

SILVERWARE.



EVERYTHING IN
PLATED WARE.

STERLING SILVER
SPOONS.

Joseph Rodgers &
Sons' celebrated Table
and Pocket Cutlery.

W. H. THORNE & Co.
Limited.

The "Prize."

A Handsome, Good Heating,
Medium Priced Stove.

The steel body radiates the
heat quickly—therefore full
benefit is received for all
fuel burned. Will burn
either wood or coal. Made
in five sizes. Prices, from
\$9.00 to \$17.00.

EMERSON & FISHER, - 75 Prince Wm. St

HUTCHINGS & CO.,

Manufacturers of and Dealers in—

Mattresses of all kinds,
Wire Mattresses and Cots,
Iron Bedsteads and Cribs, all kinds of first-class
Bedding, Wholesale and Retail.

101 to 107 GERMAIN STREET.

FALL and
WINTER
OVERCOATS

NOW that the cool weather has set in
in earnest a top coat is just as nec-
essary as at any time in winter. Our
stock of **Overcoats** is a very large
and complete one, and our prices are acknowledged by all to
be the lowest. We have the leading styles and shades in
beavers, vicunas and meltons.

PRICES—\$4.00, 4.75, 5.25, 6.00, 6.50, 8.00, 10.00,
12.50, 14.50 and 15.00.

Store open evenings till 8 o'clock.

J. N. HARVEY,

OPERA HOUSE BLOCK,
399 UNION STREET, St. John, N. B.

FALL WOOLLENS.

My stock of Imported and Domestic Woollens now open

J. P. HOGAN, LADIES AND GENTLEMEN'S TAILORING,
101 Charlotte St., Opp. Hotel Dufferin, Telephone 1281.



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,
105 UNION STREET.

HANNA AND ROOSEVELT.

CLEVELAND, Ohio, Sept. 25.—Pres.
Roosevelt is a different man than he
was a few weeks ago," says Senator
Hanna in an interview with a Leader
representative. "He has always been
honest in purpose, strong in action,
and true to his own and to republican
principles. The new and great respon-
sibilities that have been so suddenly
thrust upon his shoulders have given
him equanimity and conservatism. These
responsibilities have rounded out his
character. I believe that he will live
up to the expectations of his dearest
friends. I know he is sincere in all
that he has said and done since death
so suddenly and cruelly took our be-
loved president, William McKinley,
from our midst."

"It is not often that men can so sud-
denly and unexpectedly come face to
face with the great responsibilities
resting on the president of the United
States, and few men could have met

these responsibilities with so much
dignity, judgment and common sense
as did President Roosevelt. He merits
not only the confidence of the republic-
ans of this country, but he deserves
the confidence of the entire nation, and
I believe that he has both."

RECORD OF CRIME.

SOMERVILLE, Texas, Sept. 25.—B.
W. Long and George Johnson, the
negro wounded in the recent riot have
died. While matters are quiet most of
the ringleaders of the negroes being
in jail, there is grave apprehension
that all of the trouble is not over.

AUBURN, N. Y., Sept. 25.—Mrs.
Mary David was shot and almost in-
stantly killed at her home here this
morning. Her son and two companions
were loading and unloading a single
barreled shot gun in the David kitchen,
when the gun was accidentally dis-
charged just as Mrs. David entered the
room. She died before medical aid
could reach her.

SHAMROCK-COLUMBIA.

The Yachts Got Away Shortly After 11
O'clock This Morning.

Wind Variable and Very Slow Progress Made—The Colum-
bia in the Lead at 4.24 p. m.

NEW YORK, Sept. 25.—With a bril-
liant autumn sun and a piping breeze,
the first day of the international yacht
races opened with every promise of
perfect conditions of wind and weather.
After blowing half a gale nearly
all night the northeast breeze sub-
sided a trifle at sunrise. At 8 o'clock both
Sandy Hook and the Highlands of
Navesink reported 33 knots. It had
swept away every vestige of the storm
haze and the Long Island shore was
visible from the Jersey coast. The sea
was quite rough and a heavy surf was
pounding on the beach at Sandy Hook.
Off the Sandy Hook lightship a little
fleet of pilot boats scudded about un-
der reefed mainsail, while two or three
tramp steamers bound out lumbered
heavily in the big seas.

On board the challenger and the de-
fender every one was astir at an early
hour. At six o'clock the launch from
the Columbia's tender put some sailors
aboard the yacht and finished up the
work they had begun yesterday of pol-
ishing off the side paint.
Shortly after seven o'clock the Sham-
rock's crew were put aboard from the
Porto Rico, and went to work strip-
ping the protecting canvas from the
boom and bowsprit and putting the
forward sails in shape. In the mean-
time the Columbia's crew had gone to
breakfast and the boat was deserted
for about an hour. On board the two
tenders all was excitement and pre-
parations. On the Porto Rico where
the sailors of the Shamrock are quar-
tered, the men were hopeful that the
breeze of early morning would con-
duce. Fifteen to seventeen knots they
said was what they wanted.

By eight o'clock the full crews of
both yachts were aboard, and the last
man was busy as bee. By 8.30
o'clock both boats had gotten their
jibs and staysails in shape and had
their spinnakers ready to break. The
big top-sails were then made ready
and the Columbia's crew went to
breakfast. Captain Watson, the com-
mander of the Shamrock, for about fifteen
minutes, anxiously looking seaward.
Captain Barr, of the Columbia, with his
mate, Miller, did exactly the same
thing. At the challenge the main truck
of a bean new Shamrock flag was flying.
The Columbia flew only a small win-
niant.

At 8.30 the crew of the Columbia went
below and appeared in the late
wearing clean white working suits and
caps of black and yellow. E. D. Mor-
gan's colors. The Shamrock's men
wore white navy hats with their white
suits. Sir Thomas Lipton and his
guests turned out early, and from the
quarter deck of Erin closely watched
the preparations on the racing yachts.
Standing with Mr. Jameson and De-
signer Watson, Sir Thomas said:
"That boat," with a gesture towards
the Shamrock, "is a perfectly fit. If
she does not win it won't be because
she has not been given every atten-
tion."

Morgan went on board the Co-
lumbia from the tender Park City a
few minutes before 9 o'clock. Manager
Jameson and Designer Watson re-
mained on the Shamrock at about the same
time. Soon after the Columbia slipped
her mooring and was taken in tow by
the tug Flint, followed by the Sham-
rock in tow of the tug Lawrence. Go-
ing at full speed the Flint, with the
cup defender, passed the point of the
Hook at 9.12, heading for Sandy Hook
lightship. At that hour the wind had
fallen slightly and was blowing at 16
knots from the northeast.

As the Columbia passed the Hook
several of the official boats went by
her, but few excursion boats had ap-
peared.

The Victor, with the guests of Sir
Thomas Lipton, arrived at the Hook
about 9.40, and the party aboard was
transferred to the Erin, which immedi-
ately started after the Shamrock.

It had been Sir Thomas Lipton's in-
tention to sail in the races on board
the Shamrock, but this morning he
concluded that his leg, which is with-
out a recent fall, would prevent his
taking an active part in the man-
agement of the boat, so he remained
on the Erin. On board the Shamrock
were W. Butler Duncan, Mr. J. J. Atkinson
and Mr. Ratsey.

When the Shamrock was close to the
Southwest Spit buoy she sent up her
mainsail; then the club topsail went
up, and a few moments later her head
sails were broken out. She did not,
however, drop her line to the tug.

The Columbia passed the bar at 9.45, but
did not break out any sail.

It was 10 o'clock when the first ex-
cursion steamer passed the Hook, and
then began a splendid procession of
beautiful yachts and big excursion
boats. At 10.10 the wind was still 16
knots.

Fully 20,000 persons left the city this
morning for the races. The fleet con-
sisted of three ocean liners, the Grand
Duchess, of the Plant line; the North
Star, of the Maine Steamship Com-
pany; and the Jefferson, flagship of the
old Dominion line; the City of Lowell,
of the Norwich line; the Chester W.
Chapin and the Lamont of the Sandy
Hook route; the Montauk of the Har-
ford line; the Sound steamer Shinn-
cock; the Columbia, of the Long
Branch Route, and the three decker,
General Slocum.

Both yachts were ready for the race
some time before the vanraces of the
excursion fleet arrived at the lightship.

But at 11 o'clock the majority had put
in an appearance and the remainder
were not far behind.
The fleet was not as large as on the
first day of the races two years ago,
although there were probably 600
yachts of various kinds about the start-
ing point.

IN LONDON.

LONDON, Sept. 25.—Neither the bet-
ting nor the comment of the news-
papers responds to the optimistic view
cabled here of the chances of the
Shamrock II in the races for the Am-
erica's cup. Sporting men vainly of-
fered 6 to 4 on the Columbia after the
receipt of the early morning cable de-
spatches from Sandy Hook, giving the
weather conditions.

THE RACE BULLETINS.

NEW YORK, Sept. 25.—At 9.05 the
Columbia in tow of tug was preparing
to go out to the starting line. At 9.06
the Shamrock started for the starting
point. At 9.10 the wind at Sandy Hook
had fallen to 16 miles from the east.
At 11 o'clock the wind was blowing ten
knots from the northeast.

11.17 a. m.—The yachts have started.
Official time is Shamrock, 11, 11.01;
Columbia, 11, 10.48. Boats crossed the
line on the starboard tack and went
on the port tack. The Shamrock was
apparently a few hundred yards ahead
of the Columbia, but the latter was
some distance to windward. In the
first five minutes of the sailing the
American boat seemed to hold the
Shamrock in good shape, but after
that the Shamrock began to go away,
and at 11.20 it looked as if she might
be able to force the Columbia about
when she came around on the star-
board tack.

The wind has fallen off to about 7
knots, and the yachts are moving very
slowly.
The course is east by north, starting
a little east of the Highlands of Na-
vesink, 15 miles to windward and re-
turn.

11.25 a. m.—The yachts are holding
southeast on the port tack. Sham-
rock apparently appears to be gaining
and now has a quarter of a mile lead
on Columbia, although the latter seems
to be a little to windward. The excu-
sion fleet is keeping well astern of
both boats, and the yachts are having
plenty of room.

At 11.30 the Shamrock tacked to star-
board and was followed a minute later
by the Columbia. It looked as if the
Shamrock had forced her about. The
race is very close, and after 20 min-
utes of sailing neither apparently has
any advantage.

11.42 a. m.—Columbia has crossed
Shamrock's bow and is apparently
leading.

11.55 a. m.—Both boats are standing
towards the Long Island shore on the
starboard tack. The Columbia is on
the weather of the Shamrock.

12 noon.—During the last five minutes
of sailing the Shamrock appeared to
forereach the Columbia slightly, but
the latter is still the leading boat, and
seems able to take care of herself.

12.08 p. m.—The Columbia seems to be
gaining on the Shamrock and contin-
ually beating out to windward. The
American boat seems now to have
a lead of at least a quarter of a mile.
The wind is falling. The yachts have
sailed about five miles of the course
and the race is a very slow one.

12.15 p. m.—Both yachts went about
on the port tack, with Columbia still
in the lead.

12.19 p. m.—Both boats are now head-
ing off shore on the port tack, and dur-
ing last minute or two Columbia seems
to have drawn away from Shamrock.
The wind is very light.

12.25 p. m.—The Shamrock appar-
ently has crept up on the Columbia, and
the boats now seem to be on nearly
even terms, with the Columbia slightly
to windward. Wind very light.

12.34 p. m.—Both boats have come
about on the starboard tack, Colum-
bia to windward.

12.41 p. m.—Columbia is now about 200
yards on the weather bow of the Sham-
rock.

12.43 p. m.—The Shamrock has caught
a fresh puff of wind and is now com-
ing up finely.

12.45 p. m.—The Columbia appears to
be almost in the doldrums and the
Shamrock is now pushing rapidly
along.

12.46 p. m.—The Columbia has now
caught the breeze and is outfooting and
outpointing the Shamrock.

12.50 p. m.—Columbia continued on
port tack off shore, while Shamrock
tacked to starboard and heading in
toward Long Island coast. Neither
yacht making much progress. Wind
so light, roll of sea constantly spills
wind out of their sails.

12.55 p. m.—Shamrock has just gone
about on port tack.

12.58 p. m.—By splitting tacks Sham-
rock caught favorable puff of wind,
and it now seems as if she would be
able to cross the Columbia's bow.

1 p. m.—Shamrock just came about
on starboard tack and will not at-
tempt to cross Columbia's bow. Both
are now standing inshore on starboard
tack.

1.05 p. m.—Sandy Hook reports wind
nine miles east. Increase of three
miles in last hour.

1.07 p. m.—Both boats have come
about on port tack, standing off shore
again. Front Long Beach it is impos-

sible to tell which is ahead, but Sham-
rock appears to be to windward with
good position. They are both taking a
cross puff of wind.

1.10 p. m.—Both boats are holding a
good breeze, and both on port tack.
Columbia seems to be closing up gap,
outpointing the Shamrock.

1.20 a. strong current is setting to
westward and boats are making slow
progress to windward. With breeze
now prevailing it looks doubtful that
they will be able to cover course in
time limit. They are not more than
ten miles from starting point.

1.25 p. m.—Both yachts have swung
around on starboard tack, the Sham-
rock apparently leading slightly.

1.34 p. m.—The Columbia has gone
about on the port tack, seems to have
caught a good breeze and is now lead-
ing boat.

1.36 p. m.—The outer mark is now
four miles away, and Columbia is lead-
ing slightly; wind is stronger.

1.40 p. m.—Both boats have gone
about on starboard tack and reaching
inshore. The Columbia is to windward
and is still apparently in the lead.

1.42 p. m.—The wind has fallen light
again. Both boats are on starboard
tack, and Columbia is slightly ahead.

1.46 p. m.—The Columbia appears to
have blanketed the Shamrock and has
now ranged ahead and is leading by
nearly a hundred yards.

1.50 p. m.—The Columbia is rapidly
widening the gap between herself and
the Shamrock. She is not only to the
windward but she is ahead and out-
footing the Shamrock.

1.57 p. m.—Boats are now a little less
than three miles from the mark. The
wind is still very light.

2.00 p. m.—Columbia has increased
her lead. Both boats are heading for
the mark. The wind is freshening and
is now more southerly.

2.06 p. m.—Columbia turned outer
mark. She sent up her balloon jib and
is running home.

2.07 p. m.—Shamrock is half a mile
astern.

2.10 p. m.—Columbia on the home
stretch and Shamrock still heading
outward, passing each other.

2.13 p. m.—The Columbia has taken
in her balloon jib. Shamrock has set
her big jib topsail instead of her bal-
loon jib.

2.22 p. m.—The Columbia has broken
out her big jib topsail.

2.33 p. m.—Shamrock has just set her
balloon jib topsail and is on homeward
journey.

2.35 p. m.—Both boats are on a broad
reach for home. Columbia is reaching
ahead of Shamrock.

2.38 p. m.—The wind has veered and
is now in southerly direction.
2.37 p. m.—The boats have the wind
almost exactly on the broadside. All
sails are pulling finely and they are
making a good time. It looks now as
though they were able to finish within
the limit.

2.40.—The boats have approximately
ten miles to sail to the finish and the
time limit expires at 4.40.

2.43 p. m.—Columbia is making ex-
cellent time and gradually drawing
away from Shamrock. The excursion
fleet are all heading for home with
full steam.

2.44 p. m.—The race will probably be
called off at 4.40. It is perfectly evident
that they cannot finish within the time
limit. During the last fifteen minutes
the wind has dropped to less than two
miles an hour.

THE ROYAL TOUR.

The Duke and Duchess Are in Win-
nipeg Today.

RAT PORTAGE, Ont., Sept. 25.—Royal
specials left here sharp on time.
First at 3.38 a. m., second at 6.08.

WINNIPEG, Man., Sept. 25.—The
first royal train with governor general
and party arrived at Winnipeg promp-
tly on time. A salute of 19 guns was
fired by the Winnipeg Field Battery.
The weather is very fine and an im-
mense crowd cheered the governor-
general as he stepped from the train.

WINNIPEG, Sept. 25.—The royal
train arrived here on time this morn-
ing. As it came to a stop the field
battery fired a royal salute. Leaving
the station the Duke and Duchess and
their entourage drove to the city hall,
escorted by a guard of honor. They
were welcomed by Major Arbuthnot
and civic addresses presented, to which
the Duke replied. Addresses were then
read from the Archbishop of St. Boni-
face and Ruper's Land. The Duke af-
terwards presented South African med-
als and decorations to those entitled
to them. The procession then re-
formed and proceeded to government
house, where luncheon was served.

This afternoon the Duke opens the new
university building, and will after-
wards dine at Government house and
leave at 10.30 p. m. for the west.

LATEST BOER STORY.

NEW YORK, Sept. 25.—A trek to
Mexico is contemplated by the Boers
according to a cable despatch from
London to the World, which says—

"Part of the land in the Floreskales
estate, a concession from the govern-
ment of Mexico to certain financiers,
one of whom is a member of the house
of commons. The purchase price has
been set down at \$2,500,000, which will
buy 20,000,000 acres, this being the ac-
gregate of two concessions now in the
hands of syndicates. The smaller of
the two estates comprises 5,000,000
acres. This land has seaboard of 200
miles and will thus offer shipping fac-
ilities, which were denied to the Boers
in South Africa and which they so
much desired."

THE WEATHER.

WASHINGTON, Sept. 25.—Eastern
states and northern New York—Fair
tonight and Friday light to fresh east
wind; warmer tonight in western por-
tion.

Read the Star's Want ad. columns.
They may contain something of value
to you.

SCHOOL
BOOTS.

Our Boys' Hand-Made School
Boots are the best value in the city.

Girls' School Boots a specialty.

OPEN EVERY EVENING.

W. A. SINCLAIR,

65 Brussels Street, St. John.

A. B. OSBORNE

HAS REMOVED

To 107 Princess Street.

where parties can purchase reliable ma-
chines on easy terms. Pianos, Pipe and Organ
tuning 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-
ate.

339 Main St. Opp. Douglas Avenue.

BOOT BLACKING EMPORIUM

For Ladies and Gentlemen.

JOHN DE ANGELIS,

WATER STREET, Cor. Market St.

A GOOD INVESTMENT.

It will pay you to have your work
done at DUNHAM'S Upholstering, Car-
pet Laying, Furniture Polishing and
Furniture Repairing, etc. First Class
work at moderate prices.

FRED H. DUNHAM,

408 Main Street, N. E.

STYLES TO FIT EVERY FOOT.

AT PRICES TO PLEASE EVERY PURSE.

A well fitted shoe is the best
corn cure.

Repairing promptly attended to.

W. KEIN, 181 Charlotte St.

HENRY DUNBRACK,

CONTRACTOR FOR

Hot Water or Steam Heating and Plumbing

PAINTING, CARPENTRY, ETC.

Water and Gas Fitters.

70 & 72 PRINCESS STREET, St. John, N. B.

Telephone: Office, 100 Residence, 215.

H. L. COATES,

(Cor. Main and Harrison Streets, Oppo-
site St. Luke's Church, N. E.)

CARPENTER, BUILDER

and GENERAL JOBBER.

Special attention given to the plac-
ing of plate glass windows.

HOTELS.

HOTEL DUFFERIN.

E. LEROY WILLIS, St. John, N. B.

J. J. McCAFFREY, Manager.

PARK HOTEL

CHAS. DAMERY, Prop.

Centrally located, facing King Square,

ST. JOHN, N. B.

OUR

PORK PACKING ESTABLISHMENT

Started Friday Aug. 30.

Will have roll and flat bacon next

week. Ask for our