

Cocker spaniel bitch pups, 3 to 6 months-1st, E. L. Hammond; 2nd, John Scott: 3rd. Harry Barry

FREDERICTON.

Two sets of stairs led from the up-

per deck to the main deck. The ship carried 200° life preservers, 25 fire

BLAZING ON THE PORT SIDE.

about 30 feet.

averted, for the wind w ong and blowing directly toward Church of England rectory close Water was hauled from the river pumped through the fire hose at quarters through holes cut in floors and partitions. The origin the fire is unknown, although its appearance near the pipe leads to suspicion of some defect, still the cellar left room for any vandal of an evil disposed person. The use was insured for \$1,500 in the rerpool, London and Globe, and \$600 the Commercial Union. iture was insured for \$800 the Queen. It should be the duty of underwriters to contribute toward fire fund by which the apparatus procured which prevented a total and saved adjoining properties. r. Cliff is the yard foreman for the and G. Flewwelling Manufacturing and his house was a fine thr ory structure in tastefully laid ou

flames never penetrated the outer

, and a greater catastrophe was

gnature of

LIPTON WILL TRY AGAIN.

nly Wants to Find a Designer Won't eB Happy Till He Gets the Cup.

CHICAGO, Sept. 28 .- "If I could find designer I was certain could beat erreshoff, I would build Shamrock

, and challenge for the cup tomo v. I am retaining Shamrock III. you see I am in hopes of finding ch a designer. I intend to keep aftthe cup until I get it." These are the statements made by

nas Lipton in his apartments the Auditorium annex last night in e first interview he had given since ning to Chicago two weeks ago "I want to repeat," he said, "that I ave no fault to find with anyone for defefat. I have seen a suggestion at the only way to revive British art cup racing would be to dangle the in front of our eyes by waiving e rules and letting the challenging erican yacht race in British waters want to say that, while I personally reciate the kindliness of the sug stion, we want to win the cup and in it fairly according to the present

ir Thomas was able to receive visit. last night. He showed no effects his recent illness.

THE SUSSEX RACES.

The Sussex races promise to attract g crowds of people. The best horses the maritime provinces will com-

lot of good ones. E. LeRoi Willis of Sydney is at Susx looking after his horses. Geo. W. Leavitt of Boston, the well own horseman, is expected here to y to watch the sport at Sussex. Mayor Johnson of Calais will also me up to see his fast ones do what

Woods, St. John; Westmorland, Miss Eva McCracken, Moncton: Northumberland, Walter McN. Matthews, Chat-ham; Albert, Joseph Wood. Prof. Riley, lecturer in economics and philosophy, has returned. He with was never headed. Tonita F. was sechis mother and sister will occupy Mrs. ver's cottage on York street. ond and Guilty third. The engineering students who have TIME TO CHANGE. been encamped at Tay Creek returned "I married a car conductor, but he to the city today to take up lectures. don't love me any more." which will begin on Monday. "Well, why don't ye get a transfer?" The water in the river at this point -Pittsburg Ditpatch. and between here and Grand Falls is to low that in all probability no effort THE AMERICAN WAY. will be made to bring out the strand-(Boston Herald.) d lumber. There are about fifty milions hung up, and the corporation has A country that can stand a shrinkbout decided to hold them by means of booms till next spring. They will tions for a single security without a be boomed at Grand Isle, where workmen have been erecting piers for that endurance and a great reserve fund purpose. | of equanimity. WE HAVE A LARGE STOCK OF

when passed entitle them to take up at the turn. the studies of the sophomore year. Helen R. w

County scholarships, which are of the

value of \$60 and tenable for one year,

have been awarded as follows: York.

Ralph Sherman, Fredericton; Carleton, Donald McCormick, Woodstock; Kings, Miss Annie E. Parks, St. John, William



Agents for A. G. Spalding Bros', Sporting and Athletic Goods.

Helen R. was in the front in the third When the ship was nearing the shore heat at the completion of the half, he had a boat lowered. A passenger with John T. second. Helen R. won, with John T. next and Tonita F. third. Helen R. headed the party for half a mile. Then Ituna came up close to Helen R, headed the party for nain a mile. Then Ituna came up close to her. Helen R, finished first, with Tonita F, second, Ituna third, Guilty fourth and John T, last. Helen forty and fifty on board. These Tonita F. second, Ituna third, er's steps. There were between Guilty fourth and John T. last, Helen forty and fifty on board. Those aft went down the steps into the boats. the driver of John T. for illegally using He was not at the other end of the The cargo consisted his whip. The fifth heat went to Helen R. She was never headed. Tonita F. was seen the pilot house. With reference to young Rowan, Downey and Miss Morrell, witness said he did not see them when they left the boat. He saw the body of Miss Mor-any smoking on the main deck that the was landed. She went ashore very call about an hour after the catage day. He did not know of any lights, she was landed. She went ashore very

trophe. The body of Mr. Downey was order to get wood out from below the found the next morning about eight o'clock, when he noticed a blister on main deck. Smut lamps were used to the back of the neck. The burns on the body seemed to be slight. The body was found close to where Downey went used that day. down. Witness said he did everything he could to save life and property. Witness said that it was not custom

LOWERED A BOAT.

ary to keep a list of the passengers. He saw the hose stretched from the Heard Mr. Thompson shouting, blow He could not say whether more lives steam pump. He did not notice where your whistle, and put her ashore. than three were lost or not. He had no the crew were. He did not give any knowledge of any more. He knew that orders to the engineer, but went to of the alarm she was putting for the fore carried on by Senator Wood and knowledge of any more. He knew that some were injured. When the steamer struck and the boat was being lowered, the purser went down below to assist the passeng-the solon deck to the main deck, whence the salon deck to the main deck are the salon deck to the they were taken on board the small petent.

boat. There were the required number He lowered himself down from the of life preservers. He was not sure hurricane deck to the saloon, and of the boat, outside the paddle box. as The Canadian Bank Note Comwhether the steamer's hose was used, helped three women from the saloon but noticed when he went below that | deck to the main deck. He thought it was ready for use. that about 20 or 25 in all went ashore

in the small boat. He did not notice NOT MUCH EXCITEMENT.

NOT MUCH EXCITEMENT. Witness said that he had had a shoved the second load ashore with master's certificate about 15 years, oars. Before the first boat had gone Everything possible was done to save he tried with some man to get another life. He went off aft the steamer into the small boat. Nobody who went off aft into the smallboat was in-to do his part. jured. He saw Fred Downey in Fred Downey was inside the sheath-the wheel, and made an attempt to go ing of the paddle wheel box under the to him, but the heat was so intense that he was turned back. The men did not get into the boat and leave, the wo-men behind. There was not much ex-

that witness could not get to him.

In answer to a juror, witness said he did not know why Downey was so late in getting off the boat. The place where the steamer was beached is fait bottom. The shore is gravelly, and he considered it a safe place to beach the bottom. The shore is gravelly, and he considered it a safe place to beach the bottom is the ware on the lower of the paddle box; boat is did the sheathing d

considered it a safe place to beach the boat. It was about 21-2 minutes after the fire was discovered before could jump into the water, and in that the boat was beached. Wit- way get to where he was seen. But ness did not know how Downey got into the paddle box, but he saw no treason why he should not have got ashore safely. He himself was not be may, on the boat. There was no the knew, on the boat. There was no chance to save any baggage. He tried j he knew, on the boat. There was no life preservers were in good order. the right spot and at the right speed. row some money myself this week."-chance to save any baggage. He tried | To Mr. Hanington witness said that He helped several ashore and got off Philadelphia Press.

They shouted to him (Downey) to jump, but he beckoned two or three times to them to come in to him. At The Appointments Announced in th last he went into the water and sank within about two feet of the boat. Witness expected to see him come up,

get to him, but the fire was so intense

that they could not get in to him.

honesty of the purser. No account was see any of the hands in the water as-kept of passengers.

JOHN N. GOLDING

boat.

thing to do.

week's Royal Gazette contains the fol-The cargo consisted of general pro- working of the steamer's hose. lowing appointments: County of Albert-Rory S. McDonald To Mr. Currey witness said that stored forward. Smoking was allow-ed on the main deck, most every-the row boats. He thought there was licenses.

County of York-Luke Lawson to be where on the steamer except in the opportunity for everyone to get off. saloon and cabin. He did not notice When he observed the fire the steamer a commissioner of parish of McAdam

any smoking on the main deck that was inside of half a mile of where civil court. County of Charlotte-Walter J. Easton to be a revisor for parish of Clar-It was not necessary to use light in shortly after he first saw the fire.

Royal Gazette-Notices of

Incorporation.

endon in room of Robert M. Graham, who is a county councillor. examine the machinery. He did not to Mr. Carleton said that he was Notice of application for incorporaknow, however, that any lamps were returning to St. John from Wickham, tion under letters patent is given from Josiah Wood, Herbert H. Wood, Chas.

When the alarm of fire was given he When witness first saw fire it was was sitting on the saloon deck in W. Ford, R. Alder Trueman of Sackville, N. B., and T. B. Calhoun of Calfront of the wheel house. Saw the houn's Mills as M. Wood & Sons. Limcaptain go down to where the fire was. ited. The capital stock is to be \$50,-000. The applicants propose to take over and carry on the business hereto-Inside of two minutes from the time his father before him at Sackville as Robert A. Nickerson of Yarmouth, merchant; Edwin B. Seely, gentleman; Robert C. Clarke, engraver; Herbert J. Smith, barrister, of St. John, and Wesley Newton of Grand Manan, They had lots of time to get ashore. He saw Downey on the starboard side merchant, are applying for a charter pany, with a capital stock of \$48,000. He was urged to jump, and They propose to carry on the busines FINALLY DID JUMP

of engravers, bookbinders and stationwithin about two feet of the small ery manufacturers, with head office a St. John.

To Mr. Currey, K. C., witness said John P. Weir, machinist; P. S. Archi that there was in his opinion bald, engineer; Fred W. Givan, mer-AMPLE TIME FOR EVERYONE chant; Gordon Baxter, engineer, all or Moncton, and Senator Wood of Sack to get off the boat. The captain and ville are applying for incorporation a the Maritime Engineering Company Limited, with a capital stock of \$30,000 and head office at Moncton, N. B. The company's objects are to establish foundries and machine shops at Monc-

in the way it was stowed. He had been accustomed to see hay on the river

York today Dr. David H. Greer, rector of St. Bartholomew's church, New York, was elected coadjutor bishop o New York. Dr. Greer declined an elec tion as bishop of western Massachu setts last year when Dr. A. H. Vinton was chosen.

"My boss has promised to raise n salary on the first of next month, said Slyman. "Sorry, old man," inter rupted Newitt, "but I've had to bon

2nd, Edward Leonard. Collie dogs-1st, John Crocker; 2nd, B. Clift; 3rd, S. McCurdy. Collie bitch pups, 3 to 6 months .- 1st, S. McCurdy; 2nd, S. McCurdy; 3rd, William Podmore. Collie bitch pups, 6 to 12 months-1st, A. J. Gross. The City Cornet band attended last night, playing down from the King Square to the rink. FREDERICTON, Sept. 30 .- This ST. STEPHEN. Two Fashionable Weddings, One

> Milltown-Critically in Winnipeg.

-ST. STEPHEN, N. B., Sept. 80 .- A quiet but pretty wedding was solemnized here this afternoon at the residence of John Wilson of the Maritime

Edge Tool Co., in which his daughter, Miss Grace L. Wilson, and James M. Walker manager of the Bank of Nova Scotia at Kentville, N. S., were the principals. The ceremony was performed by Rev. J. C. Robertson of Milltown, Later Mr. and Mrs. Walker left by C. P. R. for their future home in Kentville

Edward Haley and Miss Mary Welsh, two popular young people of Milltown were married there this afternoon by Rev. Father Doyle, and left on the C. P. R. for a visit to leading citi Word was received here today of the critical illness in a Winnipeg hospital of Herman Welock, one of our promising young men who went west on the

DEATH OF CAPT. MORRISSEY.

harvesters' excursion.

News was received yesterday of the death at Table Bay, South Africa, of Capt. Michael Morrissey, a former well known resident of this city, and in times past master of some of St. John's biggest ships. Cart. Morrissey, who was over fifty years of age, was the eldest son of the late Patrick Morrissey of this city. Some time ago he settled down in Liverpool, where he had a block of houses. Recently he took command of a large steamer running to South Africa. Capt. Morrissey was a half-brother to Thos. L. Morrissey, the well known insurance man of Montreal, and to William of Halifax and John of New York. Mrs. J. C. O'Mullin and Miss Belle Morrissey of Halifax are half-sisters of the deceased. Mr. Morrissey was twice mar-ried, and is survived by his wife and three children.

Coughs, colds, hoarseness, and other throat ailments are quickly relieved by Cresclen tablets, ten cents per box. All druggists.

crew did all they could do under the circumstances. He believed that beaching the boat was the proper Witness saw hay on board and a passageway. There was nothing ex-traordinary in hay being on board, nor ton and to engage in the manufacture of engines, boilers and castings. NEW YORK, Sept. 30 .- In the dio

cesan convention of the Protestant Episcopal church of the diocese of New