a number of members were called to order by the speaker.

Laurier refused to order his follower to retract, although he exonerated Osler from any improper act, and was severely criticized for so doing. After the thing had become red hot, the speaker closed off the discussion after Scott had apologized.

The usual transcontinental railway bill was then taken up. Laurier, who declared that Charlton is the greatest transportation expert in the country, accepted the member for North York's views as to the great need for the new road was established by the scarcity of rolling stock in the east while western grain was being moved. He also deplored the several handlings of grain necessitated by the combined rail and water routes.

NOTES. R. L. Borden, whose condition is much improved, leaves tomorrow for Caledonia Springs, where he will rest and take a course of treatment at the springs there.

At the conservative caucus today it was decided to fully criticize the bill to provide for the construction of the national transcontinental railway. Mr. Monk will lead the party during Mr. Borden's illness.

CANADIAN BRIEFS. MONTREAL, Sept. 3.—Dr. Alex. Johnson, for many years vice principal of McGill University, and dean of the faculty of arts, has been appointed lecturer in classics and mathematics of the Montreal Presbyterian College.

QUEBEC, Sept. 3.—The French cruiser Troude arrived here this afternoon. Admiral Roch will transfer his flag from the Trage to the Troude on Saturday and pay a short visit to Montreal.

WINNIPEG, Sept. 3.—Ten surveyors for the Grand Trunk Pacific road are in Yorkton, N. W. T., and will start on the trail line at once. Other parties will also be put on the work, and the expected location will be pretty well completed from Winnipeg to the coast within a year.

ONE WAY OUT. Boodie-Walter, this dinner isn't cooked at all. Pig to eat! Mike, the waiter—Thin don't ate it. yer honor.—Chips.

NEW GLASGOW IS SORE

Over the Failure of Its Efforts to Entertain a Real Live British Lord.

HALIFAX, N. S., Sept. 2.—Lord Brassey was in New Glasgow today. His yacht, Sunbeam, lay in Pictou harbor, and New Glasgow made an attempt to do him honor, but through some mistake their calculations miscarried and not a little chagrin is felt there over the fact that New Glasgow was compelled to take back seat in entertaining his lordship. It has been the intention of the New Glasgow town council and board of trade to have taken him in hand on his visit to Stellarton and show him the Nova Scotia works. They had provided a special train for this purpose and when they learned that other people had outbid them, the mayor and councilors became very wrathful over the interference.

LOCAL GOVERNMENT. The local government were in session yesterday morning and afternoon in the government headquarters, on Prince William street. A deputation from the proposed new deaf and dumb institution, made up of J. H. Brown, C. J. Milligan, Thos. Bowman, J. V. Russell, John Seely and D. J. Purdy, M. P. F., waited upon the executive. They asked the government to guarantee a per capita grant of \$168 for each person who went in, and guaranteed that they would supply the building for two years free of rent. The government undertook to give the proposition consideration at once, and it is said the government have agreed to give a grant such as was asked for in the case of the starting of a New Brunswick institution properly equipped.

J. M. F. Keith of Harcourt, Kent Co., was before the government yesterday in the interest of the Beersville railway, which it is proposed to be built from the I. C. R. at Adamsville station to the Beersville mines, a distance of 6.24 miles. Dr. Keith showed that the Imperial Coal Mine Co. proposed operating these mines on an extensive scale. They have six square miles of coal property, and are now in position to get out 200 tons per day. The coal is of a superior quality. They are asked to have a charter proclaimed, and this was agreed to by the government.

A. P. Barnhill and Mr. McLaughlin, representing the Beersville Mines Company, appeared with a request for the lease of the lands needed in connection with the development of the Grand Falls power for use in the manufacture of bog ore. This was left to Hon. Messrs. Tweedie, Pugsley and Dunn. The government then adjourned till Monday afternoon.

DOMINION RIFLE MATCHES. OTTAWA, Sept. 2.—This morning was an ideal day for shooting, and the men took full advantage of the weather conditions. When the Borden match was called, and they had to shoot without any aids to sights, the shooting was much in advance of last year, and four possible were made. The men shot off for the cup and medals, and divided the cash prizes. The winner turned up in Private Coppin, 3rd R. Co., who put on 24.

The afternoon was taken up with the Ross match, at 500 and 1,000 yards. The Barlow tyro team prizes, shot in connection with this match, resulted in a curious result at fourth place, as the teams of the 7th and 45th Highlanders, with 1,000 each, were the highest scorers. Pte. Milligan, 48th, and Piper Lusk, 77th, have to shoot off for the team prize.

The student's own views of the Gillespie challenge cup went to the 13th Hamilton, with 707.

The Caron cup for tyros, six men, was won by the 43rd of Ottawa, with 650. The 5th R. G. R., Halifax team, was third, with 629.

In the Borden match, 600 yards, the maritime winners were: 10 each, G. R. Butcher, 1st C. A., 34; L. Day, 30rd, 24; Sgt. Blair, 78th, 34; \$5.00 each, Capt. Stewart, 4th C. Co., 32; Capt. Wetmore, 74th, 32; Lt. Sutherland, 78th, 32; \$4 each, Capt. Jones, 82nd, 32; G. R. Clark, 1st C. A., 32; Capt. Hart, R. Co., 10; Sgt. Jones, 82nd, 28; Sgt. Longueuil, 63rd, 28; and Lt. Sutherland, 78th, 22. Judging distance competition conducted under direction of school of musketry: 45, Gr. C. T. Burns, 1st C. A., 5 points.

DEATH OF JAMES MAHONEY. Was Well Known From One End of the City to the Other.

The death occurred last evening at the home of his sister, Mrs. Edward Gilbert, 30 St. Andrew's street, of James Mahoney, a well-known and respected citizen, and an old and faithful employee of the St. John Railway Co. Deceased was in his 47th year and died after but a brief illness. The late Mr. Mahoney was shot in 37 years in the employ of the Gas House Company. He entered the service when the late Mr. Erskine was manager of the St. John gas house. At that time Mr. Mahoney was engaged as a lampfitter, filling a position under his father, who held the same position in the Gas House Company. After the introduction of electric lights in the city of St. John, the deceased was employed as general superintendent in connection with the Carmarthen street works of the St. John Railway Co.

The demise of Mr. Mahoney will be mourned by many citizens in all walks of life with whom he has come in contact. Faithful to an extreme degree, honest in all his efforts, and with a record of the late James Mahoney. The funeral will take place on Friday afternoon at 2.30 o'clock, from the home of his sister, St. Andrew's street.

WE HAVE A LARGE STOCK OF LUMBERMEN'S SUPPLIES.

Axes, Grindstones, Chains, Blocks, Wire Rope, Cross Cut Saws, Team Bells, etc. Also all kinds of Heavy and Shelf Hardware. Don't make your purchases for any goods in our line without first getting our prices.

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