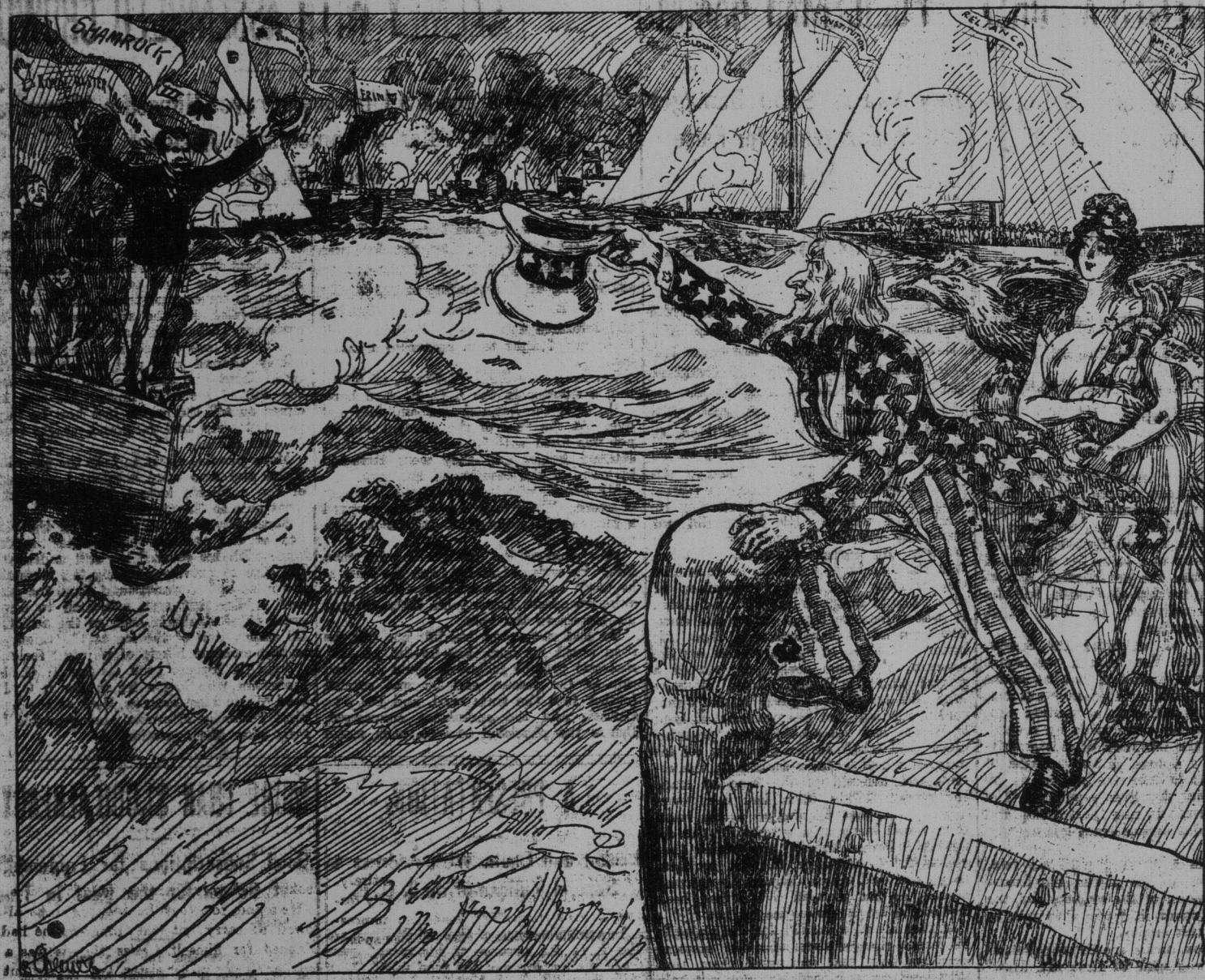


THE SEMI-WEEKLY TELEGRAPH, ST. JOHN N. B., JUNE 27 1906.

THE COMING OF SIR THOMAS LIPTON AND WHAT THE BIG YACHT RACE MEANS.



Next to a lovely woman, a smiling baby and a perfect rose, the most beautiful thing in the world is a vessel under full sail.

We are a little past the half-century celebration of the triumph of steam over wind as the motive power of the sea. We see and read about the great steel hulks, behold them breaking records every year, gaze with wonder at their increasing size and power.

There is so much of it that we forget that in spite of the tremendous growth of steam, the sail has not yet lost its hold or its fascination.

True, the sail vessels are much smaller, but still there are ten times more of them than there are of steamships, although thousands of them do not figure in the maritime statistics.

Nothing can take away the charm of sailing. It is born in us. The winds while it. The movement itself is different and altogether more delightful. There is nothing more poetic than sitting on a steam craft and knowing that you are moving by machinery.

Even the vast engines of war, the cruisers and the battle-ships are distinguished by commonplace features. They are as regularly as cars and their life is as humdrum as that of a hotel.

But in sailing we have daring, adventure, skill and chance and the feeling of love and of sports between the sailor and the boat which no mere bulk of machinery can ever replace.

These things, then, the international yacht race means interest and thrill in every part of the country.

Because a man lives in the interior, far from the seacoast, is no reason why he should not be as much concerned in it as his compatriot who is never a mile from salt water.

Indeed, it is a curious fact that the most ardent lovers of the sea are those from inland places, and the manager of the greatest steamship line in the world told the writer of this the other day that most of the applicants for places on his ships came from the Far West. It is another interesting fact that many of the American Secretaries of the Navy and of those who have done much to build up the new fleets live nearer the Mississippi river than the Atlantic ocean.

But independent of this universal tendency the contest itself has enough historic importance to enlist the attention of every good American.

It was fifty-two years ago. The first great world's fair in history was going on in London. All the yachting worthy of the name was English. Only two American yachts had ever crossed the ocean. The British simply ridiculed the idea of possible competition.

But on August 22, 1854, the fateful moment came. Eighteen vessels, representing the swiftest sailing craft of the British Isles, were there. A schooner-rigged America, had come across the ocean. They laughed at her, but she was another case of Yankee presumption.

As one respect, at least, their expectations were realized. She did and very handsomely, but she left the mortification to be divided up among the eighteen com-

petitions, who were so far behind that at one time not a single one of the whole squadron was in sight of the American vessel.

There have been twelve international races.

From 1851 to 1870 none occurred, but in 1870 the British tried to lift the cup. In the eleven contests, the Americans have invariably won. In two they had a walk-over. One race was won on a foul. The only single race won by the English in all the sailing was on October 19, 1871, when the English Lionessa was ahead, but the American boats took all the other four races of the series.

In many respects the last race was the closest, and this fact gives a zest to the events of the present summer.

Undoubtedly Sir Thomas Lipton himself adds to the interest of the occasion. In his make-up and his success Americans say he seems to hold more to American than to the other side of the pond. He is a self-made man, and his millions are a good monument to the value of advertising. He has built himself on newspaper publicity until his name is well known the world over and until the King is known to his friends and guests.

He represents opportunity. Those people who think that he is throwing away a fortune in competing for the cup make a great mistake. All that he has spent for it is a world's premium of a hundred per cent. in advertising.

He does it generously and well, because it always pays to do things in a big way.

Whether he wins or loses the cup, he gains much by the attempt. It is possibly the only instance that there is not a single personality on the American side of the contest.

Sir Thomas Lipton has fully realized the value of the thing.

What may be asked is the material return to either country? Why should millions be spent for a race of sailboats in an age of steam?

The answer is easy. Before the United States began to get really interested in yachting, it did not have a navy worthy of the name. There was no sentiment for it, and as long as the sentiment did not exist Congress had no desire to pour out the millions.

But gradually the change has come, and today such men as Captain Mahan and other level-headed observers and historians will tell you that the development of the American navy and the new stimulus in America's shipping are very closely connected with the contests that take place between the yachts of Great Britain and the United States.

So it has come to pass that the silver cup for which Reliance and Shamrock III will make the thirteenth international contest is the most famous and the most important trophy amid all the things that can be won in the world.

Other competitions we have in abundance. American athletes have met with the English athletes, American sports have had their international trials, and all of these have shown climatic differences and the variations of racial standards.

But on the sea these handicaps do not exist. Salt water is the freest and fairest field under Heaven, and the country that can win thus reaches the highest victory that the world can offer.

of the farmers are plowing or harrowing in their corn and sowing Hungarian so large a per cent failing to start. Complaints of light settling fruit are frequent and also complaint of apples dropping.

Could scarcely get up or down without help.

Had a severe pain in the small of the back.

Was treated in the Hotel Dieu, Kingston, but not cured.

Kidney trouble was the trouble.

Doan's Kidney Pills

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A PRETTY WEDDING AT BOSTON, MASS.

A very pretty wedding took place Thursday evening, June 18, at the home of Dr. and Mrs. Edward E. Niles, 561 Boylston street, Boston, when their daughter, Helen Adora, was married to Horace Gordon MacDougall, a young business man of Boston. The drawing room was a wealth of floral beauty. Pink and white laurel, with an abundance of roses, white syringas and ferns made a very effective decoration.

The bridal party stood in the bay window, which had a back ground of palms and other tropical trees, and long ropes of laurel overhead. It was the bride's twentieth birthday, and she carried twenty white roses, presented by the groom. She was gown in white silk on train, the carriage was covered with acorned plaited chiffon, trimmed with motifs of embroidered chiffon. Her veil was fastened with orange blossoms. She wore a diamond pin, a gift from the groom. She looked charming as she entered the drawing room, leaning on the arm of the groom.

Mrs. Will Carleton, the wife of the poet, and sister of Doctor Niles, was matron of honor and was gown in white crepe, trimmed with point lace, and carried valley lilacs. Miss Ruth Niles, sister of the bride, was flower girl, and wore white Swiss muslin, trimmed with lace, and carried white rosebuds. The officiating clergyman was Rev. J. A. Francis, pastor of Clarendon street Baptist church. The ushers were Roy Frye, of Lynn; John Rao, of Haverhill; Joseph Meade, Brookline; Herbert A. Smith, Boston; Eliot and Nathaniel Niles, brothers of the bride.

The ceremony was followed by a large reception and an orchestra furnished music during the reception, which lasted two hours.

They received a large number of beautiful and useful presents, among which was a steamer rug, which was especially for them in Glasgow (Scotland), with the MacDougall plaid, and presented to them by the Rev. Dr. Robertson and wife, of Glasgow.

The happy couple will spend their honeymoon in the land of Evangeline and in New Brunswick. They left amid showers of rice and bouquet wheels and all their many friends. On their return they will reside in Beverly (Mass.), and will be at home to see their friends in October.

The groom has many relatives at Long Reach, Kings county, where his mother and father were born and lived for many years.

TALE OF BAY CHALEUR. Phantom Ship All Ablaze is Plainly Seen

Ghost stories were not going around the group in the hotel that evening. Mr. Johnson, the veteran fish dealer, was serenely smoking his favorite briar. Some remarks revived old memories of a weird incident, which he then related, while a high-pitched story of the Bay of Chaleur. Among his crew were a number of "Woods" men, and all were well versed at the cook house near the shore.

"One evening in October," said Mr. Johnson, "I took John Nickerson with me on a walk down the road to engage a boy to run the trap next day. We were coming back about 11 o'clock that night; it was starlight only, with hardly a breath of wind. We just reached the top of a little hill overlooking the cove where the cook house was when Johnnie cried out: 'My heavens, look there!' We both stood petrified with astonishment to see a ship all at fire on stern to stern along the coast close to the shore. No sails could be seen, but spars, yards and rigging were plain as could be. The flames were leaping up from the deck to the royal head, but there were no signs of men visible. We ran to the cook house and rushed our crew out of bed just in time for them to see the phantom ship, still ablaze along round a point on the coast and disappear from sight. Alfred Nickerson and W. W. Blummen, both living in Wood's Harbor today, saw the strange apparition, and they will corroborate my story. Next day when we told it to the natives they said the same sight had been witnessed at that spot yearly for the past seventy years. The phantom ship was an old vessel and no longer arouses curiosity." But the curiosity of Mr. Johnson's audience was wrought up to a high pitch, and they are waiting to hear from Wood's Harbor—Campbellton.

RED FOX a PLUG CHEWING TOBACCO of Superior Quality.

A TRIAL KIT CONTAINING THE MOST SUPERIOR FOR SALE AT ALL DEALERS 10 CENTS PER CUT.

Save the Tags, they are valuable until Jan. 1st, 1906

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What is

CASTORIA

Castoria is for Infants and Children. Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrup. It contains neither Opium, Morphine nor other Narcotic substance. It is Pleasant. Its guarantee is thirty years' use by Millions of Mothers. Castoria destroys Worms and allays Feverishness. Castoria cures Diarrhoea and Colic. Castoria relieves Teething Troubles, cures Constipation and Flatulence. Castoria assimilates the Food, regulates the Stomach and Bowels of Infants and Children, giving healthy and natural sleep. Castoria is the Children's Panacea—The Mother's Friend.

Castoria is an excellent medicine for children. Mothers have repeatedly told us of its good effect upon their children. J. A. Archibald, M. D., Brooklyn, N. Y.

THE FAC-SIMILE SIGNATURE OF

Chas. H. Fletcher

APPEARS ON EVERY WRAPPER.

THE CENTAUR COMPANY, 27 BURLING STREET, NEW YORK CITY.

ASK YOUR GROCER FOR THE E. B. EDDY CO.'S

Headlight Parlor Match.

5 cents a Box.

3 Boxes 12 cents.

NEARLY 40 YEARS AWAY FROM HOME,
TWO BROTHERS PAY VISIT TO ST. JOHN.

Newfoundlanders, Who Have prospered in New Zealand, Are on the Way to Visit Childhood Scenes—Incidentally They're Touring the World—Tell of the Labor Laws in the Far-off Colony.

After thirty-eight years away from the home of their childhood, two gentlemen, natives of Newfoundland, were at the Victoria Hotel yesterday on a tour of the world, which will include a visit to their native place. They are Messrs. F. Foote and W. G. Foote, and they came to St. John from far off New Zealand, where, since leaving Newfoundland in the sixties, they have carried on a lumbering business—and prospered.

Speaking to a Telegraph reporter last night at the Victoria, Messrs. Foote talked most interestingly of the conditions in New Zealand and what they said of the labor laws there will be interesting in St. John, particularly at this time. They also talk of the lumber and coal business in New Zealand and will tell an interesting story.

The Labor Laws.

"As to the labor laws," said one of the brothers, "New Zealand is regarded as far advanced. We have no strikes there; haven't had for years. Here's how things work. If employees are dissatisfied with their wages, they go to the labor court. The difference is referred to a court of arbitration—compulsory arbitration is the plan. The presiding officer is a judge of the Supreme court and the others constituting the arbitration court are representatives—one each—of the parties to the dispute. Both are appointed by the government from a number of nominees. Evidence is taken in a court of law, and pending a decision the employees must continue work—to knock off would be an offense against the law. The decision of the arbitration court is final. Since this law was put in operation there hasn't been a strike.

"We have an employers' liability act and it provides that if an employee is injured at his work he receives half-pay; if he is killed the amount of three years' pay is given to his heirs.

"Insurance companies insure employees against such claims and when the companies put the premiums up pretty high the government stepped in and established government insurance.

"Formerly, settlers were charged a pretty high rate of interest for money to fit their needs out. The government took a hand here, too, borrowed a few millions and lent it out to settlers at 5 per cent; that is 2 1/2 per cent. interest; and 1 1/2 per cent. which goes towards paying off the principal.

Old Age Pensions.

"The old age pension law exists there, too," said Mr. Foote, "and it is a good thing for a young country. People of 65 and upwards who have been 20 years in the colony are entitled to a pension of £30 a year. There have been abuses of this privilege, but that is bound to be in some extent. The law does not apply to persons owning above a certain amount of property and there have been cases where such persons have made over their property to relatives and then applied for the pension.

"Again, coal companies were charging high prices for fuel of the mines, and it was found that it cost the companies only about five or six shillings a ton at the mine. The government stepped in and threatened to go into coal mining if the selling price was not made reasonable.

"There's a factory law, which particularly protects women and children. An inspector is appointed and sees to proper sanitary arrangements, fire escapes, places for employees to eat their meals and generally sees that conditions are right. All the women and children are paid for the holiday just as if they had worked."

Asked who was given credit for these reforms, Mr. Foote said they were started by John Ballance during his term as premier and are carried on by Richard Seddon, the present premier. Premier Seddon, he says, started out as a miner, yielding pick and shovel, and has won his way to the front place in the colony.

Lumber Business.

Speaking of the lumber business, Mr. Foote said he visited Stewart, Carter & Co.'s mill here yesterday. The lumber here is much smaller than in New Zealand, in fact that what is turned into nice deals here is left in the woods in the far off land. The machinery there is much heavier than we use. He told of logs six, seven or eight feet in diameter, weighing several tons. It is Kauri pine, Moeraki. Foote said a local market, ship to Australia and also England.

Messrs. Foote told of a colony, made up almost entirely of Nova Scotians, near Auckland. A few months ago they celebrated the 50th anniversary of their landing after the voyage from the Canadian provinces.

Messrs. Foote came to America from New Zealand, landing in San Francisco. They came across the continent by easy stages and, knowing about St. John as a lumber centre, came to see the place. They noticed a big change in the States in labor matters as compared with New Zealand. They left last night for Sydney on their way to Newfoundland. After visiting relatives, they will sail for England, tour the British Isles, then journeying through France and Spain into Italy, take steamer at Naples for Ceylon and thence back to Auckland, New Zealand.

Pope in Better Health.

Rome, June 26.—In the throne room at the Vatican, surrounded by his whole court, Pope Leo, who looked much better than of Monday's constancy, imposed with great ceremony the red biretta on the new cardinals, Mgr. Nossella, Caviglioli and Pascheri.

Had to Give up and go to Bed.

Several Doctors Attended But Did No Good.

Milburn's Heart and Nerve Pills CURED.

Read what Miss M. L. H. says: "I was Waterbury, N.B., says: 'I feel it my duty to express the benefit I have received from Milburn's Heart and Nerve Pills. A year ago last spring I began to have heart failure. At first I would have to stop working and lie down for a while. Then I got so bad I had to give up altogether and go to bed. Several doctors attended me but they did me no good. I could get no sleep. I was urged by a friend to try Milburn's Heart and Nerve Pills. Before I had used three quarters of a box I began to feel the benefit and by the time I had taken three boxes I was completely cured. Milburn's Heart and Nerve Pills cure nervousness, sleeplessness, palpitation of the heart, ship frights and all troubles arising from the heart or nerves. Price 50 cts. box, or 3 for \$1.25. all dealers, or THE T. MILBURN CO., Limited, TORONTO, ONT.

FUNERAL OF THE LATE REV. J. L. MACDONALD.

Chatham, N. B., June 26.—(Special).—The funeral of the late Rev. J. L. MacDonald was held this morning and was largely attended, there being present many from Campbellton, Petit Rocher, Dalhousie, Bathurst, Newcastle, Richibucto, Loggieville, etc.

A service of prayer in the hospital parlor where the body was laid was conducted by Rev. Father Bouchier, of Dalhousie, assisted by Rev. Fathers Carter, of Petit Rocher; Morrissey, of Bathurst; and Joyner, of the Pro-cathedral; Wallace, of Campbellton; and Murdoch, of New Brunswick, after which the pall bearers, R. A. Murdoch, Thomas Flanagan, W. J. Connors, J. F. Connors, of Chatham; Paines Harzigan, D. S. Savoy, Alex. Murdoch, of Loggieville, and John O'Brien, of New Brunswick, proceeded by St. Michael's Band playing the dead march, and the O. M. B. A.'s of Chatham and Loggieville, carried the body to the Pro-cathedral.

Grand requiem mass was said by Rev. Father Bannan, of Richibucto; Rev. Father Murdoch, deacon; Rev. Father Wallace, sub-deacon; Rev. Father Campbell, master of ceremonies, assisted by Rev. Father Joyner.

The sermon was preached by Rev. Father Bouchier, after which other prayers for the dead were said by Rev. Father Bannan.

The procession to St. Michael's cemetery was in the following order: St. Michael's Band, playing the dead march, O. M. B. A., hearse, clergy and laity. There were fifteen priests in the sanctuary.

Maine Crops.

Augusta, Me., June 24.—According to the Maine Farmer, published today, the hay crop promises not over 60 per cent. of the average and appears in the best condition through Piscataquis, western Penobscot and some portions of Waldo counties. Potatoes are backward in every section. The acreage is large under the plough and with good weather from this time, fair crops will be harvested. In central Maine many

A MAN WHO LIVES IN SALT LAKE CITY.

A. H. Dickson Visiting His Native Province After Spending Twenty Years Among the Mormons.

A. H. Dickson, formerly of this province, but for the past twenty years a resident of Salt Lake City (Utah), is in the city. He is accompanied by his daughter and will spend about six weeks in New Brunswick before returning west.

Mr. Dickson considers Utah, and practically the whole west, in a very prosperous condition. Salt Lake has about 70,000 population, a gain of fully 50,000 in twenty years. The mineral resources are particularly valuable, one year's output representing \$25,000,000. New railroads are opening up the state and in this enterprise A. H. Clarke, the Montana millionaire, is heavily interested.

The west is feeling the effects of oriental trade consequent in the American ownership of the Philippine Islands. The Eastern States are receiving a share of the commerce, but the Rocky Mountain states and Pacific slope, by virtue of geographical location, enjoy the larger portion.

Discussing polygamy, Mr. Dickson said the custom is practically abandoned, although the Mormon church is growing rapidly.

Mails Robbed of \$5,000.

Brookville, Ont., June 24.—The theft of a registered package containing \$5,000, mailed from Montreal to the Molokai Bank, Smith's Falls, a few weeks ago via Brookville, is being made the subject of a thorough investigation by the department of the postmaster general. In connection with this investigation two Prakertons detectives have been in Brookville for several days. The package was missed after the transfer of the mails from the Grand Trunk to the Canadian Pacific Railway.

Two thousand paper Colombian dollars are of just the value of a pound of coffee. Thirty-three cents in American money would take them.

Doan's Kidney Pills, 50 cts. per box or 3 for \$1.25, all dealers or THE DOAN KIDNEY PILL CO., TORONTO, ONT.

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