DURNING

FOR THE POPE.

tifical High Mass of Requiem Celebrated

e Cathedral Yesterday Morning — Rev. Fr. McMurray the Preacher—A Large Congregation Present.

terday morning after the for the Dead was be- at nine o'clock, His Lord- Bishop Casey celebrated Pontifi- High Mass of Requiem. Rev Fr. of Holy Trinity acted as dea- Rev. A. W. Meahan of the Palace -deacon, and Rev. F. J. McMur- s master of ceremonies, Fathers er and Hannigan were also in nctuary.

sacred edifice was thronged with aithful, anxious to pay their last ts to the departed one, who for y-five years had safely guided hurch and her children through any doctrinal storms that raged her and the multitudinous trials beset her.

ediately in front of the altar within the rail stood the cata- , veiled with a heavy black pall urmounted by a thick cushion on rested a magnificent tiara. lighted candles were placed the catafalque, four on each nd two at either end. White s were strewn over the pall and the cushion.

he end of the mass, Rev F. J. rray ascended the pulpit steps nounced an eloquent eulogy, as his text, "He was beloved of nd man whose memory is in be- on," Eccl. c. 45, v. 1.

preacher said that the plaintful s of the solemn dirge, the vest- of the priests, the subdued and nt attitude of the large congre- present, all announced the fall- some grave affliction on the mo- hurch. The great father had from his militant spouse and his place in the Church Trium- The sorrow felt at his death is rely a national sorrow, but one as overspread the face of the Wherever the sun shines, there tholic church exists, and every- there is mourning.

position, office, character of a nan are the chief points for con- on. The power of the pope is from the words of Christ to St. "All power is given to thee in and on earth; as the Father nt me, I also send thee." For gin of this power one has but o the words of the Master, spo- his first representative on earth ee beyond all others in the full- nner and in a special sense I e keys of the Kingdom of Hea- eed my lambs, feed my sheep." He said to Peter: "Fear not for ith, and thou being once con- convert thy people."

hese powers descend to Peter's cor? It can hardly be said that ower was given to Peter for his e only. No, it was bestowed to urch, and in two thousand years al rule the trust has never been d. While all the popes may not een abnormally gifted some of st saints have come from among There has never been one who heresy, or other than words of r the church. Perhaps in the of the papacy none has been llustrious than Leo XIII. Born , twenty-seven years after he dained a priest and six years was consecrated a bshop. For ears he was papal nuncio, and was made Archbishop of . Here he labored for thirty- ears, in the meantime being cardinal. Labor and sanctity is chief watch-words. Here he deep draughts of learning and advanced in wisdom with which rwards astounded the Christian

IX. passed away, and some thought that with him would papacy. But Cardinal Pecci d from the gloom with the glow en on his brow. He was elected his sixty-seventh year and nce has taught the Christian In his encyclicals he has himself the father of mankind, at preceptor of nations, laying ils and prescribing remedies. vernment will be one of the st pages in the history of the

n causes in no small measure ed for his wonderful success. scanctity and energy were his narkable degree. His voice even it clear and vibrant on the world, bidding us heed the les- was teaching. Today the in- of the Holy See is stronger than thirty years ago. Leo has disputes and admonished na- as protected the poor and op- and has brought peace to the

y be that today the crown of s upon his head; but the con- on is assembled to offer up the red rights of their holy religion departed soul, because slight come even to the just. So let ssembled cry out with millions ld over, "Grant him eternal Lord, and let eternal light shine m." If the dead pontiff be now g the cleansing fires of purga- hen he shall have been elevated seat in heaven, great will be e and true the heart to plead church of God.

Peter's church at 9 o'clock as a High Mass of Requiem ed by Rev. Wm. White, C. SS. Rev. Joseph Borgman, C. SS. on, and Rev. Edw. Scully sub- A sermon was preached by Borgman.

em Mass was celebrated in the of the Assumption, west side, o'clock by Rev. A. Carotte. J. Walsh will celebrate High Requiem for the repose of the Pope Leo in Holy Trinity at 7.30 o'clock this morning.

ST. JOHN SEMI-WEEKLY SUN

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A LONG VOYAGE.

Hattie and Lottie Sixty-four Days Out

From Cape de Verde—Passengers and Crew Almost Continuously at the Pumps—Over Thirty Portuguese Immigrants Aboard.

St. John people have during the past few years witnessed the arrival at the port of a large number of immigrants from various European countries, but it remained for an 86 ton schooner, registered in the United States, to land here the first party of Portuguese people from the Cape Verde islands, on the western coast of Africa. The schooner was the Hattie and Lottie, Capt. J. Z. Silva, which having left the Cape de Verdes 64 days before, reached St. John Saturday afternoon and docked in the Lower Cove slip. The Hattie and Lottie is no stranger here. This is her third visit, and each time she has come here under the command of Capt. Silva, who is a colored man and whose crew are also mostly negroes. There are 14 men in the crew, including the officers. The schooner brought here 34 passengers, in addition to the large crew for a vessel of her tonnage. The passengers are all Portuguese people. Two of them were ladies, sisters, who went through to Boston on the Calvin Austin Saturday night. The other 32 are men, well built and good workers, according to reports. They are all well dressed and are possessed of ample means to provide for themselves for quite a period. Whether they will locate here and seek employment or go elsewhere is not yet positively known, but some of the men seem to be sufficiently pleased with St. John to remain here provided they can secure positions among the establishments in this vicinity. The local immigration officer, J. V. Lantalum, visited the vessel as soon as possible, and assisted the two ladies to get through to Boston. He found that the men had each deposited with Capt. Silva $30. In addition to that they all had money in their possession. Saturday night was spent by the majority of them at Mrs. Doherty's boarding house at Lower Cove. Yesterday the men were about Reed's Point.

The Hattie and Lottie was an object of great interest at her berth off Britain street yesterday. Hundreds of people went down to look at her. The wonder of all was how a vessel of her dimensions could have accommodated for over two months 48 people during weather which had been severe at times, as was indicated by the condition of the little vessel. She had suffered rather serious injury during her long voyage. The hull, deck and cabin showed signs of damage, and the vessel when docked had to use continuously her pump, and in addition to that yesterday pails were utilized to keep the water out of her. It was a case of the operation of the pump situated amidships from the day Cape de Verde was left till the present time. Capt. Silva told a Sun reporter yesterday that it was a hard and trying experience. When the Hattie and Lottie left Cape de Verde she had under deck some 60 tons of salt in bulk and a lot of hides. The fact that the schooner leaked throughout the voyage did much to destroy and rid her of the salt. Capt. Silva says but about 20 tons of it remain in her. On being melted it was pumped out and went over the side. The hides are all right. About five days ago, when she was in the Gulf, a heavy gale, a hurricane in fact, was encountered. Seas broke over the vessel and she was powerless for a time. This was when the damages were sustained.

Yesterday the Hattie and Lottie was working her pump all day, and on the voyage both the crew and the passengers had to work when called upon. It meant their own safety, for if the water got in in large volume the vessel would have gone down.

Capt. Silva says he will make all necessary repairs upon his schooner here, and it is estimated these will cost many hundreds of dollars. She is to be metalled.

Something on the schooner's deck which attracted a lot of attention was a big pig, which slept throughout the day despite the efforts of curious visitors to awaken it.

A JULY HURRICANE.

Two Schooners, with Cargo of Molasses for This Port, Had a Hard Time.

The captains and crews of two three-masted schooners which arrived here Saturday from the West Indies with cargoes of molasses, report having experienced in the Gulf stream on the 24th ult., a hurricane which lasted some hours, during which they had to protect their vessels and themselves against the most violent storm they were ever called upon to combat. Both vessels suffered some damage as a result of their encounters.

The Maple Leaf, Capt. Arenburg, is from Fajardo, Porto Rico. She has 422 puncheons, 45 tierces and 30 barrels of molasses for L. G. Crosby and Geo. L. Barbour. She left Fajardo in fine weather and had no difficulty for some days. On the 24th of July the hurricane came on. The schooner lost her jibboom and topmast jibs. Her foretopmast was carried away along with some other canvas. Capt. Arenburg says he never saw such weather in the month of July. The seas ran over the vessel in immense volumes. The day the Maple Leaf left Fajardo was the 13th, and the sch. Foster Rice left Arroyo two days before. This vessel was damaged in the same storm. The hurricane, Capt. Arenburg says, lasted four hours where he was.

The Strathcona, Capt. Gould, from Barbados, had a large experience in this hurricane. She was in it for 12 hours, the same day. She left Barbados on July 11th, and had fair weather for a time. On the 24th of July the hurricane came on. It was in the Gulf stream. The Strathcona lost her mainsail and jib. The deck was swept of everything there was on it, included in which were 40 puncheons of molasses. Other sails were lost and some were split. Her bowsprit was sprung, the jaws lost from the gaffs and the foretopmast back stay carried away. It was at the danger of their lives that Capt. Gould and his crew performed their duties on the deck. The mate, a brother of the commander, was knocked about among the deck cargo and had his face considerably cut. Some of the others in the crew sustained slight injuries. There are 600 puncheons of molasses on board the schooner.

HALIFAX.

Rev. Dr. Black Resigns Pastorate of St. Andrew's Church.

HALIFAX, Aug. 2.—Rev. Dr. Black, pastor of St. Andrew's Presbyterian church, a position he obtained on Principal Gordon's resignation eight years ago, informed his congregation today that he would resign, to take effect Sept. 30. At one time Dr. Black was minister of Erskine church, Montreal.

PRIEST KILLED IN OTTAWA.

Mistook Door of Elevator and Fell Down the Shaft.

OTTAWA, July 27.—Father G. Lyonais, parish priest of St. Albert, Ont., who arrived in the city today to attend the annual retreat of the Oblate Fathers, fell down an elevator shaft at the university and died within two hours. He fell a distance of 25 feet. He was taken to the Catholic hospital, where the last rites were administered by his Grace Archbishop Duhamel. The accident happened through the reverend father mistaking the door of the elevator for his room.

DIED FROM LOCKJAW.

LONDON, Ont., July 29.—George, the nine-year-old son of Christopher Taylor, died last night as the result of a wound from an eyelet in one of his boots. The injury was so slight as not to be noticed until the little fellow complained of sickness. Lockjaw developed and death followed after a week's illness.

BELGRADE, Aug. 3.—A Servian officer has been arrested here on the charge of selling the mobilization plans to a foreign power. It is believed that he has several accomplices. A rigorous investigation is proceeding.

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ST. JOHN SIDE-TRACKED.

That Is Programme of Grand Trunk Pacific Railway Yankees.

Geo. W. Fowler, of Kings, Put up a Stiff Fight in the Commons Yesterday Against Henry R. Emmerson's Amendment.

OTTAWA, Aug. 3.—In the commons today the bill to incorporate the Toronto and Hamilton railway was referred back to the railway committee. This is a measure which sought to infringe on the municipal rights of two terminal cities and raised a storm of protest from all parts of Ontario.

The Grand Trunk Pacific bill was then considered in committee and a number of amendments passed rapidly.

Mr. MacLean opposed passing the bill. The west wanted relief, but it desired to secure it through a government owned line. The outside section of the road which will lie through Manitoba and the Northwest would be useless to grain shippers. If the government would construct a line from Port Arthur across the prairies it would accomplish all that was necessary, with the splendid water works available. If the road was determined upon the eastern portion of the Canadian Pacific could be the national choice and mads an extension of the Intercolonial.

Mr. Borden asked what would be the length of the road from Winnipeg to the coast.

Mr. McCarthy replied that it would be from 1,600 to 1,800 miles. This, with the capitalization reduced from $75,000,000 to $45,000,000 will give the company about $30,000 per mile.

Mr. Roche of Marquette protested against capital being made so large.

Mr. Fowler of Kings, N. B., also objected to this feature of the bill.

Hon. Mr. Fitzpatrick, in answer to Mr. Clarke, said that the government had no knowledge that negotiations were being carried on with a view to the amalgamation of the Grand Trunk Pacific And the Canadian Northern.

Mr. Borden again protested against permitting the company to have such extensive capitalization and bonding privileges. He considered it a remarkable thing that the government was unable to give some information as to the route over which the road was to run.

Mr. Fowler could get no explanation as to how the reduction of thirty million dollars in capital was decided upon. He complained of this absolute lack of deliberation in such an important matter. The government was simply jumping in the dark.

Sir Wilfrid Laurier explained that the prajrie section would cost $17,000,000 and the mountain section $25,000,000, which with $30,000,000 for rolling stock would bring up the capital necessary to $62,000,000, and lee way would have to be given.

Mr. Borden joined issue with Laurier as to the need of such liberality. The road, including rolling stock, according to the figures given, would cost $63,900,000, while the capitalization was $97,000,000, or $33,000,000 more than was needed.

Mr. Barker charged that this was being done in order to make a present of $25,000,000 to the Grand Trunk. There would be a dicker in the deal and some method would be devised to enrich the promoters.

Hon. Mr. Fitzpatrick gave notice of a resolution in connection with the proposed railway commission, fixing the salaries of commissioners as follows: Chief commissioner, $10,000 per annum; two other commissioners, $8,000 per annum, and a secretary to be paid not more than $4,000 per annum, the amount to be fixed by the governor in council. Such other officials as may be appointed will have salaries fixed by the governor in council.

At the night session Mr. Fowler asked if there was any provision made to put a line into St. John.

Mr. McCarthy said he was not in a position to say.

Hon. Mr. Fitzpatrick asked if Chipman would not be the most advantageous point to start from.

Mr. Fowler informed him that the best route would be from Edmundston to St. John by the St. John valley, which was a splendid country and well worth developing.

Mr. McCarthy offered to put in an amendment providing for a branch line from Chipman, but later he refused to fulfil his promise, claiming that Mr. Fowler was asking something impossible.

The member for Kings stuck out for St. John's interests and insisted upon its rights receiving fair treatment. He rubbed it into McCarthy for changing front so quickly. Mr. Fowler pointed out that some higher power had called McCarthy off.

Hon. Mr. Fitzpatrick promised that the company would have power to construct a line to St. John.

Mr. Emmerson opposed the building of a road from Edmundston to St. John, and moved an amendment calling for a branch from Chipman to St. John.

Mr. Kaulbach advocated a line which would give Nova Scotia an opportunity to benefit from the scheme, the expense of which will have to met by the government. He objected to a road paralleling the Intercolonial.

Mr. Fowler suggested that Mr. Emmerson should amend his amendment by naming Edmundston as the junction for the branch line to St. John, but the member for Westmorland would not consent.

Mr. Emmerson's amendment carried.

Mr. Wilmot moved another, making St. John the alternate terminus with Moncton for the main line, which also passed.

Mr. Fowler, of Kings, then moved another amendment calling for an Edmundston-St. John route.

Mr. Wilmot advocated a line from Edmundston via Fredericton. In order to do this the government could acquire the Canadian Pacific.

Mr. Fowler introduced an amendment providing that all freight originating along the Grand Trunk Pacific and not specially routed, should pass through Canadian ports.

Hon. Mr. Fielding opposed it on the ground that the government bill provided for this.

The bill was reported and stands for its second reading. House then adjourned.

BIG ELEPHANT

Escaped from Glen Island Zoo and Takes to Sound.

Feasted on Cabbage on the Way to the Water — Drenched Keepers Who Endeavored to Head Him Off —Finally Driven Back by Means of a Steam Launch.

NEW YORK, Aug. 3.—An elephant at large, swimming in Long Island sound, was a sight that startled passengers on steamers and numerous fishermen in small boats yesterday.

The big beast was some distance from shore, and swam apparently with the ease, if not the grace, of a seal. There were several rowboats in pursuit, and many attempts were made to capture him without avail. The small boats were not overturned was due entirely to the docile disposition of the beast.

The elephant was Basil, the largest of the herd in the zoo at Glen Island, which early in the day took into his mammoth head the idea of crossing over to the Long Island shore.

Basil has probably the best disposition of any elephant in captivity. He delights in children, and is apparently more contented with half a dozen of them on his back than he is in his stall munching hay. He is used about the zoo for motive power when any of the large cages are to be moved. His strength is something marvelous.

He was tied to a stake outside the elephant sheds while his stall was being cleaned early today. He amused himself by affectionately encircling the stake with his trunk. Then he gave it a quick jerk and the stake traveled high in the air.

Basil did not move for an instant or two. Then he looked toward the sound. The water looked cool and tempting, and he started in the direction of it. There were a couple of rail fences between him and the water, and it was necessary to pass through part of the island on which vegetables are grown. He did not jump the fences but just pushed through. They offered about as much resistance as a handful of straw before a moving locomotive.

When he reached the vegetable patch he stopped. The sight of growing cabbages was too tempting to be resisted. He devoured a half a dozen.

By this time his absence had been noticed and a number of keepers were after him. He made direct for the water and waded in. The keepers came on him with hooks and spears. Basil filled his trunk with water and drenched them time and time again. They prodded him with hooks, but their labor was futile.

Finally ropes were secured, but when the men endeavored to throw them over his head the elephant struck out into thé deep water of the sound. A telephone message was sent to the Glen Island office in town to dispatch a tugboat. It was argued that when Basil became tired and hungry he would return, but it was best that he be followed to prevent harm from befalling him.

Off Davids Island a steamer passed. The passengers were greatly interested in the novel scene.

A steam launch then joined in the chase. There were two keepers in it and they managed to get ahead of him and by waving their arms in front of him got him to turn and head for shore. His strength was apparently not failing, for he turned and circled about.

When the elephant reached shore he came up and shook himself after the fashion of a dog, and then started for his stall in the elephant sheds.

CAPE BRETON.

Another Insurance Man Gone Wrong —He Skipped to Boston.

HALIFAX, Aug. 3.—John F. Dixon, who has been district manager of the North American Life Insurance Co. at Sydney, Cape Breton, has suddenly left that town, taking with him $450 of the company's money. Dixon sent in a policy amounting to over $15,000 within the past two months, taking in most cash, promissory notes from the insurance company for premiums. These notes he had converted into cash, but failed to turn the proceeds over to the company, and mostly all are dishonored. Dixon is in Boston. He has a wife and one child living in Sydney, whom he left penniless. Manager MacPhie of the company, at Halifax, is now in Sydney straightening out the affairs. It is understood the company will make no effort to get him back, whatever the Dominion Securities Co., who are his bondsmen, may do. Dixon is a native of Prince Edward Island.

BOY AND DOG

Nothing to Eat for Three Days in Massachusetts.

A Strange Story from Danvers—The Dog Caught Rabbits and the Boy Picked Berries.

DANVERS, Mass., Aug. 3.—Henry Savageau, aged 13 years, who asserts that he has been lost in the woods since the Lowell explosion, from which he ran away in great fear, was today sent to Lawrence by Chief of Police Merrill. The boy was found yesterday asleep in South Middleton woods.

He said he was picking berries in Tewksbury when the explosion took place, and a brick fell near him. He was frightened and ran several miles in the woods and on the railroad, his dog following him. He states that he had nothing to eat for three days, but that his dog caught two rabbits. He slept in the woods and workmen's shanties. He said he did not know whether his father and mother and his five younger brothers were alive or not, or whether his home was standing. His father is Joseph Savageau and worked in the Appleton mills. They lived on Bolton street. The boy's shoes were worn to tatters.

PLENTY OF COAL IN PEACE RIVER

Prospecting party Returns After Staking Out an Immense Area.

OTTAWA, July 31.—H. Campbell, of Cow Bay, Cape Breton, who was in charge of a prospecting party in the Peace River country for about a year, has returned to Ottawa. He represented Ontario people. Mr. Campbell was in search of coal. He calculates that he staked out an area of coal amounting in all to 250,000,000 tons. Some of the seams were nine feet thick. The coal is of a good quality. It is near Hudson Hope, not a great distance from the entrance to the Peace River pass. Mr. Campbell returns to morrow to the Calgary district to look over some coal lands there. This time he will represent Quebec capitalists.

ROCHESTER, N. H., Aug. 3.—Leona Lord, the eight year old daughter of Lafayette Lord of Stafford Corner, set herself on fire with matches today and died eight hours later in terrible agony.

Telephone 1555 St. John, N. B., July 5th, 1903.

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POPE ELECTED?

So Says Report, but That Fact Is Being Kept Secret.

One of the Cardinals Brought a Nun With Him, as Cook, All the Way from Hungary.

ROME, Aug. 3.—One of the daily sights at the vatican now is the arrival of the nun whom Cardinal Vaszary, prince archbishop of and grand primate of Hungary, brought with him from Hungary to act as his cook. Cardinal Vaszary is the wealthiest of the cardinals, and is reputed to have an income of $400,000 annually. He desired to have his cook enter the conclave, but the presence of women being forbidden by all the rules, he arranged to have her cook his dinner outside and bring it daily to the Sistine chapel. She comes daily in a cab escorted by two Hungarian soldiers in uniform.

There are those who profess tonight to believe that a pope has already been elected, but that the fact is being kept secret.

ROME, Aug. 3.—After three full days of deliberation during which six ballots have been taken, the members of the conclave still remain shut up in the vatican without having selected a successor to Leo XIII.

The futility of both the ballots taken today was evidenced by the smoke which arose from the Sistine Chapel. This mute signal this evening was watched by another large crowd, which partially filled the square of San Pietro, and which it was estimated numbered about 15,000. Great disappointment was manifested, and when the little puff of smoke appeared there were loud cries not only of disappointment but even of derision. Rome is becoming extremely impatient over the delay in the selection of the new Pope, concerning which there appears to be no definite explanation owing to the rigid secrecy with which the proceedings within the conclave are being guarded. Today practically the only news which came from the Sistine Chapel was that of the extremely grave illness of Cardinal Herrero. It is presumed, however, that other aged cardinals are also suffering from their prolonged incarceration and the intense heat. Among the ambassadors and ecclesiastics there exists a general opinion that, if only for the sake of relieving the aged cardinals, much may be sacrificed within the conclave to arrive at a speedy conclusion. On the other hand, there are those who are pessimistic enough to believe that the hostility among the factions in the sacred college is so bitter that the struggle may be continued for several weeks. This view, however, finds little credence.

KING'S VISIT

To Ireland May Put Archbishop in Irish Privy Council.

LONDON, Aug. 4.—According to the Chronicle it is not impossible that the King's Irish visit will result in the appointment of Archbishop Wm. J. Walsh of the diocese of Dublin to the Irish privy council. Hitherto no Catholic prelate has been on the council, but it is said to have been a cherished dream of Lord Beaconsfield to have on the council a prelate possessing the confidence of the Irish people and of the Pope.

MANITOBA.

Wheat Cutting Was Commenced Yesterday at Plum Coulee.

WINNIPEG, Aug. 3.—A despatch from Plum Coulee, Manitoba, says John Harder and Abram Hiebert commenced wheat cutting today. Hiebert has more than a hundred acres ready to cut.

O. J. McCULLY, M. D.

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SHAMROCK III

Is a Splendid Racer in Light Winds.

Beat Her Pacemaker Shamrock I Against Adverse Luck — But Has Not Beaten a Yankee Boat.

ATLANTIC HIGHLANDS, N. J., Aug. 3.—With all the luck against her, Shamrock III. today again proved herself a splendid racer in light winds by beating her pacemaker, Shamrock I., 9 minutes and 57 seconds in a 30 mile windward and leeward race off Sandy Hook. That the challenger is a wonderful boat for windward work in light winds all her admirers know, but today she outdid herself.

The course was 15 miles south, a beat to windward and run back. The wind was not better than five knots when the boats crossed the line in this order:

Shamrock III., 11.12.17.
Shamrock I., 11.12.37.

The boats got away on different tacks, Shamrock I. heading off shore, while the challenger started toward the Jersey coast. The new boat came about after a few minutes and followed the other seaward and to windward, astern of her. After a half hour both tacked for a long leg along the Jersey coast. From a position on the old boat's bow, the cup hunter, by outpointing the other, worked up to windward until an hour after the start she was nearly a mile ahead, though not to windward. The new boat seemed to be minutes ahead. The approached within three miles of Long Branch and Elberon in that order. Off West End, Shamrock III. made a short tack off shore and then fetched to a point off Ocean Grove, Shamrock I., carrying a more favorable slant and thereby gaining materially, was not forced to tack until off Ocean Grove, and then both boats headed for the mark, with the challenger leading. Shamrock I. from a windward position fetched the turn, but Captain Wringe had to make two short tacks.

Both boats broke out spinnakers and jib topsails for the run back to the finish line. All the way home the challenger ran like a witch in a freshening breeze. Rarely before had she given such a splendid exhibition of superiority in running before the wind. Shamrock I. was more than a mile astern of the challenger at the finish. Summary:

		Start.	Turn.	Finish.	Elapsed Time.
Shamrock III.	..	11.12.17	2.00.32	4.11.00	4.58.43
Shamrock I.	..	11.12.37	2.08.02	4.21.17	5.08.40

BRISTOL, R. I., Aug. 3.—Completely fitted out for her great contest with Shamrock III., the Reliance left her builder's works today and proceeded down the bay to Newport. It is possible that she may return later in the week for an hour or two, in order to bend on one more new mainsail, a part of one of a dozen suits of sails which have been made for the yacht this year. Mr. Iselin sailed on the yacht this afternoon.

FREDERICTON BURGLARS

Knew Where Valuables Were to Be Found—They Scalped Two Parsonages.

FREDERICTON, Aug. 3.—The Baptist and Methodist parsonages were entered yesterday forenoon during church service and $65 worth of jewellry was stolen out of the former and $20 in cash out of the latter. The jewellry consisted of a gold ring, and a gold watch, and chain, all the property of Mrs. J. H. McDonald, wife of the pastor of the Baptist church. There is no clue to lead to the discovery of the criminals.

The French department of the Normal School will re-open on Wednesday.

The fines collected in the police court last month amounted to $264. This includes four Scott act fines.

The surveyor general has arranged to have an expert from New York deliver a lecture on re-forestation at the lumberman's conference to be held here on Wednesday.

The sum of $22,724 was deposited in the savings bank here during July. The value of imports last month was $27,612, against $21,896 in July, 1902. The duty collected last month amounted to $3,454, compared with $2,446 in July last year.

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