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Strawberry Jam, 1 lb bottle.
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Single Fare on Aug 28th to Sept 8th, inclusive, And Low Rates On

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One Fare For Round Trip Between all Stations September 5th, 6th and 7th

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C. B. FOSTER, D. P. A. C. P. R., ST. JOHN, N. B.

HYPNOTIZED, SAYS BRIDE OF THREE DAYS.

Young Husband, in Court, Denies His Wife's Charges and is Released.

NEW YORK, Aug. 19.—Bridegroom of three days, Herbert C. Kennedy, underwent the unpleasant experience yesterday of being arraigned in the Yorkville court on the charge of disorderly conduct, a sequel of his marriage. The bride now declares that she was under the influence of hypnosis when the ceremony was performed, on Tuesday last.

The complaint was made by Leonard Blumenthal, a brother of the bride. He is owner of a shoe store at No. 508 Second avenue.

Magistrate Barlow dismissed the case. It was alleged that five weeks ago Kennedy while riding past the store of his brother-in-law in an automobile saw Miss Blumenthal and stopped and asked her to ride. After this she met him frequently.

On Tuesday last she went out with him again, and he took her to the Church of the Transfiguration, in East Twenty-ninth street, where they were married, though she had a few days before refused to marry him. He must have had some hypnotic influence over her, she alleges.

Kennedy denies these allegations, saying the girl was willing to be married.

At the rectory of the church it was said the young woman appeared to be entirely rational. Blumenthal says his sister will not live with her husband.

LOST MIND AND WEDDED A NEGRO.

CHILLICOTHE, Mo., Aug. 18.—It is probable that no other school girl in this country has had so many vicissitudes as Miss Mary Gordon, daughter of Mr. and Mrs. Linton Gordon of Chillicothe, now at home after two and a half years of most extraordinary experiences.

Only thirty months ago Mary was the wife of a negro and was flying over Kansas, Missouri and Iowa with him, desiring to escape from her father, declaring that she would never forsake her black husband; that she loved him, and that she herself had negro blood in her veins.

It is now thirty months since Mary was arrested and declared insane and sent to an asylum as the result of her strange infatuation for her negro husband.

From the madhouse she went to a St. Louis academy, and from there she has graduated, to return to her home in Chillicothe and to become one of the belles of this northern Missouri town. Now she has forgotten her negro husband and her mind is a complete blank prior to the time she was pronounced cured at the asylum.

Telephone 1555.

St. John, N. B., Aug. 21, 1903.

Boys' School Suits.

MOTHERS bring your boys along; we're prepared to rig them out for school with more satisfaction to YOU AND THE BOYS and for less money than any other clothing house in town. Our enlarged and brighter store gives us a chance to carry a larger stock than we have ever shown before.

BOYS' 3-PIECE SUITS, \$2.50 to \$6.75

BOYS' 2-PIECE SUITS, 1.10 to 4.50

J. N. HARVEY,

MEN AND BOYS' CLOTHING, 199 and 201 Union St.

U. S. EXPERTS ARE CONFIDENT.

Claim Shamrock Not Up To Expectation.

Yankee Skipper a Smarter Seaman—Sir Thomas Not Disappointed and Still Has Hopes

LONDON, Aug. 21.—All the press comments here on the Shamrock's performance evidence the growing conviction that she is incapable of recapturing the America's cup under any weather conditions. The afternoon newspapers claim that yesterday's abortive race showed nothing of respective merits of two boats, but they admit that the performance of the challenger did not fulfil expectations of her behavior in a light wind, and say that Barr seems to have shown smarter seamanship. The suggestion is made that in view of the repeated wind disappointments off Sandy Hook, the New York Yacht Club might try to find a more satisfactory course.

NEW YORK, Aug. 20.—One of the biggest crowds of spectators and yachtsmen that ever sailed down Sandy Hook Bay to witness an attempt of a foreign mug-hunter to wrest from America the yachting supremacy of the world returned to New York tonight disappointed because the sea had refused a field of combat to the racers, but nevertheless jubilant in the conviction that Sir Thomas Lipton's latest challenger, like the two Shamrocks which had preceded her, was doomed to return to England empty handed.

The Reliance showed her heels to Shamrock III. in commanding style, and in weather conditions which were supposed to be to the particular liking of the challenger. Today the breeze varying from one to twelve knots, and against a long ground swell, the defender outfooted and outpointed her. The Shamrock did not turn the outer mark, and there is therefore no way of knowing absolutely how badly she was beaten, but it was estimated that she was more than a mile astern, or about 15 minutes, when the Reliance went around. The result of the trial the experts believe, blow high or low, that the Reliance will win this, the thirteenth series for the America's cup.

A mist lay over the city and bay in the morning, and when the starting line was reached, black threatening clouds were gathering over the Jersey Highlands. The breeze was not over six knots and the murky waves spilled no white froth from their crests. The course was set 15 miles south-southwest, straight down the Jersey coast and return. At the very start "Charlie" Barr, the Yankee skipper, who has twice piloted cup defenders to victory, cleverly out-generalized Captain Wringe, the best English captain afloat, sending the Reliance over the line 33 seconds behind the challenger, but in the windward berth. In the first 20 minutes of sailing the defender showed her windward quality, and up and down the terms with the challenger, besides being about 200 yards to windward, then the storm broke, blotting out the racers and making the excursion fleet look like a line of phantom ships. For 30 minutes the rain came down the puffs, drenching the thousands of people on the steamers who were unable to find shelter in the crowded cabins. While the storm lasted the wind increased to 12 knots, and those aboard the press boats who caught occasional glimpses of the yachts as they smashed into the sea saw that the Reliance, with great geyers rushing from her bow, was footing faster and pointing higher. The Reliance came down the bay more tender adversary. When the storm had passed, the excursionists came out on deck, to find the defender firmly established on the weather bow of Shamrock III. She was never afterward hindered by the wind.

During the last two hours of the race, when the wind had backed around to the west and was blowing straight off the land about four miles an hour, the Reliance decidedly increased her lead, rounding the down the stentorian chorus of the excursion fleet a mile ahead of Shamrock. Heading back for home close hauled, she had just reached the Shamrock, still out of hand, when the race was officially declared off.

The work of the patrol fleet was perfect. Moving at right angles, line ahead and line abreast, the revenue cutters kept the yachts in the hollow of a moving angle, as free from interference as if they had been sailing in mid-ocean.

Under the rules, the first race, fifteen miles to leeward or windward and return, is now postponed until Saturday.

SANDY HOOK, Aug. 20.—Sir Thomas Lipton was the first of the owners to return to the Hook, coming back on the Erin with his hundred or more guests. He was busy bidding them adieu, but he stopped to say to the "No, I am not in the least disappointed with my boat or its efforts today. The wind was so variable neither boat had a good chance and particularly mine with the smaller sail area. Wait till we get a good breeze."

The two single-stickers did not arrive at the Hook until after 6 o'clock. The captains of both boats refused to talk for publication and all Mr. Iselin would say was "We are perfectly satisfied. We always have been."

GOOD WIND FOR TOMORROW. NEW YORK, Aug. 21.—Forecasters Emery at the weather bureau sent out a special forecast for the vicinity of the yacht race course tomorrow. He prophesies a good southerly breeze and clear skies. The special is as follows: "The weather over the international yacht race course will be fair to partly cloudy with fresh southerly winds, probably shifting to southwesterly."

NEW YORK, Aug. 21.—Today the Reliance lay at her moorings in Sandy Hook Bay. The wind was blowing from the northwest and hardly a cloud could be seen. Early in the day the crew raised her mainsail and club topsail to dry them, after the wetting they got in yesterday's showers and were otherwise busy in making ready for tomorrow. Her head sails were up in steps.

Fifty hundred yards astern of the Reliance the Shamrock III. lay at her green moorings. Her crew were likewise preparing for tomorrow's race. Near her were anchored the steam yacht Erin and the rest of the fleet.

At 10.45 the Reliance cast loose from her moorings, set her jib stay and stood out into the bay for a sail. Shortly after Shamrock III. hoisted her mainsail and the apparent intention of going out for a sail stretching

A GOLD MINE LIKE SOLOMON'S.

Searching For Rich Treasures in Patagonia.

Gold Seekers With Map of Lost Mine Held Up As Filibusters in West Indies.

CHICAGO, Aug. 21.—The Tribune today says: Six men who sailed away from Chicago six years ago in search of a gold mine in the wilds of Patagonia, are now under arrest at Turke Island, in the West Indies, suspected of filibustering. The arrest and the detention of their schooner, Mercury, has been laid before the secretary of state.

Charles Corrigan, a Texas cowboy, came to Chicago last fall, watched Lake sailors for a month and then took five men into his confidence. Corrigan said that he had a map showing the location of a gold mine rivaling that of King Solomon. His story was that his discoverer had been driven out by the natives, and when he died on a ranch he gave the drawings to Corrigan.

The Mercury sailed for New Orleans in October. It was to cruise along the coast of South America to Patagonia. Charles Hardin was the master and owner, according to the ship's papers, and Emil Von Boroucke was the first mate.

When the Mercury crept into Truk's Island, the American and British consuls discovered many suspicious circumstances. The schooner had papers from Chicago, but could not account for the time that had elapsed since the time that had been taken out. The vessel was held until the business of its owners could be investigated.

DESPERATE HIGHWAYMEN.

Robbed Team and Threw Passengers From Moving Cars—Four are Arrested.

WINNEBEG, Nev., Aug. 21.—Sheriff Lamb, of Humboldt Co., has captured four men at Lovelock, who are charged with having boarded two freight trains near Lovelock and after robbing and beating everyone on board, threw them off while the trains were in motion. Patrick Welsh, of Pallasade, Nev., was shot three times after being robbed, and died later from his wounds. The men are further accused of having been implicated in the stealing of the suit case of Mr. and Mrs. Harvey Morton, of Montreal, Que., which contained \$2,000 worth of jewels and \$400 in currency, August 13, from a passenger train.

KILLED BY A GOLF BALL.

PHILADELPHIA, Pa., Aug. 21.—After lying unconscious since last Tuesday, Bertha Herman, aged 14 years, died late last night in a hospital here from the effects of being struck on the head by a golf ball. The child was watching the play on the Sharon Hill links near here when the ball struck her, fracturing the skull. She fell unconscious and lingered in that condition until death ensued last night.

LIPTON BETS HIS BINNACLE.

OYSTER BAY, N. Y., Aug. 17.—During the review of the North Atlantic fleet by the president today, he and his guests discussed at some length the international yacht races which are to begin on Thursday. The discussion finally resulted in the making of a wager. Sir Thomas Lipton, if the Reliance should win, will present the binnacle of the Shamrock to the New York Yacht Club, while if the Shamrock should win the binnacle of the Reliance will be presented to the Royal Ulster Yacht Club, which the Shamrock represents.

E. H. WEMPLE ENDS LIFE.

Brooklyn Man Postpones Suicide in Wilkesbarre to Get His Shoes Shined.

WILKESBARRE, Pa., Aug. 21.—E. H. Wemple, of No. 252 Tompkins avenue, Brooklyn, employed by the New Amsterdam Causery Company, of No. 74 William street, New York, committed suicide at the Hotel Redington here this afternoon.

This morning he went to a drug store and purchased acid. Before taking his life he got shaved, shampooed, took a bath and put on his best suit of clothes. Then he retired to his room, but had forgotten to get his shoes shined and he returned to the barroom for that.

Fully dressed, he lay down on the bed and took the acid. His wife has been notified.

A MIXED EXPLOSION.

"I saw Fuddiesome running down the street this morning," says the first suburbanite. "What was the matter?"

"He was going for a veterinary surgeon and a machinist," explained the second suburbanite.

"What was wrong?"

"Last night he went out to his stable to see if everything was all right, and incidentally to fix his bay mule and his automobile for the night. You know how careless he is?"

"Well, the mule has gasolinitis and the auto has hay fever."

P. C. REDMOND DROPS DEAD.

Sudden Death of a Union Street Merchant.

He Was Visiting in Kentville, N. S., With His Wife—Heart Disease the Cause.

(Special to the Star).

KENTVILLE, N. S., Aug. 21.—A very unexpected death occurred here this morning, when Peter Redmond, of St. John, N. B., dropped dead on Main street from heart disease.

Mr. Redmond left his sister's house in apparently perfect health to go to the post office for his mail, but before he had gone very far he was seized to fall and when he arrived life as extinct.

Mr. Redmond is a native of Kentville and was here on a visit to his sister, Miss C. Redmond. He has been a resident of St. John for a number of years, where he conducted a large millinery establishment on Union street. He leaves a widow, who was visiting here with him.

The news of Mr. Redmond's sudden death will come as a sad shock to his many friends in this city. About two weeks ago he left for a visit to Kentville, accompanied by his wife, and was expected home in a few days. The manager of his store received word of the death this morning and closed the establishment.

Mrs. Redmond was a Miss Fraser of this city. There are no children.

JAPAN WANTS THE CUP.

May Enter Boat in Next International Yacht Race—Naval Officer Backs Scheme.

NEW YORK, Aug. 21.—If Lieutenant Commander Isam Takeshira, of the Imperial Japanese navy, can carry out his plans Japan will have a yacht in the next contest for the America's cup. The commander, who came here to see the struggle between Shamrock III. and Reliance, declares he will interest himself in the contest, to prepare at once for the building of a racer to enter the next international races.

A HITCH IN ARBITRATION.

Swiss Minister Appointed a Venezuelan Arbitrator by the Czar, Refuses to Act.

PARIS, Aug. 21.—The federal council of Switzerland has advised Dr. Lardy, the Swiss minister here, and one of the three arbitrators appointed by the Czar to arbitrate the claim of preferential treatment made by Germany, Great Britain and Italy in the settlement with Venezuela, that he does not desire him to act as arbitrator, as Switzerland has interests similar to those of the other powers, which have been committed to the German representative at the Hague court.

CHERBERG, Switzerland, Aug. 21.—Dr. Lardy, the Swiss minister at Paris, it is announced here, has declined to serve as arbitrator in the Venezuelan claims, on the ground that Switzerland would prevent his recognition, which she proposes to submit to arbitration, and therefore, under the Washington protocol, he, as a citizen of an interested nation, is unable to act.

AFTER 23 YEARS.

Man Arrested for Murder Committed Long Ago.

CRAWFORDSVILLE, Ind., Aug. 21.—James L. Myers, who came to Darlington, near here, to attend a family reunion, was arrested last night on a charge committed 23 years ago. Myers killed Brant Sloan during a quarrel and immediately left. He remained away until yesterday. Myers is now a prominent lumberman in Tennessee. He thought, his changed appearance would prevent his recognition. He says he is ready to stand trial and will prove that he killed Sloan in self defence.

CASUALTY RETURNS.

Thirteen Vessels Lost Last Month.

Casualties to boats of 500 tons gross register and upwards during last month amounted to 13 vessels being totally lost and 24 vessels being partially lost. This was made up as follows: British, steam, four vessels, of a total tonnage of 14,011 tons; foreign, sail, six vessels, of a tonnage of 7,859 tons; steam, three vessels, of a total tonnage of 5,447 tons.

A FISH THAT LIVED IN OIL.

(New Jersey Reporter.)

You've heard of sardines in oil—but they are dead ones. The fish hero of this story is a dace who spent most of his life in crude petroleum.

When a gang of pipe fitters connected the oil tank in the factory yard that has lain idle for several years, last week, Jonathan Gaskill found a live fish in the bottom of the tank, where several inches of mud, oil and water have lain for several years, and which each summer must have been hot for the fish.

Alonso Beckett, our local naturalist, secured the finny one, and if he survives to return to his native element, water, in Leon's aquarium, he will probably be named John D. Rockefeller.

Farmer—Where 'ave you been all this time? And where's the old mare—didn't ye have her shod as I told ye? Jarge—Shod! Law, no, master. I bin a bursin' sho! Didn't I think thee bid 'shoot!'—Punch.

\$500,000 TO DEFEND CUP.

Enormous Expense of International Yacht Races.

Sir Thomas Lipton's Outlay This Season Will Probably Be Almost a Million.

Few people realize the tremendous expense incurred in an international race between the big single stickers. The cost of building challengers and defenders has increased with each succeeding effort of the British yachtsmen to lift the cup, till now one of these butterflied of the sea represents an expenditure of more than half a million dollars.

It is a conservative estimate to put the cost of the three Shamrocks to Sir Thomas Lipton at the tidy sum of \$700,000 each.

There is no way of verifying these figures to a dollar. The men who foot the bills and those who do the designing and building are very secretive about these matters. At any rate they have never yet revealed the exact cost of one of the big international cup racers.

The Reliance has been built by a syndicate composed of ten men of high standing in the social and financial world. These men are C. Oliver Iselin, as the managing owner, has full charge of the boat; ex-Judge Elbert H. Gary, Clement A. Griscom, James J. Hill, William H. Leeds, William Rockefeller, Cornelius Vanderbilt, Henry Walters, P. A. B. Widener and Norman B. Reed.

The very knowing old salts say that Nat Herreshoff received no less than \$200,000 for his latest creation. The boat has seven complete suits of sails, which has probably added another \$100,000 to the price of the yacht. The wages for the officers and crew can be put down at \$20,000 and the rations for the boat is \$10,000 more. The dry docking expenses and new rigging and repairs may be estimated at about \$12,000. Then there is that expensive thing, absolutely necessary to these racing machines, the tender. The tender of the Reliance was bought outright, and including the cost of the crew and maintenance, represents another \$80,000 or \$75,000.

So at the lowest estimate the cup defender will cost ten millionaires about \$252,000.

This huge sum does not include the heavy expense of putting the trial horses, the twice victorious Columbia and the Constitution into commission. Pierpont Morgan, the owner of the Columbia, and August Belmont, who owns the Constitution, have probably spent more than \$100,000 apiece to put their flyers in racing trim this season to help the Reliance defend the famous old trophy.

It naturally costs a challenger more than those who defend the cup. The Irish baronet's expenses this season can be safely estimated well over \$700,000. Sir Thomas takes no little pride in the fact that he will spend alone considerably more than ten of the richest men in America on the truly royal sport of international yacht racing. Sir Thomas Lipton has admitted in private that each of his previous efforts cost him more than half a million dollars.

Owing to the fact that he has two racing boats in commission, his expenses this time will be considerably more. The new Shamrock probably cost \$200,000 to build, or close to \$100,000 less than Reliance. This difference in cost is owing to the higher price laborers, builders and designers put on their services in this country.

The new Shamrock has five suits of sails, costing about \$20,000 each. Extra spars have been needed, more rigging has been used than was first put on the yacht, and many other minor expenses have probably brought the cost of the boat up to \$450,000.

The re-fitting of the Shamrock I, as a trial boat probably cost \$50,000. There are 45 men on each of the racing boats. The captains' salaries are \$4,500 each, the officers' \$3,000, and 40 men on each boat draw every month about \$30 apiece. The wages for six months amount to \$14,400.

In addition to their wages, Sir Thomas paid each man a bonus of \$75 for giving up the yachting season on the boat, and engaged an excursion steamer to take his guests down to see the races. This costs about \$25,000 more, bringing the total amount to about \$100,000.

When asked recently what it cost to try to lift the cup, Sir Thomas said: "I really don't know nor care what the cost is. Perhaps if I did I might not keep it up. I don't want to know. All I want to do is to win the cup, and that I will do if it is possible."

The cup defenders are practically useless except for racing purposes. They are built of material too light to stand much cruising, and are too big and costly to keep in commission as pleasure craft.

Things were not so in the old days of international yacht racing. Several are still afloat, and their owners enjoy using them.

NEW DERBY HATS.

THE NEW BLOCK FOR FALL, 1903, has just come to hand and we will be pleased to take orders for one of "our own make" of Derbys.

The best hats on the market at the prices: \$2.00, 2.50, 3.00.

Anderson's,

Manufacturers, - 17 Charlotte St.

Come to 44 Germain St., or Call Up 'Phone 1074 FOR ANYTHING IN

Hardware,

Paints, Oils or Glass.

Screen Doors, from 75c up. Window Screens, 30c to 50c. Green Wire Cloth, 10c to 50c yard.

J. W. ADDISON, MARKET BUILDING.

Open Friday Evenings

Peaches, Pears and Plums

AT—CHARLES A. CLARK'S,

44 CHARLOTTE STREET, MARKET BUILDING, Telephone 503.

ing them in travelling for pleasure. Even the old America, which brought the trophy to America more than 50 years ago, has not lost her usefulness, and is still the best of the trophy she won have gone to the junk pile.

THINK THEY FOUND BLACKBEARD COINS.

CHESTER, Pa., Aug. 18.—Search for the golden hoard of the famous piratical Blackbeard, who, by tradition, historical statement and general belief, buried untold treasure somewhere in the vicinity of Second and Tighman streets in this city early in the eighteenth century, has been revived by the finding of several strange coins.

Blackbeard's family name was Trench and he was perhaps the most picturesque villain that ever scored the seas. He was tall, swarthy and had the vain habit of twisting his long black beard into numerous little tails and decorating the ends with colored ribbons. Then, with a row of lighted candles around his hat he was ready for battle. Occasionally Blackbeard in utter defiance of law would put into Marcus Hook and with his crew revel in rum. These periodical sprees