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ALFRED MARKHAM,

# THE SEMI-WEEKLY SUN

ST. JOHN, N. B., OCTOBER 18, 1899.

THE WAR NEWS.

The despatches from South Africa are full of more or less vague rumors, but contain some definite intelligence. The Boers continue on the aggressive while the British are still pursuing a waiting policy. The imperial forces on the frontier are supposed to be largely outnumbered by the Boers. The latter are working their way across the Natal border. The historic battle ground at Laing's Neck is held by them. They have occupied the British village of Charlestown and are pushing forward. Probably they are now in occupation of Newcastle, which is some forty miles from Laing's Neck and within eighty miles by rail from Ladysmith, the nearest point where British troops are in force. At this place 5,000 troops are posted, while 10,-000 more are at Durban and Petermaritzburg. Durban is the chief port of Natal and Petermaritzburg is the capital, the railway from the former place passing through the latter on the way to Ladysums and the from capital is 1112 miles from mith, and Durban is 70 miles farther.It will not, therefore, be a long operation to mass the whole Bri force at the point of contact with the western 11 to the !!

Operations on the other or western side of the Transvaal and Free State seven hundred miles of frontier on the west side of the two republics next to Cape Colony. For some five hundred miles of that distance the railway from Cape Town passes within easy striking distance of the border. The railway extends on through Bechuanaland and Rhodesia to Buluwayo. Or

the frontier there are three important centres. Kimberley, the furthest south of these and opposite the Free State. Town. It is 130 miles further to Vryburg, and another 100 miles to Mafeking. From the latter point to Buluwayo may be five hundred miles.

The despatches tell of the Boer troops within eight miles of Kimber-

troops within eight miles of Kimberley, though apparently not on British
territory. Between Kimberley and
Vryburg, at a place called Fourteen
Streams, the Boers are assembled. A
hospital train had a narrow escape
from wreck near there. Bridges have
been blown up and communication has
been cut off between Kimberley and
Vryburg. A Boer camp is within
twenty miles of Vryburg and the force
at that place is apparently not in a at that place is apparently not in a position to detend it. Mateking is a more important post and is defended by Colonel Baden-Powell, who at last accounts was posted a few miles north with some 2,000 men. The Boers in his neighborhood are said to number 10,000. Communication by with and 10,000. Communication by wire and rail has been cut off, and it is said that the nearest point from which west of Mafeking.

The map published in the Sun on last week will assist materially the understanding of the situation.

MR. TARTE AND THE EMPIRE.

If the dominion cabinet had been free from the domination of Mr. Tarte we should not have had the exhibition which the people of Canada have witnessed in the last few days. Even if it were true, that Mr. Tarte represented a body of local public feeling, this sentiment would have been over-borne by the enthusiasm of other provinces had the premier been less under the personal control of the minister of public works. The premier himself is not a man of strong opinions and is apt to speak what the keeper of his conscience dic-

tates to him. After the New South Wales contingent had been in training in England, after the corps from Queensland had been offered and accepted, long after the imperial secretary of state had expressed the gratification of the home government over these spontaneous offers of help, the premier of Canada stated that his cabinet had not even considered the question. A week ago Sir Wilfrid Laurier incorrectly assert ed that the law did not permit the use of Canadian troops except for Canadian defence, and declared that it was impossible for the government to do

anything. In the meantime Mr. Tarte's views found utterance in the journal which Mr. Greenshields bought for him.

"What have we to do with the af

"fairs of Africa?

"What interests have we in the

"Why should we take the money "and the blood of the ratepayers of " this country to squander them in

"these far away regions?" Again we find La Patrie explaining three in Quebec might do the rest.

that the Boers are largely of French descent. On Tuesday of this week Mr. Tarte, speaking in the Reform Club reception in Montreal, said: "We must consult parliament. This is not a "mere question of money but of principle. Before the liberal party decides whether it is expedient for this country to interfere or hold aloof in this Transvaal matter, we must pause awhile and consult parliament. There must be no hurried decision." Once more we have this rather strong language from the Tarte organ: "No one of the speakers who addressed the meeting at St. Liboire had the energy to denounce the dangerous policy adopted by the chief of the conservative party during the last few weeks, namely, the participation of Canada in the war of the Transvaal, and, consequently, in all others that might break out in Europe or elsewhere.

"M. Taillon, M. Beaubien and M. Bergeron constitute themselves the lay figures of toryism, and of the Orangeism of Ontario, that is to say, of the most fanatical and baneful in s that exist in this country.

"We denounce them in the name of sound public opinion. We ask of our fellow-citizens to brand them as criminal cowards."

When such appeals as these are made to the French-Canadian people by a Canadian minister we can hardly expect from the cabinet as a whole prompt action in the line adopted by the other colonies.

To set at rest any controversy as to the real situation and his real attitude Mr. Tarte on Wednesday furnished to the Patrie the following signed state-

"I am in a position to give you the most positive assurance that the government has not come to any decision relative to the sending of a milltary corps to the Transvaal. The merits of the dispute between England and the Transvaal are one thing the interference by Canada in the foreign wars of the empire is another. It is sought to create precedent which would have for result the compulsory participation in the future by Canada in any and all the conflicts which may sweep over Europe and over the various parts of the world in which the large European governments are interested."

To this the minister of public works

was good enough to add: "The government will be happy to favor the departure of all those whose warlike instincts and patriotism make them want to go to the Transvaal to fight, but I do not believe that public opinion in this country asks more and I will add will never consent to more in such an eventuality as Low exists." Mr. Tarte would not permit the government to de more for the empire in South Africa than was done for the United States in the war with Spain. Hundreds of Canadians whose "warlike instincts" made them want to serve in the army or navy of the United States have been allowed to go to foreign wars. But Mr. Tarte refused to go farther in defence of the empire than in support of a foreign state. He would not permit the interference of Canada in the foreign wars of the empire." In the eye of Mr. Tarte the empire and Canada have no

necessary connection. When the master of the administration spoke in this tone it was not surprising to read of one of the leading supporters of the ministry and an as-

pirant to a portfolio : Mr. Desmarais, liberal M. P. for St. James division, Montreal, made an attack on the proposal to send a Canadian con tingent to the Transvaal last night at the East End Liberal Club. He said he and all French-Canadian liberals would vote against

it and fight it in parliament. While these things went on the fibera party was given to understand that Mr Tarte was not to be trifled with. Our minister of public works has weapons of war the effectiveness of which all Canadians must recognize. Speaking at a banquet on Monday evening of this week in Montreal Mr. Tarte said: "I declare here of a public man in the 'area of federal politics, who has no "the energy and courage to say that he is French and Catholic when he belongs to that race and faith, it would be better for him to remain at home. I return from France, where 'I received the care that French science can give, and I return to Canada more French than ever. I am a minister in a British government, and I have the right to say that I am French. But I tell you this: If to declare myself a British subjec would prevent me from being French then I would refuse to call myself a British subject. We make no theats, as the ballot box is our best defence. We are happy and free under British institutions, but France is always my dear country. If now we turn again to Mr. Tarte's Reform Club speech of Tuesday evening we find him giving the rest of the minion notice of the intention of the party in Quebec. The minister of public works announced that he was quite ready for the fight, and added signin-

cantly: "I do not believe that more than six conservatives will be returned for the province of Quebec.' A representation of fifty-nine to six in one province would give Mr. Tarte and Sir Wilfrid a pretty good start. With such a prospect supposed to be in view the course which Sir Wilfrid and his master proposed to take is more easy to understand. Why should they nay much attention to the sentiment of other provinces. If they could count on the machine vote in the English provinces, the majority of fifty-

THE EMPIRE WINS. After a stormy session of two days.

the Canadian government has yielded part, but not as far as should heve gone to the of a public opinion no ministry could resist and live. Canada will be represented in South Africa by a force of about 1,000 men. It would be easy to raise a much larger body of competent volunteers, but this is a stronger contingent than has been accepted from the other colonies. One would be surprised if it were not so since Canada has a larger regular militia establishment than the Australian colonies New Zealand, Cape Colony and Natal taken together. It was for the home government to say how many men would be accepted. Canada would have done her duty in offering long ago to end a corps.

As to the disposition of the force, its character, and the way in which it is operated, these are not Can adian questions. No one will blame the government for accepting such an arrangement as the war office pro-

they appear to be shabby enough on Canadian side and it is here that Mr. Tarte has apparently been able to get in his work as an obstruction ist. He seems to have prevailed to extent that the Canadian troops will only receive the pay of imperial regulars, and will meet with all the discouragement that it was

for the government to offer. We are still of the opinion that Canada can afford to furnish the men and pay then, supply the equipment, and bear the expense of transportation and naintenance. We should like to see the government assume this obligation. No part of the vote of next see sion would be passed more cheerfully

But a great point has been gained partial surrender Laurier and Mr. Tarte Wilfrid Not ten days o send a soldier beyond the dominion fince there was no menace to Carada "We simply could not do so," the pre-mier said in reference to the de spatch of troops without previous authority of parliament. These were me echo of the stronger word of M Tarte quoted in another article. Mr Tarte is able now to give an answe to his own rhetorical question, have we to do with the affairs The answer is tha South Africa ?" Africa and of the empire as our affairs, and we are sending a corps of soldiers to South Africa. The people of Canada do this in spite of the unwilling and even resisting instruments of the people. A prophecy in Mr. Foster's banquet speed The advice which Sir Charles Tupper wired from Yarmouth has been me ly accepted by the very ministers who held it up to ridicule. This spectacle aster, forced struggling, hanging back, and protesting to the last step to the performance of a patriotic act is a great historic scene. and loyal British subjects in Canada who have thus projected and propelled along the path of duty the statesmen who should have led them, it is

### PROFESSOR WELDON FOR ALBERT.

Albert county liberal conservatives have given the county an opportunity to do itself, honor and credit and to and the dash of red from the big hulk render the Dominion of Canada a signal service. The parliament of Canada is never without men of high characfer, distinguished ability, and great attainments. But in the nature of the case there must in any house be few men with the native and acquired the deck of the Columbia, wrapped up qualifications possessed by Dr. Wel- in a big yellow oilskin. "Sandy," her don. Such a man must always be a dog, the old mascot of the defender, great force and a stimulating influence in any public body in which he has a place. During his nine years service in parliament. Dr. Weidon gave a special distinction and importance to the constituency which sent him to Ottawa. Albert county has since undergone political effacement, for whatever good personal qualities Dr. Lewis possesses, he has not seen his way clear to be more than a passive and indiscriminate voter in the house. Even the control of patronage which sould be his has been torn from him by Mr. Emmerson, who has no possible right to it, and who has used the power to destroy the friends of Dr. Lewis. The political ambitions of Dr. Lewis are probably satisfied, and he could not do better thing than join with his neighbors in the patriotic work that lies before them.

The report of Mr. Foster's banquet peech, which appears in this issue, will repay careful reading. Mr. Foster does not talk as much about himself as Mr. Blair, but his vindication of the liberal conservative party and his criticism of the government were worthy of the speaker and of the hour.

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"This is George the Fourth," said an ex-hibitor of waxworks for the million at a penny each, pointing to a very slim figure with a theatrical crown on his head. "I thought he was a very stout man," ob-served a spectator.

Practical Following and alternating with instruction in methods and principles keeps our stuof "What Comes Next," gives brightness and variety to our course of study, and pro-best possible use is made o



Eighth Attempt at a Race Successful.

The Shamrock Over a Mile Behind at the Finish.

Sir Thomas Lipton Acknowledges He Was Fairly Beaten.

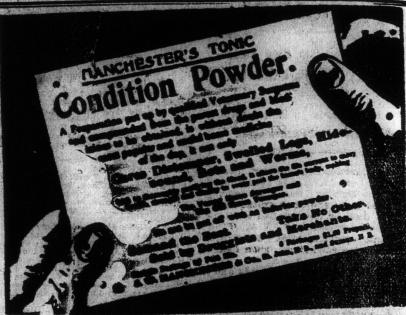
Great Enthusiasm All Along the Line-Victor and Vanquished Given a Royal Reception When They Crossed the Line -Will Race Today Over la Triangular

NEW YORK, Oct. 16.-In a gloriou sail breeze over a windward and ward course of thirty miles, the Yankee defender Columbia today scored against the Shamrock the first race of the 1899 series for the America's cup. The Columbia cross the finish line fully a mile and a half ahead of the challenger, defeat ing her by ten minutes and 14 actual time, or 9 minutes and 8 sec onds corrected time, after allowing the six seconds handicap which the Columbia must concede to the challenge account of her longer water line It was a magnificent race, skilfully sailed and decisively won. Opinion as to the merits of the two boats had en somewhat divided as a result of the flukes during the past two weeks, but no nautical sharp expected that the Shamrock would be so overwhelmirgly vanquished as she was in today's contest. The Yankee boat out generalled her at the start, beat her elplessly in windward work to the outer mark and gained 22 seconds in he run home before the wind. No excuses can be offered for the rock's defeat. There was a good trong ten to twelve knot breeze, and held throughout the race true as the eedle to the pole. The regatta com nittee, as a result of the showing made by the defender today, are conirced that the cup is safe. Blow igh, blow low, Columbia, it is believe y her manager, Mr. Iselin; can tak he measure of her rival. Sir Thomas Lipton confessed after the race that he d been fairly and squarely beaten. He had no apologies to make, saying that he would die game and race the

Tcday's race was a magnificent duel, and made up for the repeated disapniments the sightseers have sufered. It was anything but a comfortday on the water. A wet grey yell of vapor hung over the sea when Sir Thomas looked through the drip-ping portholes of the Erin this morning to take his first look at the wea-Still the mist wreaths were certied along by a good ten reeze from the east, and the old shell backs said there was more wind where that came from. But the excursionists who went down the bay were not hopeful until they got outside, The low, leaden clouds overhead shut out the sky. The wall of vapor blotted out the horizon. The mist made everything look ghostlike and indistinct. The only color in the dull scene was furnished by the ensigns and the was fesher and whipped some foam out of the waves. Both yachts were towed out from the anchorages and raised mainsails before casting off. Mrs. Iselin was a conspicuous figure on

was snuggled up under her lee. The crew had on their working suits of white and wore watch caps of black and red, Iselins' private colors. Several of the crew of the Shamrock had on sou'westers. From the truck of the Shamrock's topmast floated Lipton's flag, a green shamrock in a yellow field. The wind kept freshening all the way out to the lightship, and the seas spilt more froth.

No large assemblage was on hand to witness the start. A few side-wheelers, the regular fleet of ocean going tugs and a score or two of steam yachts were about all. Many more however, got out in time to see the finish. Promptly at 10 o'clock the committee boat signalled the course, 15 miles dead into the eye of the wind to the eastward and return. Immediately a tug steamed out parallel with the Long Island shore to get the outer mark. Both yachts set No. 2 clubtopsails. Just as the warning gun boomed a driving mist swept in from the east, beating into the faces of the excursionists and adding to their discomfort. There was some lively jockeying behind the line before the start, and the Yankee boat got the better of it. She outmanoeuvred her rival even to forcing her over the line first by half a length, but leaving the Columbia in the weather position. Close hauled on the starboard tack both yachts plunged seaward, heeling to the 12 knot breeze The first few minutes of the race were the most interesting. The yachts made a beautiful picture as they raced away Their sails to the nautical eye wer perfection in fit. The crews were piled up on the weather rail as the yachts mashed into the head seas, pounding the spray from their bows. Plenty of smother came over, but neither shipped crests forward. It was soon aparent that the Columbia was forging ahead. The clear water began to show etween them. The Columbia not only eemed to outfoot the challenger, but also outrointed higher. It was aston-Ishing how she sliced her way up into the wind. Within 15 minutes she had established a lead of five lengths, and from that time on the race was hers. The patriots were jubilant, and the bands began playing. The Columbia eemed more tender than the foreign er, showing yards of her bronze underbody as she leaned away with KERR & SONS underbody as she leaned away with her lee rail almost awash. Steadily



er, veterinary surgeon has returned from Montreal. These vishing to consult him inquire at Ha mm's stable. Union street, St. John

she continued to draw ahead until within half an hour, having demonstrated her superiority in windward work, it became only a question of how much the Columbia would beat Shamrock to the outer mark. As the yachts got farther out the seas grew more turbulent and the spray spurted higher from their bows. Many excursionists came to grief, and some of the tugboats, plunging through the head seas, were flooded from stem to stern. The work of the patrol fleet was perfect. They held the yachts in and kept them entirely free from inerference. The Shamrock footed vali-

antly, but neither in speed nor in ointing could she compare with the Columbia. Then the three skippers on the challenger tried new tactics. Shamrock made a dozen boards. But the Columbia quite as nimble as the Shamrock. Timed by a stop-watch, both boats were 15 seconds in stays. and the defender was fully as clever the challenger at fore-reaching When the Shamrock got through with this line of tactics, the Columbia had noreased her lead until she was half half hour, as the wind continued to freshen, the Shamrock took in paby jib topsail. The Columbia held improve her position at the end of ten minutes, her skippers again set this sail. By 1 o'clock the Shamrock was fully a mile and a half astern, the Columbia was a winner over. It was not close enough to be exciting. As the Associated Press boat on her way to the outer mark passed Evans, who was on the bridge, shouted, 'Ain't she a peach?" Nothing could have been prettier than the way mark. Both boats had edged far to the southward of their course, and as he rules required that the mark should be passed on the starboard hand, the Columbia tacked down to port and came over on the starboard poised like a lance in rest. As she swung around, she eased off her mainmi let her spinnaker pole drop to canvas, fled homeward, wing and wing, like a scared deer. Her big balloon jib blossomed out 45 seconds later. The few ships of the excursion fleet at the outer mark gave her a rousing reception with their whistles as she started for home. The Shamrock was already hopelessly beaten. quarter of a mile down the home ru the Columbia crossed the path of the Shamrock, still beating to windward, close hauled, and robbed her of the wind for a minute as she sped past. It was 9 minutes and 49 seconds later when the Shamrock swung round the mark and squared away for the finish. The excursion boats, however, hung on until she had rounded, and gave her quite an ovation.

The Columbia was already almost two miles away, and in the thickening mist could hardly be discerned. The excursion boats went ploughing down on the other side of the course, to be in at the death. Sir Thomas's steam racht Erin, however, remained abeam of the challenger. Sir Thomas and his friends aboard looked disconsolate. From that time it was simply a pro-

There was a soul-stirring scene as the Columbia approached the finish, with all her bulging balloons drawing. The excursion boats had gathered there, and as she swept across the finish line steam whistles shricked, the sirens wailed, the Corsair and several ther yachts fired salutes, and the crowds on the side-wheelers cheered The Corsair hauled down her private signals and set Old. Glory at each masthead and gaff and taffrail. The crew of the Columbia gathered aft and hurraned. After the Columbia had lowered her headsails and taken the tow line from her tender, the crowd waited over 10 minutes until the Shamrock had crossed and the fleet had given her a stentorian greeting of good-will. Then the steamers scampered after the Columbia, crowding about her, and cheering her again and again, while the bands played patriotic airs. They escorted her all the way to her anchorage inside the Hook. The race tomorrow will be over the triangular course, ten miles to the leg, and the Shamrock will have an oppor tunity to show what she can do at her favorite point of sailing.

oth yachts had breakfast early, and when they "turned to" soon after it was with a will, for, in spite of the rather hazy weather, there was a good breeze from the eastward, which promised to increase and give the vachts a good race at last. Jibs and staysails were sent up in stops on the stays, racing hatches put on, boats

TECHNICAL ACCOUNT.

NEW YORK, Oct. 16.-The crews of

ashed, and everything made snug before 9 o'clock. At 9.15 the Columbi cast off from her mooring buoy and was taken in tow by the Wallace B. Flint. The Shamrock started in tow of the Lawrence a few minutes later. Covers were kept on the mainsails and dubtopsails, to keep them dry until the last moment, as there was just enough fine rain to dampen them.

ed the east end of Gedney's Channel, and at 10.10 the Columbia's crew began hoisting the mainsail. It was set in five minutes The Shamrock's me began to go up at the same time, but it was fully fifteen minutes before the sail was set. When the yachts passed the telegraph schooner Lizzie Carr which was lying head to wind with a single-reefed mainsail set, the wind was fairly steady from the eastward blowing about ten miles an hour, the water smooth and the sky cloudy. Two miles was about the limit of observa-

tion, owing to heavy mist. At 10.25 both yachts cast off their tow lines, broke out their fibs and mastheaded their No. 2 clubtopsails. The Columbia also sent up her baby jib topsail on the stay. At the same time the committee boat Walter Luckenbach anchored due south of the Sandy Hook lightship, and sent up the course signal; it was east, making it a beat dead to windward for the yachts of 15 miles, and a run back if the wind held from the same quarter,

regatta committee meant business this morning, for a few minutes later they started the tug to log off the course, and at 10.45 the preparatory signal was, made. Both yachts then egan manoeuvring for positions, and at 10.55, when the warning signal was given, they were playing for a weather berth to the northward of the line, Shamrock breaking out her staysail at this time.

When two minutes were left before the starting signal, both yachts were heading a couple of jengths apart to the westward, with booms to port, the Columbia to windward. At one minute the Shamrock began to keep off for the committee boat, which was lying at the south end of the line, Capain Hogarth's intention apparently eing to stop the Columbia, then a ength or so astern, from getting the veather berth. When the starting gun was fired the Shamrock had run par-allel with the line to nearly the center of it. She still held her course until nearly over to the lightship before she began to luft to cross the line. Capn Barr, on the Col yacht well in hand, being at this time a good length astern. With sheets flat aft he began to luff the moment Hogerth did, and shooting the Columbia across the Shamrock's wake he sent her across the line more than fifty words to windward of the challenger and with such a good overlap on her that, according to the official time, she was only three seconds astern. The official time for the start was:

Shamrock. ..... .... .... .... 11.01.03 

Both yachts were now close hauled in the starboard tack, and were carrying exactly the same sail. As soon as sheets were trimmed all hands except the men stationed at the head sheets, jumped for the weather side and huddled close down to the starboard rail, while the skippers watched each other

There were not many yachts or ex-

start. Those on board this small fleet had a splendid view of the start, and the first ten minutes after it were anxious ones for the friends of both yachts. After that fime it was "all over but the shouting." In five minutes the Columbia had widened the distance to windward between herself and the Shamrock fully a length. She heeled more than the latter boat, but her sails were all full and she was pointing higher from the mement she started. Captain Hogarth, thinking his boat would be able to outfoot the Columbia sufficiently to tack across her bow, a little later gave her a good rap full. The green boat responded nobly, and to some it appeared that she was passing the Columbia very fast. So she was, but she was losing windward ground every minute. Shamrock tacked to port at 11.15 and the Columbia thirty seconds later it was seen that Barr had so placed his boat on the weather bow of the Shamrock as to spill the back wind into the Shamrock's sails. Hogarth was obliged to keep broad off for about 30 seconds to get out from under the Columbia's lee. By 11.20 the Columbi was quite an eighth of a mile to windward and outfooting and outpointing her rival all the time.

Captain Hogarth, fiinding that the Shamrock simply would not point as high as the Columbia, flattened down his sheets as hard as he dared and had to be contented with giving her a good full and letting her go at that. The Shamrock went about to starboard at 11.33.30, the Columbia five seconds later. At 11.45.30, when the Shamrock again tacked to port, the Columbia was fully a quarter of a mile to windward of her when the latter tacked five seconds later.

Captain Hogarth was getting desperate now, and he resorted to his short tacking tactics in the hope that his boat would fore-reach sufficiently to (Continued on page five.)

## CANGER

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At 10 o'clock both yachts had reach- A MUCH MALIGNED BEVERAGE.

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