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CEO. S. DE FOREST & SONS, ST. JOHN, N. B.

Table with 2 columns: Item Name and Price. Includes Old Kentucky Bourbon, Extra Fine Old Kentucky Bourbon, 3 Years Old Canadian Rye Whisky, etc.

BRITISH YACHTING IN 1828. Apropos of the fact that this is the beginning of the great yachting carnival of the south, a correspondent sends a cutting from the Sporting Magazine, dated 1828, which thus describes the event: 'Covers regatta went off with the greatest eclat, notwithstanding the lateness of the season. Mr. Mazze was, as he always is in Leostomichus, first in the throng, though it required some persuasion on the part of his friends to induce him to enter for the cup. Capt. Lyons of the navy, who had assisted in building the Miranda at Pichea, came expressly in for the regatta on purpose to assist Mr. Mazze. The sun was very hot and the race the Arrow being first favorite and long odds started against the Miranda.

Goods shipped immediately on receipt of order. Special remittance by post office order, express order, or enclosed money registered letter.

ASTOR'S ELECTRIC LAUNCH Comes into Collision With Str. Mary Powell and Goes to Bottom of New York Harbor.

New York, Sept. 8.—John Jacob Astor's electric launch was sunk in the North River, off Thirty-fourth street, today by coming in collision with the fleet river steamerboat, Mary Powell, which was bound down from Kingston, N. Y. The engineer of the launch, a Norwegian, was rescued from the water by the crew of the steamerboat and landed when the boat docked at the Albany Day Line pier here. Captain A. E. Anderson of the Mary Powell claims that the accident was due to the carelessness or negligence of the launch's engineer, who was alone in the front craft. He says that she blew a warning whistle, slowed down, and finally stopped, and then the launch never altered its speed or course, crashed into the port side of the Mary Powell, forward of the wheel. Mr. Astor arrived this morning on his yacht from Newport, anchoring in the North River opposite Thirty-fifth street. He was conveyed from the yacht to the shore by the electric launch and the latter was returning to the yacht when the accident occurred. The launch was valued at several thousand dollars.

It is stated that the wreck was caused by a miscarriage of orders from the trimmer. At Empress the east-bound fast mail train received orders to pass the California express and the west-bound train passed the express. Captain G. W. Wainwright, who was present to take the California express to take the siding there, but this order was not delivered, and the west-bound train passed the express.

FROM COCOS ISLAND. A Cape Bretonian and a Nova Scotian Remain on the Island to Search for the Hidden Treasure.

Mrs. Brennan of North Sydney, who accompanied the party of treasure seekers on the schooner Aurora from Victoria, B.C., to Cocos Island in search of the long hidden treasure said to be concealed there, returned home during the past week. The expedition was unfortunately unsuccessful, but the success that has attended former trips to that far distant sea. The Aurora left Victoria early in April in command of Captain Frederick Hackett of North Sydney, and was manned by the following crew: Capt. G. Wainwright, Capt. W. McDougall and Capt. Fred. McDougall of Maitland, N. S.; Hardy Murray and Joseph Boutiller of North Sydney; Walter Livingston, Big Bras D'Or, and two others from Victoria. Capt. Wainwright and Walter Livingston remained on the island and will make further efforts to find the treasure. Young Livingston sent a letter by the Aurora to his father, Capt. Livingston of Big Bras d'Or, from which we take the following particulars. The letter is dated Cocos Island, June 24, 1897, and the writer says there have been there for four weeks. When they arrived at the island they found a shipwrecked crew of twenty-five men, which the Aurora took off and landed at Panama, about 400 miles from Cocos Island. The island is now covered with holes made by various parties that have been sure hunting there for years past. After digging in the place defined on the chart in the possession of Mrs. Brennan and finding no trace of the buried gold, the men gave up in disgust and decided to return home. Livingston and Captain Wainwright, however, decided to remain and continue the search. As there is no regular communication with the island, it is hard to say when they will get back to civilization. They are only two families living on the island. They make a living by raising coffee and subsist chiefly on fruit. Bananas and pineapples grow in abundance. Wild hares are the only animals on the island, and it is hard to capture them, as the brush is so thick that one has to cut his way through. Mr. Livingston hopes to be able to get the hares by Christmas, but should no vessel call, they may be obliged to remain all winter.

WE WILL SELL Fifty Jubilee Bicycles THAT LIST AT \$85.00 FOR \$50.00 EACH.

These are first class machines. If you want one send your order quick, as we cannot get any more at such a price. W. H. THORNE & CO., - - - LIMITED. MARKET SQUARE, ST. JOHN, N. B.

COLLIDED HEAD ON.

Fast Mail and Mexico and California Trains Come Together.

The Wreck Takes Fire and Many Persons Killed or Burned to Death.

Kansas City, Mo., Sept. 8.—A special to the Times from Emporia, Kansas, says: One of the worst wrecks in the history of the Santa Fe railroad occurred three miles east of here at 7:30 o'clock tonight. Twelve or fifteen persons were killed and as many more were badly hurt. The fast mail train going east and the Mexico and California express, west-bound, collided head on. The Mexico and California express was pulled by two locomotives, and when they struck the engine drawing the fast mail the boiler of all three engines exploded and tore a hole in the ground so deep that the smoking car of the west-bound train was on top of the three engines and two men were killed and several others injured. The passengers in the smoking car escaped through the windows. The front end of this car was enveloped in a volume of stifling smoke and steam rushing up from the wreck below, and the rear door was jammed tight in the wreck of the car behind. The wreck caught fire from the engines and the cars in the hole and the smoking cars were quickly burned to shreds. In climbing out of the smoking car several men fell through the rifts in the wreck, and it is impossible to tell whether they escaped or were burned to death. The west-bound train was pulled by two engines, and its passengers included many excursionists who had been to hear Hon. W. J. Ryan speak at the county fair at Burlington. Mr. Ryan himself was on the train, but was riding in the Pullman. He said that nothing but a heavy jolt was experienced by the passengers in his coach. Mr. Ryan was one of the most energetic men in the crowd of rescuers. He helped to carry out the dead and wounded and gave the greatest attention to their case. One poor fellow who was badly injured called Mr. Ryan and said: "I want to hear you today. I am dying and I want to see your face and say God bless you. If you possibly can, Mr. Ryan, get me a drink of water."

STOLE A VARIETY OF GOODS. John McDonald of Nova Scotia Helped Himself to Useful and Ornamental Goods.

John McDonald of Nova Scotia, who struck Old Town Friday, evidently has his eye on the business and useful, according to the list of things he took from the residence of Mrs. A.L. Smith. McDonald went to the house shortly after he arrived in town and told a girl there that he would like to board and asked for a chance to lie down, as he was tired. The girl showed the man a room which he entered, but before he left the house he evidently visited a number of other rooms and took everything in sight. On being locked up the man's person and clothes were searched and among the articles found upon him were a revolver, two razors, a gold medal, a trunk case, a pair of shoes, a cap, several handkerchiefs, two or three pairs of buttons, etc., etc., the most of which he had stolen from the Smith house. It was evidence enough of the man's guilt. Saturday morning McDonald was given a hearing before Judge Whiting in the municipal court. He pleaded guilty, but said he did not know how he came by the stolen articles and that he had been drinking for two days and nights. The judge gave him a sentence of thirty days in the county jail and he was committed Saturday forenoon.

BEST SWEET PEAS. A special meeting of the directors of the Hampden county, Massachusetts Horticultural society was held Friday afternoon, and the report of the committee appointed to recommend a list of sweet peas for general culture to be known as the Hampden county Horticultural society list was adopted. The list was divided into three parts of twelve varieties each. The list is as follows: First group: Aurora, Blanche Burpee, Blanche Ferry, Burpee's Royal Countess, Pleasant Golden Whiting, Her Majesty, Maid of Honor, Lovely, Royal Rose, Stanley, Venus. Second group: America, Captiva, Dorothy, Tennant, Katherine, Tracy, Lady Penman, May, Frier, Mikado, Prima Donna, Banona, Waverly, Countess of Aberdeen, Mrs. Bickford. Third group: Apple Blossoms, Blue Duke, Queen, Captain of the Briar, Duke of Clarence, Emily Lynch, Lotie Eckford, Meteor, Mrs. Chamberlain, Mars, Ovid, Senator.

LOVE ON A PETAL. South American lovers have a pretty custom. It is well known that when the petals of the great lily magnolia are touched however lightly, the result is a brown spot, which develops in a few hours. The fact is taken advantage of by the lover, who plants a magnolia flower, and on one of its pure white petals writes a motto or message with a hard, sharp pointed pencil. Then he sends the flower, the young lady puts it in a vase of water, and in three or four hours the message written on the petal becomes visible. They are only two families living on the island.

ONTARIO AND QUEBEC

Advices from Oil Prospecting Well at Pelican Rapids.

First Year of Liberal Rule Shows a Deficit of Half a Million.

Ottawa, Sept. 7.—The minister of customs has approved of the regulations respecting the carriages of travellers and carriages laden with merchandise crossing the frontier. When teams cross from the American side to the Canadian, they are to be duly reported inwards at the customs frontier port with a description of the horses, carriages and harness and their value. It is also provided that the officer to identify them on leaving. The horses, harness and carriages must pass outwards within thirty days of passing inwards, and in default will be liable to duty. The exemption from duty prescribed in these regulations shall not apply to teams or carriages used in local traffic or employment in Canada, nor to outfits of pedlars with goods for sale; nor to goods or samples of commercial value, in all of which cases the duty is to be collected. Teams, carriages, etc., of tourists and travellers entering Canada, for health or pleasure, may be permitted to return and pass outwards free of duty within six months from the time they come in, subject to the regulations as to reporting and as to security for the due return of the outfit across the frontier. The government has a new move on foot now with regard to feeding the Intercolonial. Arrangements are being made with the Ottawa, Arnprior and Parry Sound, the Canadian Atlantic railways extending in a direct line from Parry Sound, one of the best ports in Georgian Bay, to Roussell Point, can be brought into connection with the I. C. R. by running from Lacolle on the C. A. R. to St. Johns on the Canadian Pacific. A direct line from Parry Sound, one of the best ports in Georgian Bay, to Roussell Point, can be brought into connection with the I. C. R. by running from Lacolle on the C. A. R. to St. Johns on the Canadian Pacific. A direct line from Parry Sound, one of the best ports in Georgian Bay, to Roussell Point, can be brought into connection with the I. C. R. by running from Lacolle on the C. A. R. to St. Johns on the Canadian Pacific.

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ROYAL BAKING POWDER

ROYAL BAKING POWDER Absolutely Pure

survey department that the oil prospecting well at Pelican Rapids on the Athabaska river, has reached a depth of 100 feet. Inflammable gas, mixed with water and tar have been struck. Tar which is forced up with the water by the gas is used in the furnace to aid in raising steam for drilling purposes. Good progress is being made towards the limestone strata under which its expected oil will be found. The first year of the liberal rule shows a deficit of \$535,139, to this in the old days the liberal journals would have added the expenditure on capital account, which amounted to \$3,705,611. The revenue on account of the consolidated fund totalled \$37,800,847, and the expenditure \$38,335,986. With reference to the Toronto reports that Mr. Costigan is likely to join Whitney and enter Ontario politics, it is unquestionably a matter which has been strongly pressed on Mr. Whitney to approach Mr. Costigan and ask him to become his first lieutenant. Mr. Costigan and running mate could carry Ottawa by a thorough majority. Practically the same board as last year has been re-appointed to select the standards of grain grown east of Port Arthur. W. D. Mathews of Toronto is chairman. Montreal, Sept. 9.—Mayor Walsh, the administrator of the Yukon country, left here tonight for Winnipeg, where he will join his party. He expects to get through all right. Dawson City will be the headquarters of the government. Halliburton, Ont., Sept. 9.—The coroner's jury today found that W. H. Sawyer came to his death as a result of black and blue marks received from the hands and feet of Matthew and Thos. Thompson. Toronto, Sept. 9.—The Canadian Kennels today decided to annul the existing agreement with the American Kennel club in six months from date. The consideration of the connection was the operating against the Canadians. Montreal, Sept. 9.—A cable from London states that in February, 1900, since the new Canadian tariff went into force British exports to Canada under the new preferential base declined \$12,823,000. The imports from Canada have increased 10 per cent. These figures are in comparison with the same period last year. The cable adds the result in the iron and steel trade. The decrease in the iron trade with England, enquiry in Montreal reveals, was due to the Canadian purchases in the United States.

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