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AGENT FOR CANA

cast away upon a tropical
nie is ever hopeful of his
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rt begins several years
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f Annie, she refuses, still
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ip's child—she is Philip's
Meanwhile a ship in quest
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alone, his comrades hav-
s rescued. His homecom-
indeed, and he welcomes
that keeps Annie in happy
The other picture is "The
ar from Bingville," one of
omedies the Essanay com-
ever produced. Gertrude
e charming and popular
ll sing "The Boat Song."
Dudley will be heard in
mposition, "I Long To See
More excellent music by
tra.

Property Sales.

aslam has purchased from
e J. Watt, the dwelling
Charlotte street, Carleton,
occupied by Mrs. S. Pit-
dwelling house, 17 Main
present occupied by Frank
has been purchased from
twick by Mrs. Willmina S.
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CHES
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Repeating Watches
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PAGE
Jewelers

ine Footwear
ODYEAR BALMORALS
purchase now. Not an
ht, up-to-date stock, built
, beautifully finished.
. Now $3.00
. Now $3.48
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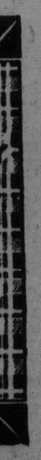


STEAMSHIPS AND RAILWAYS

CANADIAN PACIFIC
EMPRESSES AND OTHER STEAMSHIPS
ST. LAWRENCE ROUTE.

Lake Manitoba, Thursday, Aug. 17.
Empress of Ireland, Fri. Aug. 25
First Cabin.
EMPRESSES. $92.50
One Class (Second Cabin.)
LAKE CHAMPLAIN. . . . 50.00
LAKE MANITOBA. 50.00
Second Cabin.
EMPRESSES. 53.75
Third Cabin.
EMPRESSES. 31.25
Other Boats. 30.00
W. B. HOWARD, D.P.A., C.P.R.
St. John, N. B.

Furness Line

From London	Steamer	From St. John
Aug. 6	Shenandoah	Aug. 23
Aug. 20	Kanawha	Sept. 6
Sept. 3	Rappahnnock	Sept. 20

and fortnightly thereafter, dates subject to change.
Steamers have accommodation for a limited number of saloon passengers.
WM. THOMSON & CO.
Agents, St. John, N. B.

PICKFORD & BLACK LINE
ST. JOHN, N. B. TO DEMERARA.
S. S. Oruro sails Aug. 3 for Bermuda, St. Kitts, Antigua, Barbados, Trinidad, Demerara.
S. S. Ocamo sails Aug. 25 for Bermuda, St Kitts, Antigua, Barbados, Trinidad, Demerara.
For passage and freight apply
WILLIAM THOMSON & CO., Agents
St. John, N. B.

Scenic Route
THE STEAMER MAGGIE MILLER will leave Millidgeville daily (except Saturdays, Holidays and Sundays) at 6.45, 9.30 a. m.; 2, 4 and 6 p. m. Returning from Bayswater at 6, 7.30 and 10.30 a. m.; 2.45 and 5.15 p. m.
Saturday at 6.15, 9.30 a. m.; 2.30, 5.00 and 7.00 p. m. Returning at 5.30, 7.00 and 10.30 a. m., 3.15, 5.45 and 7.45 p. m.
Sunday and Holidays at 9 and 10.30 a. m., 2.30 and 6.15 p. m. Returning at 9.45 and 11.15 a. m., 5 and 7 p. m.
JOHN McGOLDRICK, Agent.
Phone. 228.

HAVANA DIRECT
SS. Ashmore Aug. 20
A Steamer Sept. 30
And Monthly Thereafter.
For space, etc., apply to
WILLIAM THOMSON & CO.,
Agents, St. John, N. B.

MANCHESTER LINERS

From Manchester		From St. John
July 14	Man. Engineer	Aug 7
July 29	Man. Miller	Aug. 14
Aug. 12	Man. Mariner	Aug. 28
Sept. 2	Man. Engineer	Sept. 18
Sept. 16	Man. Miller	Oct. 2
Sept. 30	Man. Mariner	Oct. 18
Oct. 21	Man. Engineer	Nov. 6
Nov. 4	Man. Miller	Nov. 20

These steamers also take freight for Philadelphia with exception of Manchester Engineer from St. John Aug. 7, 1911.
WILLIAM THOMSON & CO.,
Agents, St. John, N. B.

Crystal Stream S. S. Co.
ST. JOHN TO FREDERICTON
and intermediate landings. Stmr. Majestic will leave her wharf Mon. Wed. and Friday at 8:30 a.m., returning alternate days, making SPECIAL TRIP SATURDAY evening to Oak Point, leaving St. John at 5 p.m., and returning Monday at 7:15 a.m.
WASHADEMOAK ROUTE.
Stmr. Sincennes will leave St. John Tues. Thurs. and Saturday at 10 a.m., for Cole's Island and intermediate landings, returning alternate days. Warehouse open daily until 6 p. m.
D. J. PURDY, Manager.

—THE—
International Railway
Now Open For Traffic
Uniting CAMPBELLTON, at head of navigation on Baie Chaleurs with the ST. JOHN RIVER VALLEY at ST. LEONARDS. At St. Leonards, connection is made with the CANADIAN PACIFIC RAILWAY for EDMUNDSTON and points on the TEMISCOUATA RAILWAY, also for GRAND FALLS, AROOSTOOK, PERTH, WOODSTOCK, FREDERICTON, ST. JOHN, and WESTERN POINTS. Affording the shortest and cheapest route for FISH, LUMBER, SHINGLES, and FARM PRODUCTS, from BAIE CHALEURS and RESTIGOUCHE POINTS to the MARKETS of the EASTERN STATES. At CAMPBELLTON connection is made with trains of the INTERCOLONIAL RAILWAY. An Express train, with superior accommodation for passengers, is now being operated daily, each way, between CAMPBELLTON and ST. LEONARDS, and, in addition to the ordinary freight trains, there is also a regular accommodation train carrying passengers and freight, running each way on alternate days.
The International Railway Company of New Brunswick
January 3, 1911.

CANADIAN PACIFIC
ANOTHER FARM LABORERS EXCURSION
AUG. 25
$12.00 ST. JOHN TO WINNIPEG
Homeseekers' Excursions
Aug. 23rd
ROUND TRIP SECOND-CLASS TICKETS FROM ST. JOHN

WINNIPEG	$36.00
REGINA	40.00
CALGARY	50.00
EDMONTON	50.00

ROUND TRIP FIRST-CLASS TICKETS
VANCOUVER
VICTORIA
SAN FRANCISCO
LOS ANGELES
103.75
August 12 to 16. Good until October 15.
TORONTO EXHIBITION
20.55 Going August 24,26, 28, 29, 30. September 6, 7.
16.30 August 25, 31. Sept. 5.
All Tickets Good for Return leav- Toronto September 13th, 1911.
For Fuller Particulars write
W. B. HOWARD, D.P.A., C.P.R.,
St. John, N. B.

EASTERN S.S. CO.
RELIABLE AND POPULAR ROUTE BETWEEN
St. John and Boston
FARES:

St. John to Boston	$6.00
St. John to Portland	$5.50

Complete Wireless Telegraph Equipment.
Coastwise Route—Leaves St. John at 9.00 a. m. Mondays, Wednesdays and Fridays for Eastport, Lubec, Portland and Boston.
Returning, leaves India Wharf, Boston, Mondays, Wednesdays and Fridays, at 9.00 a. m., and Portland at 5.00 p. m., for Lubec, Eastport and St. John.
Direct Route—Leaves St. John at 7.00 p. m., Tuesdays, Fridays and Saturdays for Boston direct.
Returning, leaves India Wharf, Boston, at 10.00 a. m., Sundays, Mondays and Thursdays for St. John direct.
City Ticket Office, 47 King Street.
L. R. THOMPSON, T. F. & P. A.
WM. G. LEE, Agent, St. John, N. B.

Donaldson Line
BETWEEN
MONTREAL AND GLASGOW
MODERATE RATE SERVICE

From Glasgow		From Montreal
Aug. 12.	S.S. Cassandra.	Aug. 26
Aug. 19.	S.S. Athenia	Sept. 2
Aug. 26.	S.S. Saturnia.	Sept. 9
Sept. 9.	S.S. Cassandra.	Sept. 23
Sept. 16.	S.S. Athenia.	Sept. 30

Cabin rates $47.50 and upwards; Third Class, Eastbound, $29.00; Prepaid; Westbound, $30.00.
THE ROBERT REFORD CO., Ltd.
Agents St. John, N. B.

DOMINION ATLANTIC RAILWAY
S.S. Prince Rupert leaves Reed's Point Wharf daily at 7.45 a. m., connecting at Digby with trains East and West, returning arrives at 5.30 p. m., Sundays excepted.
A. C. CURRIE, Agent.

RACE DATES SELECTED IN FREDERICTON

The Fredericton exhibition commences on September 19th and there will be three days of harness races. The entries close on Tuesday, August 29th, with J. D. Black, secretary, and the programme of races is as follows:

First Day, Tuesday, September 19th.
Free for all trot, class, purse $300; 2.12 trot and 2.15 pace, class, purse $300; 2.21 trot and 2.24 pace, class, purse $300.

Second Day, Wednesday, Sept. 20th.
2.18 trot and 2.21 pace, class, purse $300; 2.30 pace, class, purse $300.

Third Day, Thursday, Sep. 21st.
Free for all pace, class, purse, $300; 2.15 trot and 2.18 pace, purse $300; 2.30 trot, class, purse $300.

SATURDAY'S LACROSSE.

Montreal, Aug. 12.—Toronto easily defeated the Shamrocks 7 to 2 in a scheduled lacrosse union game today.

Cornwall, Aug. 12.—Montreal, who had been tied with Tecumsehs of Toronto, for the league leadership in the national lacrosse union, went down to defeat today before the Cornwall twelve. The score was tied, but the final result was 6 to 4.

Toronto, Aug. 12.—Nationals of Montreal scored a somewhat unexpected victory over the Tecumsehs today in a fast game of lacrosse.

The final score was 6 to 4. The result leaves the team standing in an interesting position, which promises a close fight for the championship, the National win coupled with Montreal's loss at Cornwall tieing Nationals, Tecumseh and Montreal for the league leadership, each having lost two games.

Mercantile Marine

DAILY ALMANAC.

Monday, August 14, 1911.

Sun rises	5.32 a. m.
Sun sets	7.25 p. m.
High water	2.12 a. m.
Low water	8.45 p. m.

Atlantic standard time.

PORT OF ST. JOHN.

Arrived, Saturday, Aug. 12.

Str Manchester Miller, 2766, Robertson, from Manchester, Wm. Thomson and Co. general cargo.

Str Governor Cobb, 1556, Allan, from Boston, via Eastport, W G Lee, pass and mdse and sailed at 9 pm direct for Boston.

Str Louisburg, 1182, Holmes, from Sydney, CB, R P and W F Starr, coal.

Yacht Admiral (Am) from Bar Harbor with pleasure party and sailed.

Schr Adriatic, 90, Wamback, from Barbados, Crosby Molasses Co., molasses.

Schr Georgie Pearl, 118, Berryman, from Boston, A W Adams, ballast.

Coastwise—Schrs Wanita, 42, McCumber, Economy; Flora, 34, Brown, St Andrews.

Schr Winnie Lawry, (Am) 215, Sabean, from Eastport, D J Purdy, ballast.

Arrived—Aug 13.

Schr Caroline Grey (Am) 277, Rogers, from New York, C M Kerrison, coal.

Schr Minnie Slauson, (Am) 271, Whepley, from Boston, master, paving stone.

Schr Henry H Chamberlain, (Am) 205, Wasson, from Philadelphia, for Fredericton, with hard coal.

Schr Annie M Parker, 307, Duffy, from Barbados, R C Elkin with molasses for the Crosby Molasses Co.

Schr J L Colwell, 80, Merriam, from Annapolis, NS, master, with bricks for new armory.

Coastwise—Schr Ida M, from St Martins.

Schr Peerless, 278, Wilkie, from New York, R C Elkin, hard coal.

Schr Hibernia, 298, McDade, from New York, master, hard coal.

Sailed—Aug. 12.

Str Manchester Engineer, Beggs, for Manchester.

Dominion Ports.

Parrsboro, Aug 12—Arrived—Schr Hazel Trahey, Morrissey, Calais, Me.

Cleared—Schr Klondyke, Willigar, Eastport, with coal; Glyndon, George Yarmouth, with coal.

Bridgeport, Aug. 12—In port—Str Ashmore, loading lumber for Havana via St John.

Quebec, Aug 11—Arrived—Strs Monarch, Shields; Laurentic and Victorian, Liverpool.

Montreal, Aug 10.—Arrived—Str Bray Head, Huelva; Hurona, Middlesborough.

Flat Point, Aug 11—Signalled inward—Strs Nordhilda, Kronprinz Olav, Sandefjord, Lovstakken.

Outward—Strs Ocean, Felix, Blackheath.

Sydney, Aug 9—Arrived—Bark Lake Simcoe, Pernambuco.

Sailed—Bark Ocean Ranger, St John's, NF.

British Ports.

Ardrossan, Aug 10—Sailed—Str Inishowen Head, Murphy, from Glasgow, Sydney, CB.

Avonmouth, Aug 11—Arrived—Str Welshman, Maddox, Montreal.

Fastnet, Aug 10—Passed—Str Rubens, French, Sydney, CB, for Sharpness.

Liverpool, Aug 11—Arrived—Str Virginian, Montreal.

Manchester, Aug 12.—Sailed—Str Manchester Mariner, for St John.

Liverpool, Aug. 11.—Arrived—Strs Cymric, Boston; Virginian, Montreal.

Sailed—Str Empress of Britain, Quebec.

Fowey, Aug 9—Sailed—Str Tritonia, Botwoodville.

Inistrahull, Aug 10.—Passed—Str (supposed) Romsdel (Nor) Melsa, St John, NB for Londonderry.

Avonmouth, Aug 9—Sailed—Str Montcalm, Hodder, Montreal.

Turks Island, Aug 3—Sailed—Schr Earl of Aberdeen, Bath.

Foreign Ports.

Rio Janeiro, Aug 12—Arrived—Str Trebia, Starratt, from Victoria, Brazil for Santos.

New York, Aug 10—Cleared—Bark Annie Smith, Foote, for Colon; Schrs Harry W Lewis, Dexter, Wallon, NS; Karmoe, McKinley, Nort Sydney, CB.

Portsmouth, NH, Aug 10.—Arrived—Schr Walter Miller, for Boston.

Fall River, Aug 10.—Arrived—Schr Arthur J Parker, St John, NB.

Gulfport, Miss, Aug 9—Arrived—Schr Irma Bentley, Havana.

Antwerp, Aug 9—Sailed—Str Montrose, Kendall, Montreal.

Philadelphia, Aug 10—Arrived—Str Frances, St Ann's; Persian, Boston.

Fernandina, Fla., Aug 10—Sailed—Schrs Jennie E Righter, New York; Catherine, Bermuda.

New York, Aug 11.—Arrived—Bark Sunlight, Crowley, from Boston; Schr Isaiah K Stetson, Hamilton, from South Amboy, for Eastport.

Cleared—Str Romsdalen, Morgan, for Campbellton, NB; Schr Myrtle Leaf, Meriam, Spencer Island.

Sailed—Bark Annie Smith, Colon.

Baltimore, Aug 11—Sailed—Str Pythia, Glasgow.

Fall River, Mass, Aug 10.—Arrived—Schr J Arthur Parker, St John, NB.

Reports and Disasters.

Chatham, Mass., Aug. 11.—While in a waterlogged condition the three-masted schooner Theresa Wolf of Egg Harbor, N. J., bound from New York for an eastern port with coal, struck on Chatham bar early today and will probably be a total loss. Shortly after the vessel touched bottom the crew and wreckers from Chatham began to strip her.

SHIPPING NOTES.

Battle Line steamer Trebia, Captain Starratt, arrived at Rio Janeiro, last Saturday, from Victoria, Brazil, for Santos.

Steamer Ashmore, now at Bridgewater, N. S., loading lumber, will come to this port to finish loading for Havana. The steamer is under charter to the Munson Cuba Line, and is expected to arrive the last of this week.

Steamship Manchester Miller arrived Saturday from Manchester with a general cargo.

Schr Adriatic, Captain Wamback, arrived in port last Saturday from Barbados for the Crosby Molasses Company, and on Sunday, the three-masted schooner Annie M. Parker arrived from the same place with molasses for the same company.

Steamship Manchester Mariner left Manchester for St. John direct last Saturday with a general cargo.

Barkentine Martin Eduard, 267 tons, left Bristol July 31 to load deals for W. Malcolm MacKay. She should arrive any moment.

American schooner Henry H Chamberlain, arrived at this port yesterday from Philadelphia with a cargo of hard coal for Fredericton. She will be towed to that port and will load a return cargo of laths by the Alexander Gibson Co.

Schooner Minnie Slawson arrived Sunday from Boston with a cargo of granite paving blocks for the Hassam Company.

Another cargo of bricks arrived by the schooner J. L. Colwell from Annapolis Royal, N. S., yesterday for the contractor of the new armory on Sheffield street.

Quite a large amount of tonnage arrived in port during Saturday and Sunday, including three steamers, 10 schooners and one yacht.

The tug Scotsman arrived at Halifax last Friday night with a large mast and sail attached. This was the "derelict" that had been reported by several vessels as being sighted off Halifax. The mast had snapped off at the deck, and it was found 20 miles south west of Chebucto Head.

The wrecking steamer Bridgewater was the first vessel to reach the cruiser Cornwall, which was recently ashore off Cape Sable. Lines were passed from the cruiser to the Bridgewater, and the latter was at work several hours trying to haul the Cornwall off. It is understood that the owners of the Bridgewater will present a big claim for salvage.

The well known three masted schooner Theresa Wolf after a long and exciting career seems to have met her finish on Chatham Bars. Towed into Portland some two years ago by the revenue steamer Woodbury, which picked her up after being capsized on the Nova Scotia coast, she was sold to Capt. Archibald of Port Clyde, who hauled her out on his railway there, and practically rebuilt her at a cost of nearly $10,000. But it was apparently of no use, as there seemed to be a sort of hoodoo on the schooner, she having been in constant trouble all the time since she was launched, and has finally laid her bones on Chatham Bars, the graveyard of many a Maine coaster.

It is the general opinion among shipping men that one or more lumber laden vessels have been in trouble the past week in addition to those whose mishaps have already been reported. A large amount of floating lumber has been seen by vessels arriving here, which might have formed part of the deck loads of vessels which have already arrived. But in addition to the lumber seen in two cases wreckage has also been passed, the tug Portland having seen some about half way between here and Rockland, while a large portion of a vessel's deckhouse has also been seen this side of Cape Cod. It is known that one or two vessels from eastern ports laden with lumber for the westward are somewhat overdue, but owing to the unsettled weather of late long passages have been the rule, and it is hoped that the vessels in question may prove to have been among the fog bound fleet which has been hung up here and at other points along the coast.—Portland Argus, August 12.

The steamer Mills, a converted steel dredge of 5000 tons, which was employed several seasons in bringing pulpwood here from the Provinces, has just steamed out of Philadelphia on a year's cruise on the Atlantic coast, having been converted into a floating oil factory at the Cramp yard, with facilities capable of reducing 10,000 barrels of menhaden fish into 800 barrels of oil and 20 tons of dried fish scrap every 24 hours. She carries a complement of 160 men, who work in two crews, and the president of the Menhaden Fish Company, her owners, who will stay with the ship on its initial cruise. Huge portable steel elevators on each side of the ship will scoop the menhaden out of the holds of any two vessels in the fishing fleet at the rate of 1500 barrels an hour, and screw receivers will carry the fish into receiving tanks where 5000 barrels may be held before the working process begins. The steamer on getting outside immediately started off in pursuit of a school of fish 60 miles in width, swimming off No Man's Land.—Portland Argus, August 12.

LIST OF VESSELS IN PORT.

In Commission.

Steamers.

Artist, 2300, W M Mackay.
Manchester Miller, 2766, Wm. Thomson & Co.
Norton, 1135, J. T. Knight and Co.
Rappahannock, 2490, Wm Thomson and Co.

Schooners.

Adriatic, 99, Crosby Co.
Clayola, 129, J. W. Smith.
Caroline Grey, 277, C. M. Kerrison.
E. M. Roberts, 322, R. C. Elkin.
Georgie Pearl, 118, A. W. Adams.
H M Stanley, 97, J W McAlary.
H. H. Chamberlain, 250, master.
Jennie A. Stubbs, 159, master.
Lord of Avon, 325, R. C. Elkin.
Minnie Slawson, 271, master.
Str Louis, 86, A W Adams.
W E and W L Tuck, 395, J A Gregory.

VESSELS BOUND TO ST. JOHN.

Steamers.

Ashmore, at Bridgewater, Aug. 12.
Man. Mariner, Manchester, Aug. 12.
Shenandoah, London, August 4.

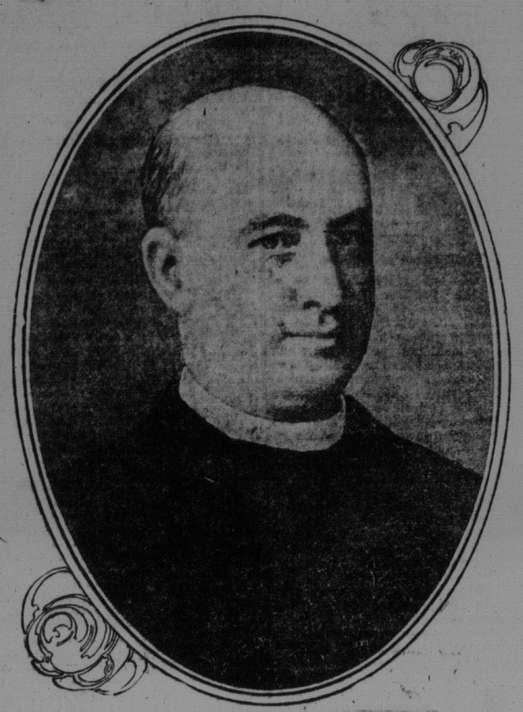
Bark.

Martin Eduard, 267, Bristol, July 31.

CAUSE OF BOILS EXPLAINED.

Even in health there is a large accumulation of matter in the system, which if not destroyed, breaks through the skin in the form of pimples and boils. No remedy so cleansing, so sure to drive out boils as Dr. Hamilton's Pills. They brace up the system, rid it of humors, restore health and ab- [illegible] prevent swellings, pimples, [illegible] mild and [illegible] Hamilton's Pills. Sold by all dealers.

EPISCOPAL MINISTER DENOUNCES COMING ASTOR WEDDING AS AN OUTRAGE



REV. GEORGE C RICHMOND

In a sermon entitled "The Coming Astor Wedding and What the Episcopal Church Thinks About It," the Rev. George Chalmers Richmond, rector of St. John's Episcopal Church, of Philadelphia, declared that John Jacob Astor would find but one Episcopal clergyman in America or England who would perform his wedding ceremony.

"We abhor this Astor alliance," said the rector. "It's an outrage on common decency. It arouses all our moral anger. The Episcopal Church is opposed to this alliance. It is contrary to our canons, and Mr. Astor will be socially ostracized by the best people the minute he contracts the bargain already made."

THE FISHERMEN'S REGATTA AT DIGBY WAS GREAT SPORT

Long Distance Motor Boat Race from St. John Proved Interesting Feature--It was Won by the Bonsel, but was Close Contest.

Special to The Standard.

Digby, N. S., Aug. 12.—Digby was en fete today. The fishermen's regatta for western Nova Scotia was sailed here. The feature of the day was the long distance motor boat race from St. John, which was won by the Bonsel, owned by Gandy and Tillison.

The boats left Reed's Point, St. John at 7 a. m. and arrived as follows:

		Actual.	Corrected
Meiope	Scratch	5:29:09	5:29:09
Ogistah	22:51	5:21:55	4:58:04
Bonsel	48:42	5:25: 2	4:36:53
Jean	57:16	6:29:32	5:32:16
Croat	1:23:51	6:43:30	5:19:39
Keneto			

The Meiope was the scratch boat. The race was very close in view of the time allowance.

Commodore Robert Thomson of the R. K. Y. C. and mayor H. B. Short of Digby were the judges and A. E. Everett, of St. John, the timer.

In the morning the long distance motor boat race from Tiverton to Digby, a distance of 32 miles was won by a boat owned by Shirley Tidd in the fast time of 2:55. The Niobe was second and the Lou third.

The commercial motor boat race was won by the Hiawatha, the Regina, second, and the Cornelia, third.

The rowing dory race was won by Fred Barr and mate with J. Tinker and mate second, and F. Snow and mate third.

The pleasure motor boat race was won by the Princess with the Kittren second and a boat owned by Fritz Daken, third.

The St. John boats then arrived.

At noon a salute was fired from Battery Point by a company of militia under command of Capt. D. C. McKay.

In the afternoon the race for fishing schooners was sailed. The Dorothy M. Grant, owned by the Maritime Fish Corporation, with the same company's schooner Albert J. Lutz second. This was very close, there being only one minute and 35 seconds difference between them.

The fishing motor boat race was won by the Niobe, with the Lou second and John Casey's boat third.

The speed launch race was won by the Princess.

The best race of the day was the pleasure motor boat race, which was won by the "Roman" of Digby; Melope, owned by H. J. Smith, St. John, second; Agistoh, owned by Fred A. Dykeman, St. John, third, and the Jean fourth. She was 55 seconds between the first and second boat.

A large number of St. John yachtsmen arrived in the town during the day. The R. K. Y. C. flagship Corinthia, arrived here during the morning with Commodore Thomson, Mr. Hegan, T. B. Blair, Judge J. R. Armstrong and A. E. Everett of St. John on board.

Col. F. M. Pope, of Bury, Quebec; Robert Klock, Arthur S. Kerr, Murray Campbell and G. Earle Logan, all of St. John are registered at the Manhatton.

Gordon S. Likely and a party of the Louvima are here.

T. T. Lantalum, vice-commodore of the R. K. Y. C. is also here.

A large number of outside fishermen were in town and spent the day in dancing. The Bear River Brass Band was in attendance.

The success of the day is largely due to the executive committee and sub-committees. The executive committee are Mayor H. B. Short, chairman; J. L. Peters, treasurer; and Mayor M. C. Denton, secretary.

The sub-committees composed of O. S. Dunham, Capt. Howard Anderson, C. A. Lindstrom, Fritz Daken, T. E. G. Lynch, Frank Anderson, Ross Smallie, A. D. Daley, E. M. Robertson, W. Cann, J. O. Dakin, A. J. Lutz, Frank Anderson, Capt. James Wright, W. E. Tupper, P. W. Holdsworth, W. E. Van Blarcom and E. P. Dunn.

HOTELS.

Dufferin.

A P Coleman, Halifax; W S Carter, Fredericton; W Branden, Montreal; Wm Taylor, Halifax; C H Perry, Sussex; Capt Lunbury, John Delay, Shediac; J E Duncan, Halifax; Mr and Mrs J N Shaffer, Boston; C Calder, Lachute; Mr and Mrs T C Sparhawk, Winchimdon, Mass; Mr and Mrs L P Lond, Waterville; Mrs E F Stock, Emma C Power, H M Pike, C H Pike, Boston; Mrs H M Adams, Miss Alice Johnson, Illinois; C J McPhee, Halifax; Harry Townsend, Boston; Miss E A O'Brien, Philadelphia; T E Libby, Vinalhaven, Mo; R J Helsbigs, Toronto; Frank M Cuntingham, T J Kennedy, A J Donahue, Boston; P S Howe, Digby; E G Higginson, Montreal; Z Garneau, Quebec; W F Allton, Sussex; Mr and Mrs Irving Livingstone, Boston; W S McCart, Eastport; W L Baldwin, Hanover; J Y Cheney, S Kerner, New York; W Frank Hoar, Montreal; H W Eartman, Jas P Clark, Boston; E W Burch, London, Eng; D Pick, New York; Clarence O'Locke, Battle Creek; Oscar Scholtz, New York; H Crotty, Fredericton; Mr and Mrs A McLean, Winnipeg; W R Breyfodge, G L Cohoon, Montreal.

Royal.

F P Anderson, Boston; L B LaFoy, L Hatfield, P L Wright, New York; H Horsman, Toronto; C H Rutledge, E E Robbins, Bangor; P J McIntyre, Chatham; J W McNamara, H Glassford, J H B Christie, C H Binks, Montreal; C O Smith, Winnipeg; C K Palmer, wife and child, L M Vanwart, J Neill, T S Wilkinson, J S Allen, H Colwell, F P Hart, J Palmer, J [illegible] A F McHallam [illegible] H P Timmerman and wife, Montreal; Mrs A L Lambert, Miss I Metcalf, Houlton; V F Farrell, Halifax; Miss C McCann, Boston; H Powell, Philadelphia; J R Wilson, A J Eaton and wife, Miss L A Throop, Miss Lorenz, W Lorenz, J D Beinert and wife, Mrs W M Hicks, Misses A G and L G Minis, New York; H A Murphy, Saskatoon; A F Sickman and wife, Holyoke; Mrs G H French, Winthrop; R Herl, Springfield; Miss G F Smith, Cambridge; Miss I C Perry, W A Farmsworth and wife, Boston; F Conaughton, J J Taylor, Montreal; O F Linn, C A Heyes, Toronto; B A Raidolph and wife, Philadelphia; A B Burke, Miss F E Downes, W G Smith, G V Rogers, Boston; T J Parsons, C J Kempthorne, H Briscoy, T R Price, Toronto; Mrs J G Eaton, Miss M H Eaton, Melrose; W A Craven Wufe, Miss M Craven, J Rogers and wife, G M Williamson, Montreal; W E Houghton, Ottawa, Mr and Mrs Sherwood, Riverside, N B; W A Spencer and wife, C B Procter, Nashua, N H; Mrs A Schotten, two sons, Miss E Helaning, St. Louis; J Cowley, Toronto; A W McGregor, Yarmouth; E W Foulds, Montreal; H M Richards, London, Eng; W H Huntley, H Naylor, Montreal; D F Maxwell, Fredericton.

Victoria

Margaret J Megonigle, Miss Susie Pardon, Philadelphia; Miss Mary Lemon, Miss J M Lemon, Sarnia; Miss A J Summerside, Miss M S Summerside, Boston; J L Kennedy, Salisbury; W E Callebuck, Toronto; Chas A Sampson, Fredericton; James Holland, Fredericton; B Freedman, Montreal; Miss J Upham, New York; Miss F Mosher, Boston; H Knight, Liverpool, England; R E Crawford, Reuforth; T M Wright, Fredericton; Chas Merritt and wife, Germantown, Pa; W E Sherrard and wife, Moncton; Mr and Mrs S Griffith, Philadelphia; William Crulkshank, Fredericton; W J Fleet, Boston; G W Killen, wife and son, New York; Miss Fannie Cushing, Higham, Mass; Miss Frances Howard, Boston; Mrs Richard Walker, Miss Dorothy Walker, Norfolk, Va; W E Hescott, Boston; J Kenny and wife, Providence RI; Mr and Mrs H Vale, Hinkle Passonle, NJ; Mr and Mrs Geo Brittall, Mr and Mrs Chas. Wood, New York; Miss Ella D Utter, Newark, NJ; C H Cruming, Millville; F H Hanson, New York; H L Vroom, Mexico City; D C McCarthy, Rockville, Conn; A M Dann and wife, Hampton; Miss Scribner, Boston.

SEPTEMBER BUSY MONTH FOR SPORTS

By W. W. NAUGHTON.

"How well do I remember;
It was in the sad September."

So sang the poet from something far removed from upper jabs and toeholds, but the lines were signally suggestive just at present.

The coming September is sure to be a sad one for some folks of the sporting persuasion.

Look at the schedule:

Carl Morris vs. Jim Flynn.

Frank Gotch vs. George Hackenschmidt.

Ad Wolgast vs. Packey McFarland.

With a sporting calendar like that, September should be remembered as a Red Letter month.

In on event—the wrestling match—a world's championship is to be decided.

In another—the McFarland-Wolgast bout—a champion is taking chances of having his reputation irreparably damaged, even though he may maintain his title.

In the other, a "white hope" is risking his all, which, by the way, is not very much. He—I mean Carl Morris—is radically hopeful that he will prove himself fully entitled to a crack at Champion Jack Johnson.

Morris Petted and Pampered.

Morris is the most petted and the most prominent of all the novices who have been mentioned as possible opponents for Johnson, the majority of the others have either disappeared entirely or have had their dreams shattered by defeat.

Morris has a millionaire manager—at least, so they say—and this manager, with seeming seriousness and sincerity, voices his belief that Morris can defeat Johnson. It goes without saying that Morris feels the same way about it.

Morris is to go against Jim Flynn somewhere in New York on Labor Day (September 4) and by that event he will stand or fall. If he loses to Flynn he will be a joke, for Flynn is a pronounced second-rater, with but one fairly bright spot on his side, namely, his victory over Al Kaufman.

If Morris should do away with Flynn, the future will be luminous for the Oklahoma heavyweight. Flynn apparently has his limitations. He can never hope to be champion while Sam Langford and Jack Johnson are actively engaged in fisticuffs, but he is a very formidable trial horse, just the same.

He is a right willing worker, possessed of more speed and strength than accuracy, and he takes kindly to close milling.

He is a heart-breaking subject for any inexperienced fighter to tackle, and if Morris should defeat him decisively, there may arise a demand for a Johnson-Morris match.

If things go awry Morris may as well turn his thoughts to some pursuit other than pugilism. Occasionally a fighter of proved quality who has met with a reverse is given "another chance," but an untried and practically unknown man like the Sapulpa giant is not due for anything of that kind.

If he is found wanting in his first test it would be considered a waste of time to try him again.

Wrestling Match Important.

The Hackenschmidt-Gotch world's championship wrestling match, which is to be decided in Chicago on September 4, is of vast importance.

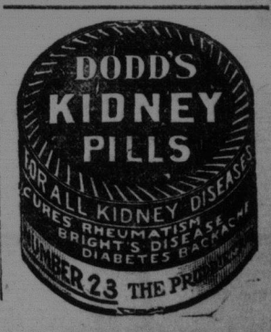
Even though Gotch won from the Russian Lion a couple of years ago, and has enjoyed ever since the prestige that attaches to the premiership, it has always been felt that the circumstances attending the first struggle call for another.

Hackenschmidt has moved heaven and earth to secure a return meeting and has publicly challenged Gotch with being afraid to wrestle again.

In everything Hackenschmidt has done he has displayed a spirit of defiance and supreme confidence, and the public has watched the slow progress of the match making with much of the interest that was manifested while Jeffries was still undecided about tackling Jack Johnson.

There will be excitement galore, though probably not of the suppressed kind when Gotch and Hack approach each other with stopping shoulders and begin to claw for the first hold.

The result—providing the contest is fairly wrestled and fairly won—will be a glorious triumph for one man and a bitter disappointment for the other.

Then there is the Packey McFarland-Ad Wolgast affair at Milwaukee later in September. The outcome of this will mean "all the world and more besides" to the one who vanquishes.

Is it to be Pugsley and the dredging grafters for the next five years, or Borden, British Connection and a regime of honesty?