

N. S. ELECTIONS.

Yesterday Nomination Day for Provincial General Elections.

In Fifteen Out of the Eighteen Counties There Will be Straight Party Contests.

HALIFAX, N. S., Sept. 25.—This was nomination day in Nova Scotia, for the provincial general elections, which take place next Wednesday.

In fifteen of the eighteen counties of the province there will be straight party contests, in one of the three (Shelburne) where the conservatives did not nominate, Arthur Hood is running as an independent. Besides Shelburne, the counties where there is no conservative candidates are Yarmouth, which has always been liberal stronghold.

The conservatives went into the contest at short notice, and with the largely against them, for in the last house they were numbered only five. Still they have not gone into the fight altogether hopeless, and there is a good chance of re-electing several members that have been in the hands of the liberals during the past four years.

In Halifax there is a division among the supporters of the government, and Stewart, Crook and Campbell have a fighting chance.

A hot fight has been put up in Colchester county, where John F. Stairs, ex-M.P. for Halifax, heads the conservative ticket against E. Pearson, the Dominion Coal Company magnate, and proprietor of the Halifax Chronicle. Mr. Stairs' colleague is A. S. Black, and Mr. Pearson's is ex-speaker Lauderbach.

Cumberland county is another constituency where a keen contest is going on, the liberal ticket being headed by Hon. T. E. Black, a member of the government. The conservatives, led by Messrs. Charles Smith and Daniel McLeod, have made an aggressive fight.

The liberals had been hoping that there would be no opposition to Premier Murray in Victoria county, but today the conservatives nominated John A. Macdonald, ex-M.P., and J. H. McCabe, a ticket that promises to make the liberals do their best.

Lunenburg is one of the counties where conservative hopes run particularly high for a gain. Mr. Wolfe, who heads the conservative ticket, is an ex-member of the town.

In Hants county the liberals tried to strengthen their cause by the appointment of Hon. Drysdale, one of the late members, to a portfolio in the government. C. S. Wilcox, who has had the difficult task of leading a small opposition in the house of assembly, and who was re-elected by the conservatives, however, is giving Mr. Drysdale all he can do.

In Kings county P. Innes, a former general manager of the Dominion Atlantic railway, has as his colleague on the conservative side James W. Ryan, who has much in his favor, and stands a chance of heading the poll, unless money is lavishly won by his opponents.

AMHERST, N. S., Sept. 25.—Liberal conservatives of Cumberland county this morning nominated C. R. Smith, E. C. of Amherst, and D. McLeod of Springhill, candidates for the local legislature. The nomination papers were signed by over 200 of the most prominent men of the county at large. Among the signatures were those of many former liberals whose assistance has been apparent throughout the whole campaign. Liberal nominations were filed later, the candidates being Tom T. Black of Amherst, M. L. Tucker of Parrishboro.

A joint meeting was held this afternoon in the Academy of Music, which was addressed by all the candidates. Mayor Dickey presided. Mr. McLeod was cordially received. Mr. Smith was received with much applause. He exposed the claims of the Murray supporters, showing they had been negligent in expenditure except where their own men were concerned.

This evening the conservatives held a rally in Parish hall, which was crowded to the doors. Messrs. Messrs. Smith and McLeod, many prominent men addressed the meeting, which was an ovation to the two leaders. The opinion is universal here that the conservatives will reduce Cumberland next week. The candidates have met with enthusiastic receptions everywhere.

A DRIFTING MATCH.

Wind Failed the Big Racers Thursday and It was Called "No Race."

When the Time Limit Expired the Columbia was Over Half a Mile Ahead of the Shamrock—Yachts Were Several Miles from the Finish.

NEW YORK, Sept. 26.—One of the biggest crowds that ever put to sea went down to Sandy Hook lightship today to witness Sir Thomas Lipton's second challenger, Shamrock II, and the white flyer Columbia struggle for the racing supremacy of the world in the first of the cup races of 1901.

But the excursion fleet returned disappointed. The great single stickers went out this morning fresh for the battle, but the sea refused them the usual calm. The wind never more than nine and sometimes as slow as three knots, was too light and shifty to carry the contestants over the 30 mile course in the time allotted by the rules. At the end of the prescribed half hour the race was officially declared off and the yachts were towed back to their berths.

When the gun aboard the committee boat was first to call attention to the signal declaring the race off, the American boat was still five miles from the finish line. The English boat was half down the coast, her experts estimating her distance from the Columbia at over three-quarters of a mile.

Americans will have reason to congratulate themselves upon the result of the first race. The Columbia was headed but once in the 35 miles covered, and then the Englishmen showed the way for only five minutes. In the second race the Columbia beat the foreigner seven and a half minutes, and seconds to the other mark, and increased her lead somewhat in the broad reach for home. While the test was unsatisfactory, the yachting sharpshooters who have been selected for this time as to the ability of the Columbia to successfully defend the cup, are more confident tonight that it will remain on this side of the Atlantic.

Superiorly in light airs appears to have been demonstrated today. Shamrock II did not, in fact, make so good a showing as did Lipton's first challenger. In the first race the Englishman preceded the actual race two years ago. What Shamrock may be able to do in heavy weather is, of course, another matter. The Columbia has been tried, and all her trials have shown that she is distinctly a heavy weather boat.

Two years ago Sir Thomas's prayer was answered, when he got a smashing twenty-five knot gale in the last race. Columbia's victory was even more decisive than in the first. Since then Columbia's ability in heavy weather has been proven again and again. The harder it blows the faster she goes and the better she behaves. It is not strange, therefore, that the patriotic skippers and spectators who gathered about the water when the two yachts met, were so disappointed to see the vessel so unseaworthy. He says that she is as seaworthy as any coaster that leaves the port, and their assertion that there was five feet of water in her hold is untrue. They gave this story out as a reason for not wanting to return to work on the vessel.

SCHEFFER, H. FOSTER IS ALL RIGHT. Capt. Heater, of the schooner E. H. Foster, now lying at Indiantown, contradicts absolutely the story told by two of his crew to the police that the vessel is unseaworthy. He says that she is as seaworthy as any coaster that leaves the port, and their assertion that there was five feet of water in her hold is untrue. They gave this story out as a reason for not wanting to return to work on the vessel.

ABOUT DE. The decision of the royal party not to occupy the private houses in St. John that were being fitted up for them in a sumptuous manner by the local government, has caused much disappointment. The cup of honor of the St. John people will be filled to overflowing if Major Maunde should issue an edict against the wearing of Mayor Daniel's purple robe.

CASTORIA IS A REGICIDE, DROPS NEITHER OPIUM, NOR HEROIN, IT IS PLEASANT.

Castoria is a Regicide, Drops Neither Opium, Nor Heroin, It is Pleasant.

By Millions of Invalids, Castoria is a Regicide, Drops Neither Opium, Nor Heroin, It is Pleasant.

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PRESIDENT'S ASSASSIN

Was Sentenced Thursday to be Electrocuted at Sing Sing

During the Week of October Twenty-Eight—Colgoz Made a Brief Statement to the Court.

BUFFALO, N. Y., Sept. 26.—Leon F. Colgoz, the assassin of President McKinley, was brought before Justice White this afternoon and sentenced to death by electricity in Auburn prison in the week beginning Oct. 28.

Colgoz evinced a desire to speak when asked if he had anything to say, but his voice failed him, and he could only mutter a few inaudible words, which were repeated by Judge Tamm, his counsel. He simply said that he was alone, in his guilt and that no one knew his plans to murder the President, and then sat down limp and exhausted.

The prisoner closed his lips, stared straight ahead of him and awaited the court's pronouncement of his doom. The sentence was brief.

"Colgoz," said the court, "you have committed a grave crime against the United States and our union in the assassination of our beloved President. After learning all the facts and circumstances in the case, twelve good men have pronounced you guilty of the crime of death, and in the opinion of the court you are a person who is a public enemy and a menace to the safety of the United States. The penalty is fixed by statute and it becomes my duty to impose a sentence upon you. The sentence of this court is that in the week beginning October 28th at the place designated, and in the manner prescribed by law, you suffer the punishment of death."

Colgoz stood erect, looking straight at the judge. He did not tremble; not a muscle quivered. As soon as the death sentence was finished he took his seat in the same indifferent manner that his character had manifested through the trial. He brought to his feet quickly by the officers at 2.30. He walked him and led him away to the jail, while the crowd surged after them. The officers had to force a passage way for the assassin from the court room. Though elation and satisfaction were written on every face in court, there was no applause and no demonstration of any kind on the part of the spectators.

BUFFALO, N. Y., Sept. 26.—Colgoz, the assassin of President McKinley, was taken from Buffalo to Auburn state prison tonight to await death by electricity during the week beginning Monday, Oct. 28. Sheriff Caldwell and a special car attached to the train, which was to leave at 2.30 p. m. The train left Buffalo at 2.30 o'clock, which is schedule time.

Colgoz was removed by the back entrance of the Erie county jail surrounded by sixteen men, and was taken into the special car, which had backed down on the tracks a few rods in the rear of the jail. The assassin was taken to the special car at 2.30, but a slow run was made to the station, where Sheriff Caldwell arranged for the appearance, and his movements were so secret and so cleverly managed that not one bit of news leaked out. The assassin and the newspaper men who were on the train, were taken out of the jail.

SACKVILLE NEWS. SACKVILLE, N. B., Sept. 26.—A two-story wooden building is to be built on Bridge street by Captain Peter Hansen. The structure will have a frontage of 25 feet and a depth of 50 feet. Richardson & Burke of this town have the contract and the work will be completed by December. The lower flat will be used by Frank Harper as a bakery and restaurant, while the upper flat will be fitted up for a dwelling house.

A house owned and occupied by Tuttle Fillmore, in Little Shamogue was burned to the ground on Monday night. The fire caught from a defective flue. Only part of the contents was saved. The loss was partly covered by insurance.

Work on the Sackville bridge, over the Tatnam, has begun, and Contractor Brewer expects to have it ready for traffic by December. The exhibition of the Sackville and Westmorland Agricultural Society is being held today. The weather is fine and a large crowd is expected.

Miss Anderson of Cole Island has been chosen by the liberals to contest the parish of Sackville in the coming municipal election. He will probably be opposed by C. C. Campbell and John Johnson, the present councillors.

A LIVELY RIDE. ST. STEPHEN, N. B., Sept. 25.—What might have been a serious accident occurred on King street this evening. An electric car in charge of Mortimer Mitchell and a new conductor stopped at the head of King street. The motorman left the car for a few minutes, and the conductor, without noticing his absence, loosened the rear brake. The car started down the street, where there is a long grade, with no controlling hand at the motor. At the foot of the street there is a sharp turn, and here the car left the rails and made a mad rush towards the end of the public wharf. Fortunately it had to cross the C. E. R. track, which brought it to a standstill a short distance from the end of the wharf. There were no passengers on board, but the new conductor had a very lively ride for a few minutes.

AT THE WHITE HOUSE. WASHINGTON, Sept. 25.—Mrs. Theodore Roosevelt, the wife of the president, took up her permanent residence in Washington tonight, when she moved into the White House. She reached the city about past nine o'clock, bringing with her two of the Roosevelt children, their secretary and a housekeeper.

Oh. Bligh, the superintendent of public buildings and grounds, met the party at the station at the request of the president, and escorted them to the White House. President Roosevelt met Mrs. Roosevelt at the children at the porte cochere of the White House. Arrangements for the western part of the building have been fully completed for the new presidential family. New carpets and furniture have been bought and some paintings and vases have been placed in the rooms.

President Roosevelt entertained a party of gentlemen at dinner tonight before Mrs. Roosevelt arrived. They had not yet been introduced to Mrs. Roosevelt, who entered the White House accompanied by Col. Sargent, the assistant secretary of war.

HARRY LYDARD LEAVES THIS MORNING. HARRY LYDARD, Kentucky, with Border, the King of the Nova Scotia Turkeys, left Halifax Chronicle, 24th.

MARINE DISASTERS. LONDON, Sept. 25.—The British steamer "Percy Brock" Captain Davidson, was on a voyage Sept. 4, for Hamburg, by which she was wrecked on the coast of Norway, and is discharging into lighters to be sent to port.

The British steamer "Shield" Captain Cook, from Sourabaya, June 21, for Delaware Breakwater, was wrecked at the mouth of the Delaware river, and the crew were rescued. She was owned by the Norwegian Steamer Agency, Captain Prydz, from Barry, N. S.

Harry Lydard leaves this morning, 20th Lexington, Kentucky, with Border, the King of the Nova Scotia Turkeys, left Halifax Chronicle, 24th.

Designator Watson said: "I am very well satisfied with what the boat did today. Whenever she had a breeze of any strength she did exactly as I expected her to do. It was a pity that she was not to be sailed, as she would have made a fine record."

The ocean tug "Navigator," which carried "Nicholson" Kane, Chester Griswold and Newberry D. Lawton, the racing yacht, was anchored to the southwest of the lightship, making the signal of the line, and signifying that the course would be east by north. The preparatory gun was fired at 10.35, and the racing yachts were anchored to the eastward of the New York Yacht Club. The wind at the time was east by north, and the sea was choppy.

Parry was at the helm of the Columbia. He placed the cup defender to windward of the challenger, and kept her there in spite of the opponent's efforts to get on the starboard tack. The yachts were in such a tangle that they were unable to start. The preparatory gun was fired at 10.35, and the racing yachts were anchored to the eastward of the New York Yacht Club. The wind at the time was east by north, and the sea was choppy.

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