"A Word To the Wives Is Sufficient."

For Rendering Pastry Short or Friable.

COTTOLENE

Is Better than Lard Because it has none of its disagreeable and indigestible features.

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—FOR—

CROUP, WHOOPING COUGH, COUGHS AND COLDS.

OVER 40 YEARS IN USE. 25 CENTS PER BOTTLE.

ARMSTRONG & CO., PROPRIETORS, ST JOHN N. B

NOTICE TO HOLDERS OF TIMBER LICENSES

CROWN LAND OFFICE, 12 JULY, 1894.

The attention of all holders of Timber Licenses is allied to Section 10 of the Timber Regulations, which reads as follows :—

"10 No Spruce or Pine trees shall be cut by any Licensee under any License, not even for piling, which will not make a log at least 13 feet in length and ten inches at the small end; and if any such shall be cut, the Lumber shall be liable to double stumpage and the License be forfeited"

and all Licensees are hereby notified, that for the future, the provisions of this section will be rigidly enforced

L J TWEEDIE, Surveyor General

Notice To Debtors.

In the matter of the estate of John A. Babin, upper Pokemouche County of Gloucester :—

All persons having claims against the estate of John A. Babin, insolvent, are hereby requested to render the same duly attested, to the undersigned within three months from date, and all persons indebted to said estate are requested to make immediate payment to

WM. WALSH, Assignee

Upper Pokemouche N. B. June 26 1894.

HOUSES TO RENT.

Houses know as the Richd. Burbridge house, corner Howard and King streets, at present occupied by Mrs. Wm. Fallon. Possession 1st August.

Also, Howard Street House, lately occupied by Pilot Chas. McLean. Apply

J. B. SNOWBALL'S Office

I'M TELLING SQUARE-EDGED TRUTH

WHEN I SAY THAT I HAVE BEEN DEALING AT

W. T. HARRIS', CHATHAM,

For over two years, and I have never had better satisfaction in my life.

He keeps a full line of

GROCERIES, BOOTS & SHOES, DRY GOODS, READY-MADE CLOTHING, GENTS' FURNISHINGS, FLOUR, MEAL, HAY, OATS, SEED GRAIN, GARDEN SEEDS, &C.

He keeps a large stock of each and sells cheaper than any one else. You try him and you will find what I tell you is no lie.

A CUSTOMER.

TENDERS FOR

NEW ENGINE HOUSE.

SEALED TENDERS addressed to "The Engine House Building Committee" marked "Tender for New Engine House" will be received at the office of Alex. Robinson, St. John Street, up to and including August 15th, next, for the building—including the furnishing of materials—of the proposed New Engine House, Chatham, according to plans and specification to be seen on and after the 30th inst. at the above office.

The lowest or any tender not necessarily accepted.

Tenders will not be considered unless accompanied by 5 per cent of amount of tender in cash or certified bank check which will be returned should tender not be excepted.

WM. LAWLOR, WM. WYSE, ALEX. ROBINSON, } Building Committee.

Chatham, 25th July, 1894.

NOTICE OF SALE.

To Alexander A Cowden of the Parish of Nelson in the County of Northumberland and Province of New Brunswick and all others whom it may concern :—

Notice is hereby given that under and by virtue of a power of sale contained in a certain indenture of mortgage bearing date the twentieth day of November, in the year of our Lord one thousand eight hundred and sixty, and made between the said Alexander A Cowden of the one part, and Alexander Ferguson of Derby in the county and province aforesaid of the other part, recorded the tenth day of December, A D 1860 in volume 48 of the records of said county, pages 171 and 172 and numbered 173 in said volume there will for the purpose of satisfying moneys secured by and due on the said mortgage default having been made in payment thereof be sold at public auction in front of the Post Office in the town of Newcastle on Saturday, the first day of September, next, at twelve o'clock noon. All that tract of land and premises situate lying and being in the Parish of Nelson and county aforesaid, being that tract or lot of land now occupied by and the homestead of the said Alexander A. Cowden and bounded on the easterly side by land occupied by Hugh O'Neil and family, on the westerly side by land occupied by John McCarthy and family and in front by the south west branch of the River Miramichi, the said tract or lot of land containing two hundred and seventy acres more or less—Together with the buildings and improvements thereon and the rights, privileges and appurtenances to the same belonging.

Dated this thirty first day of July A. D. 1894.

JAMES ROBINSON, Executor of Alexander Ferguson

Miramichi Advance.

CHATHAM, N. B., - - AUGUST 9, 1894.

Election Rumors.

The Advocate intimates that the prohibitionists of Northumberland intend to nominate a candidate for the House of Commons in the next Dominion election, and the World intimates that Mr. Anslow of the Advocate is to be the person chosen. The Advocate seems to acknowledge the soft impeachment by returning thanks in Mr. Anslow's behalf. Hon. Mr. Mitchell is also attending all the picnics, bazaars and outings possible and his chances are said to be as good as those of his rival of the Advocate.

Meantime, the great body of the electorate is doubtless interested in the question as to who will really be candidates when the serious duty of electing a Northumberland representative in the Commons presents itself. There is undoubtedly a strong temperance sentiment in the country, generally, and Northumberland has its share of it. While this is true, however, the people will, of course, realise that there are other matters of great importance which will require the best thought and labors of their representatives at Ottawa. It may be assumed that no man fit to sit in parliament will be found opposing temperance legislation, or failing, when opportunity may offer, to do everything possible to assist in lessening the evils of the liquor traffic. The electors of Northumberland, however, will, probably, realise the paramount duty of voting for the best equipped and most efficient candidate, requiring no pledge from him other than that he will direct his best energies to the promotion of the County's interests, not only in the matter of temperance legislation, but also in other things which go to promote the general welfare of our people. It is to be hoped that in the nomination of their candidate our most influential people in the temperance organizations, as well as in the business walks of life, the farmers and fishermen and other working people, will endeavor to act in harmony and secure a man in whose character, experience and ability they will have a guarantee of creditable and effective representation. Above all things, let our electors hold themselves free to choose, at the proper time, the man they may consider the best amongst those who may be in nomination. Self-nominated candidates, who have nothing else to do but run about the country soliciting votes from those who are toiling to make a living and require all the help they can get from Ottawa as well as Fredericton in return for the taxation imposed upon them, ought to be avoided, especially when it is remembered that they are seldom heard from save when they want something for themselves. Those identified with the material interests and active life and progress of the County should endeavor to realise that these are of far greater importance than mere party names and general declarations of party principles, which, after all, are only employed for the purpose of securing a parliamentary majority for political managers.

Not the Largest.

The London Timber Trades Journal says:—

We notice that the "Zanzibar" (o), a 1,200 standard boat, has been fixed from Miramichi to Liverpool at 45s. for deals, with not exceeding 10 per cent. of scantlings. This is the largest boat that we ever heard of being fixed for a full cargo of deals from that port.

The Zanzibar is not, by any means the largest steamer that has loaded a full cargo here, for, even this season, a bigger one, by more than one hundred tons has cleared with nearly one hundred standards of deals more than that vessel. The Zanzibar is a boat of 1919 tons and she cleared on 4th inst. with 1157 standards on board. On 31st May, however, this season, the Undaunted, 2026 tons, cleared, with a cargo of 1251 standards. We think the biggest steamer that ever loaded a full cargo here was the River Indus, of 2255 tons, which cleared on 19th Sept. 1889 with 1274½ standards on board. The Zanzibar, for her tonnage is not even the best carrier of the lot.

A RECEPTION, for which cards are now issued, is to be held on Wednesday next at 10 p. m. by His Honor the Lieutenant-Governor and Mrs. Fraser. in the legislative building, Fredericton, and an At Home will be held on Thursday, both in honor of their Excellencies the Governor-General and the Countess of Aberdeen.

What!

The Telegraph is as wise as an owl sometimes. Last Wednesday it said :—

"During the past few days grilse (small salmon) and herring have struck in in large numbers at Tynemouth Creek. Notwithstanding that it is the close season for the former fish the residents of the vicinity have been making big catches. Yesterday a number of the grilse were brought into the city and sold."

How does the Telegraph know it is illegal to catch grilse before August 15th?

Revising the Lists.

Mr. E. T. C. Knowles, revising barrister of St. John city and country, and all revising barristers throughout the county have begun the revision of the Dominion electoral lists. In St. John city the assessment roll is the basis of the preliminary list. The revising barrister takes from the assessment books the names of all persons qualified to vote in Dominion elections, and up to the 15th of October he will receive applications from persons who are qualified to vote, but whose names do not appear on the assessment lists. Every person has the right to be registered who is of age and a British subject who owns real estate in this city valued at $300. In the country persons are qualified who own real estate in a town of the value of $200, or real estate in the country districts of the value of $150. Persons not owning real estate can also qualify if they pay a monthly rent of $2, or a yearly rent of $20, and have paid that amount of rent for one year. Farmers' sons living at home are also qualified to be registered under certain conditions, also any person in the receipt of an income of $300 in money or money's worth, or partly in money and partly in money's worth. —Globe.

Men who wish to be in a position to vote at the next Dominion Election—and it may take place during the present year—will do well to see that their names are on the lists prepared by the revising barristers. No man should wait to have some political busybody look after this matter for him, as if he were an incapable. The man who is fit to vote is also fit to see, for himself, that he "is on the list."

The Chatham Post Office Matter.

The people of Chatham will doubtless be pleased to know that the complaints made in their behalf against the postmaster closing the post office delivery window when he pleased during the day, have had the effect desired. The editor of the ADVANCE has, apparently, incurred the displeasure of the official at fault, as was shown by the latter's vulgar letters, chiefly made up of personal abuse, which he has published within the past fortnight or more. The editor, however, followed the ADVANCE's remonstances up by directing the Postmaster General's attention to the Chatham postmaster's neglect of duty, and the Minister has, apparently, seen the matter in its proper light, as the following letter shows :—

POST OFFICE DEPARTMENT, CANADA.
OTTAWA 6TH AUGUST, 1894.

Sir: Referring to your communications of 21st, 28th and 30th ultimo, on the subject of the closing of the Chatham post office at certain hours of the day, I am directed to inform you that this has been done without the Postmaster General's permission, and that strict instructions have been given to the postmaster to see that the post office is not closed to the public at any hour between opening in the morning and final closing at night.

I am Sir
your obedient servant
W. D. LESUEUR
Secretary.

Mr. D. G. Smith
Miramichi Advance
Chatham, N. B.

The general public of Chatham will appreciate the prompt action of the Department, while they cannot also fail to remember that we have been able to effect the reform asked for in the face of the abuse of Postmaster Adams who has been backed by the World and Advocate, who appear to be more anxious to make a point against Mr. Smith than to promote the efficiency of the public service amongst the people to whom they look for support.

There are other matters of complaint in connection with the postmaster's neglect of duty, and we have reason to hope that these also will have the department's attention and further reforms be effected.

Japan's Position as a Fighter.

(N. Y. Sun.)

There isn't so much of the little dog defying the big one in Japan's belligerent attitude toward China as one might conclude from a glance at the geography. Japan is small, but she is chock full of fight and patriotism. Few of her citizens who go abroad for business or study give up their citizenship, no matter how long they remain abroad. They feel that Japan deserves the best the world affords. Her students are to be found in the best universities of the world. Many have been sent abroad to study at the expense of the state. This liberal spirit has done much toward making Japan the progressive nation she is. While China has had her wall and her foreign policy of discouragement to foreigners who were ready to put at her disposal the most advanced improvements, Japan has welcomed them.

K. Hirata was, until recently, connected with the war department of Japan. In speaking of the chances of war, should his country and China really pitch in in earnest, he said:—

"I think that every Japanese would rather have this war come now than 20 years later, if it must come, and I have very little doubt as to the result. Japan can whip China now. She is independent of outside aid, and she is thoroughly well prepared. We have been making our guns and our own gunboats. I don't believe there is much that any nation can teach Japan in naval architecture. But within the past few years China has been slowly awakening to her opportunities, and a struggle between the two countries twenty years later would be an unequal one. Just now China's army is a rabble without system and without training. I served in the map department of the Japanese war department. I know how well prepared in that way we are for trouble with China. We have complete war maps of all China, accurate and brought up to date. On the other hand, I don't believe China has a single war map of Japan.

"Our soldiers and sailors are far superior to the Chinese and are better drilled. We have a standing army of more than 65,000 men. The tone of our army has changed in the past twenty years. We have sought the best models that we could find. First we took the English, then the French, and now the Japanese army in its training and discipline resembles the German more than the French or the English. We have, however, some of the good features of each. Of course, our standing army doesn't by any means represent our available military force. The conscription system prevails, and at present all males of the age of 20 are liable to serve for seven years. There is probably now a reserve force of well-drilled men in Japan numbering more than 200,000."

"What is the life of the Japanese soldier?"

"Very much like that of the European soldier. The infantryman wears as a uniform a black blouse and black trousers. His cap is of black leather, and on the front of it is a metal chrysanthemum. Unlike the Chinese, who go abroad to buy their guns, the Japanese army is supplied with a Japanese gun. It is a repeating rifle, invented by Murata, and it is manufactured in our own arsenals.

"The finest body of men in the army is the Imperial Guard. Every man in the four infantry divisions of the guard is more than six feet in height. They wear a very showy uniform, consisting of a black blouse, with yellow frogs across the front, and black trousers with red stripes. They also wear plumes in their hats. Service in the Imperial Guard is considered the most honorable in the army.

"The life of the Japanese soldier is one of very strict discipline. The men live in barracks, and the martial spirit has been well preserved by the tales of brave deeds that have been handed down in each regiment. Story telling is one of the chief amusements of the soldiers. They also drink a good deal of tea. Physically the Japanese soldiers are superior to the Chinese. They are more muscular and they are much braver. Even if we could not raise as many troops as China, we should have better drilled and braver troops. The Chinese army is really more of a mob."

Mr. Hirata's sketch of a Japanese naval officer shows that the uniform is very much like those used in the European navies. Her sailors dress like the English sailors. Japan has recently been building her own men-of-war and with satisfactory results. Her navy is on the whole much more efficient than that of China. She has, all told, nearly forty cruisers, some of them well armored and carrying modern guns, and a fair sized torpedo fleet. Two of the new cruisers have made 22½ knots, and she has others building that promise even better speed.

China has enough modern men-of-war to make a lively fight, and if she and Japan decide that they must fight it out to a finish the opportunity to test modern warships and the latest guns will be one such as naval officers have looked forward to impatiently.

"Japan," said Mr. Hirata, "has been building some wonderful guns. You know we excel in working steel. We are much further advanced than China in that art."

Japan has borrowed for her naval architecture the ideas of western nations, and she still orders ships from Europe. Long ago Japan realized the fact that her navy was of much more importance than her army, and she has made liberal appropriations to strengthen it. Her three principal coast defence ships are the Hashidate, the Itsukushima and the Matsushimi. They are of the same class. They displace 4277 tons each, and are 295 feet in length. They were designed by M. Bertin of the French navy. Their armament is the best Japan could buy.

"But it is the Japanese spirit," continued Mr. Hirata, "even more than her ships and her army that makes us confident of victory in a war with China. If a crisis has arisen Japanese the world over will go home to fight. We all feel that we are ultimately going back to Japan and that we are going to bring to her whatever we have learned."

News and Notes.

A CLOSE CALL :—A Lehigh Valley freight was running down a heavy grade near Wilkesbarre Pa., the other day, when the engineer saw the roadbed about a hundred feet ahead drop suddenly into an old mine-working. The train could not be stopped, and Engineer Titus clapped on a full head of steam. The hole by this time was twelve feet wide, but though the ties were unsupported, the train reached the other side in safety before they, too, dropped into the mine.

AN AUTOMATIC GALLOWS :—The automatic gallows at the Connecticut state prison is completed and everything is now in readiness for the execution on August 24 of John Cronin, the murderer of Albert Skinner of South Winslow. The execution device is automatic, fine shot running out of a valve, and at the end of 40 seconds a heavy weight is released, jerking the man's body into the air. This will be the first execution in the east with the new gallows, copied after the instrument in use in Colorado.

EXODUS FROM THE UNITED STATES :—Our good friends in the United States, says the Telegraph, are now having an exodus of their own, in fact, to quote an expression that has been heard in another country, "The people are flying from that land as if from a pestilence." The Boston Post, in a recent editorial, remarks :—

The situation, at present, indeed, is without precedent of recent years. Immigration has fallen off greatly within the past year and is now at a very low ebb, while emigration has increased at a pace heretofore unknown and now amounts almost to an exodus. The Cephalonia will probably take out 2,000 from Boston on her next trip; while as for New York, where the greater number arrive and leave, the last month for which statistics are obtainable shows about 20,000 leaving that port to about 15,000 arrivals.

A STRANGE CASE :—The town of Mordon, Manitoba, has a supposed murder sensation. When farmer Vanalstine and his wife who live near Mordon, started for church on Sunday evening, 29th ult., they left two farm laborers, Ed. Cannuff and Sam. Lard, in charge. On their return Lard was missing. The other said he had gone out to pick berries and refused to return. Little was thought of it at the time, but on Monday, after Vanalstine and Cannuff had gone to the marsh, 16 miles away, to cut hay, Mrs. Vanalstine discovered a bullet hole in the window glass and blood stains on the floor. Neighbors were called in and decided to send for a constable, who, after taking in the situation, made search and soon discovered a newly made grave. He at once proceeded to the marsh and took Cannuff into custody, who then confessed that he had accidently shot his companion and through fear had buried the body. The body was taken up and a coroner's jury has decided that Cannuff committed murder.

The New Dominion Cruiser.

The new cruiser Aberdeen, which was built at Paisley, Scotland, by Messrs. Fleming & Ferguson, for the Dominion government is expected to reach Halifax about Aug. 10th. She is meant for fisheries protection, buoy service and lighthouse supply. The Aberdeen has the following dimensions: Length between perpendiculars, 180 ft; breadth moulded, 31 ft; depth of hold moulded, 16 feet 6-10; the draught 12 feet. She is constructed throughout of Siemens-Martin ship steel, and was built under special survey of Lloyd's register of British and foreign ships, and is fitted and equipped in all respects to the requirements of the imperial board of trade and steamboat inspection act of Canada. She has a double bottom running the whole length, including the ballast tank; main deck of steel, cased with pitch pine. The crew's quarters are arranged under the forecastle deck, with space for 18 men. She has steam steering gear. The accommodations for captain and officers are arranged between decks. The hoisting gear consists of one derrick attached to the foremast, with gear of sufficient strength to hoist 12 tons, and one powerful steam winch. The boat is wired throughout for electric light dynamos and all necessary apparatus provided, and also has a search light. The engines are quadruple expansion, designed and of sufficient power to maintain a speed of 12 knots at sea. There are a surface condenser on the latest improved principle and tubes of the best improved make, three-quarters of an inch external diameter. The boat has two patent water-tube boilers, to be fired in the latest and most improved manner. The platings and stays are of Siemens-Martin steel and the boiler is of such dimensions as to supply a constant full pressure of steam at 200 pounds per square inch, and to give the vessel and maintain the required speed. Her cost will be $86,686.

The addition of the Aberdeen to the fisheries fleet has necessitated a number of changes among the officers of the vessels. Capt McElhinney, nautical adviser to the Dominion government, is in command of the Aberdeen on her way across. Captain Knowlton, of the Vigilant, will be her first officer, and First Officer Meikle, of the Lansdowne, comes out as second officer. The vessel will be put in commission at Halifax, when Capt. Knowlton will assume command, and Mr. Meikle will become first officer. Mr. Ferguson, late second engineer of the Stanley, has been appointed chief of the boat, and is now on board of her with four firemen, whom he took across with him.

Capt. McKenzie, who was first officer of the Vigilant, has taken charge of her and Mr. Roland Elliott, of St. John, has been chosen as his first lieutenant. Second Officer McKenzie, of the Vigilant, has been transferred to the Stanley and will serve there in the same capacity, and Mr. Sutherland, who was second officer of the Stanley, takes Mr. Meikle's place as first officer of the Lansdowne. Mr. Currey, third engineer of the Stanley, has been promoted to second of that boat, in place of Mr. Ferguson, and Mr. Brown, of Owen sound, will act as third. Boatswain Smith, of the Stanley, will become second officer of the Newfield.

The Wellman Party.

NEWS OF THEIR DOINGS HAS COME AT LAST.

London July 28.—Mr, Carl Sierwers, the Norwegian Arctic enthusiast has received a telegram from the captain of the 'Erling,' a Norwegian sealer, which arrived to-day at the Island of Tromsoe, Finmark, Norway. The captain said that near Amsterdam Island, in Lat. 84 N. and Long. L., the 'Erling' spoke the 'Ragnvald Jarl,' the steamer conveying the Wellman party to the edge of the pack ice. The 'Ragnvald Jarl' signalled : 'Please report nearest touching place. All well on board 'Ragnvald Jarl,' and full of hope. The 'Ragnvald Jarl,' the captain of the 'Erling' also telegraphed, had been beset by pack ice which had delayed her progress considerably. But when spoken Wellman and his party were free of the pack ice and they should now be well on their way to the North Pole.

It is only three months since the 'Ragnvald Jarl,' the vessel which carried Wellman's party, sailed from Bargen, Norway, to explore the polar seas. It was Wellman's intention to reach the pole itself by sledging—that was the especially distinctive feature of the expedition. He pushed forward with the vessel rapidly, against the advice of his captain, Emil Pedersen, one of the best pilots of the polar seas. The equipment of the party gives a gleam of hope; three small boats were constructed of aluminium, equal to the very best iron in strength, and only one third its weight. This metal was also used in the construction of the sledges and of bridges which they took with them for the crossing of ice ridges.

The itinerary which Mr. Wellman proposed to follow was briefly as follows :—The 'Ragnvald Jarl' was to proceed first along the Norwegian coast to Tromsoe, and thence as rapidly as possible due north to Eane's Island, Spitzbergen, which, it was expected, would be reached about the middle of May. Here the explorers would reach a point exactly half way between civilization at Tromsoe and the North Pole, the distance being seven hundred miles in either direction. At Dane's Island they were to establish their headquarters in a shooting box lent for the purpose by Mr. Pike, an English gentleman, Professor Oyen, of Christiania, the well known geologist, remaining in charge. The steamer was then to proceed to the edge of the ice-pack, probably between 80 and 81 degrees north latitude, and somewhere about May 20 Mr. Wellman expected to disembark with fourteen men, fifty dogs, six sledges and three boats upon the ice pack. The steamer was then to return to Dane's Island to await the party, while the expedition went forward with its sledges drawn by dogs over the ice.

The preliminary part of these plans was successfully accomplished. The expedition reached Dane's Island on the evening of May 7, after making an exceedingly rapid passage from Tromsoe, and without any untoward incident beyond the loss of a few dogs. Three days were spent in establishing headquarters in Mr. Pike's house, where Professor Oyen was to await the return of the explorers. On May 10 Mr. Wellman and his party of fifteen, with the crew of nine, left in the 'Ragnvald Jarl' for Seven Islands.

Mr. Walter Wellman, the organizer and captain of the expedition, was a native of Ohio, and came of New England stock. He was thirty-five years of age, and five feet, ten and one-half inches in height. He was a journalist well known in Washington, and three years ago was the leader of an expedition to discover the spot where Columbus landed in the West Indies. All his life he had been interested in the literature of arctic exploration, but two years ago took up the study seriously, with a view to an expedition of his own. Last summer he went to Denmark and Norway to glean information as to the Spitzbergen route, and made all his preliminary arrangements. Returning to America, he organized his expedition, constructed his outfit, which contains several novel features, chartered a steamer in Norway and made up his party. Next he went across to Belgium to buy dogs, and then proceeded to Norway, whence he started upon his northern journey.

CHRISTIANA, August 2.—The fishing vessel Malagen has arrived at Tromso from North Spitzbergen with Capt. Bottolfsen and three seamen of Wellman's Ragnvald Jarl aboard her. They reported that after several struggles in the ice the Ragnvald Jarl arrived May 12th at Table Island, one of the Seven Islands. The ice compelled the party to return to Weldon isle. May 24th Wellman set out with thirteen men, forty dogs and provisions for 110 days. Four days later the Ragnvald Jarl was crushed by the ice. Only some stores were saved. A message concerning the disaster was sent to Wellman and it reached him on Martin's Island. Wellman, Dodge and two others returned to Weldon island. They built there a solid hut of the wreck. The hut accommodated them and will afford ample shelter to the explorers should they be compelled to winter on Weldon island. Wellman departed May 31st for Marten's island The last news from Wellman's was received June 17th, when Winship and another left the expedition six miles east of Platen Isle. There the party had come upon an impassable ice field. Wellman was waiting for the opening and all was well. A new vessel will be chartered to bring back the expedition. Meanwhile Wellman and his companions are crossing the ice, probably in the direction of Filleiland. The ice conditions in the early part of the expedition were exceptionally unfavorable. Sigyve Haverdahi, the young philosphical student who accompanied the expedition, has gone to Dane's island to join Peter Oyen, the geologist.

LONDON, Aug. 4.—Baron Nordenskweld, Sweedish explorer, has telegraphed to the Geographical Society that an expedition for the relief of the Wellman party would be very desirable, as they probably will return very much exhausted to Mossel Bay.

The *Times* says : "It is too late to express an opinion of the foolishness of this expedition. It was undertaken by men who were absolutely inexperienced. Doubtless, Mr. Wellman's countrymen will take immediate steps to prevent a possible disaster.'

"Vigilant" This Time

COWES, Aug. 4.

The multitude of sightseers in which royalty was well represented gathered here this morning in all manner of floating things to see the contest between the yankee sloop Vigilant and the Prince of Wales' cutter Britannia. There has never been a more resplendent fleet of pleasure craft in the Solent in any previous race in British yachting annals. The finish and start of the contest were visible from several points of land and the villas and hotels were crowded with guests, some of whom had paid fabulous prices for rooms. The sky was cloudless when the giants sailed out to the starting point. There was a good breeze from the southwest. The start was one of the cleverest ever seen hereabouts. The yachts came for the line on the port tack, the Britannia to windward. The starting gun boomed at 10.30 and five seconds later both boats crossed the line so evenly that one obscured the other and at a distance they appeared like a single yacht. It was a short beat to the Lepe against a strong ebb tide with two long legs and a short one. Time: Vigilant, 10.55.05; Britannia, 10.56. In the run from Lepe to Warner Lightship with the wind, which was freshening a bit over the starboard quarter, the centreboard increased her lead one minute and ten seconds. Time: Vigilant, 11.01.16; Britannia, 11.04.26. The increase in wind favored the Britannia, but she lost a few more seconds on the way out. At the Warner the Vigilant was one minute and forty-five seconds ahead, having gained fifty seconds since she jibed around the Lepe. Time at the Warner: Vigilant, 11.48.20; Britannia, 11.50.05. In the twelve mile stretch back to Lepe, close-hauled, the Vigilant made the hearts of hundreds of Americans rejoice by her performance. The yachts were seen only indistinctly from the shore after rounding the Warner, as a misty rain set in. The breeze shifted a trifle to the southward and white caps began to lighten the already lumpy surface of the Solent. The yachts passed the club house bound for the Lepe with the seas spurting from their weather bows, leaning far to starboard. The Vigilant led by three minutes and fifty-two seconds. Time: Vigilant, 12 33 32; Britannia 12:42.24. After passing the club house the yachts made a broad reach of it to the Lepe, and the centreboarder was five minutes and fifty seconds ahead as she jibbed around the Lepe markboat. Time: Vigilant, 12.49.15; Britannia, 12,55.05.

The wind had acquired additional force and a more southerly tendency. It was a reach with jib-topsails to the Warner. The time of the yachts as taken when they passed the club house on the last run to the Warner showed that the Britannia, doubtless because she had first felt the impelling influence of the freshening breeze, had picked up 1 minute and 40 seconds since rounding the Lepe mark. Time at the club house: Vigilant, 1.00.30; Britannia, 3.04,40. In the rest of the reach to the Warner the Vigilant picked up all she had lost between Lepe and the club house. Time at the Warner: Vigilant, 1.51.15; Britannia, 1.57.05.

The wind from the Warner to finish was blowing about fifteen knots, was still west of south and the big single strikers made the final leg almost closehauled. The Vigilant lost twenty-seven seconds in this nine miles of reaching. It required no official timing to convince Americans that their yacht—in a fine wind over pretty good inside course—had vanquished the cutter handsomely. The crowds of Britons on shores evidently did not like to contemplate the result of the battle : they were as silent as if they were attending a funeral. As the Vigilant came bounding up to the finish, smashing the spray from her spoon bow and heeling gracefully, but not too far to starboard, the silence became oppressive. When she dashed across the line a mile ahead of the Britannia there were no vaporous shreaks of applauding whistles and resounding cheers from the throngs ashore. Only a single toot came over the water and that was probably from an American yacht. The victory was one which clearly shows what has often been declared by Captain Haff of the Vigilant and Nat Herreshoff, her designer, that she is the better boat in a stiff steady breeze. She was five minutes and twenty seconds ahead at the finish, having lost 22 seconds since she rounded the Warner. Time: Vigilant, 2.36.15; Britannia, 2,41.43. On actual time the Vigilant won by 5 minutes and 28 seconds. Deducting the allowance of 2 minutes and 4 seconds that she gives to the Britannia the Vigilant wins by 3 minutes 24 seconds.

AGAIN THE VIGILANT.

COWES, Aug. 6.—The Royal London Yacht Club regatta for a 130 guineas purse, competed for by the Vigilant, Britannia and Satanita, started promptly at 10 o'clock this morning. The course was eastward around the Isle of Wight, outside of No Man Fort and Bembridge lodge buoy.

The yachts crossed the line as follows : Satanita, 10.00.05 ; Britannia, 10.00.23 ; Vigilant, 10.00.50 ; The start was a luffing match, in which the Satanita had the best of it. The Vigilant quickly improved her position and passed the Britannia. A good north-northwest breeze was blowing.

The Satanita passed Ryde at 10.29.55 ; Vigilant, 10.31,35 ; Britannia, 10.32.25.

The yachts passed Ventnor as follows : Satanita, 12.25.25 ; Vigilant, 12.24.32 : Britannia, 12.26.31. There was a free reach on the starboard tack for St. Catherines. The wind has become lighter.

The racers kept close company on the long stretch up the southern coast of the island. The Vigilant developed light weather qualities that astonished the British skippers. She drew ahead gradually, rounding the Needles leading by somewhat more than a minute.

The wind fell almost to a calm and the yachts drifted into Totland Bay with only twelve miles more of the course before them.

From Hurst Point it was estimated the Vigilant was leading by one minute and thirty-five seconds and that she would probably win by a small margin.

LATER.

COWES. Aug. 6.—The Vigilant won the race.

Time of finish : Vigilant, 5.04 35 ; Britannia, 5.12.48.

It was estimated when the Britannia finished the Satanita was nearly half an hour astern of the victorious American.

Hall's Vegetable Sicilian Hair Renewer is, unquestionably, the best preservative of the hair. It is also curative of dandruff, tetter, and all scalp affections.

The Flag Remained Up.

GREENPORT, L. I., Aug. 3.—The sight of the three-masted Canadian schooner Mary Culmer, Capt. William McConnell, from Bay Chaleur, Canada, sailing up to a dock in this place with the British flag at full mast, while the Stars and Stripes were nowhere to be seen, aroused the wrath of the patriotic portion of this community, and a committee went down to the dock and interviewed the captain on the subject.

They said that the captain was not showing proper respect to the port or nation by his display of bunting, and they wanted to know if he hadn't a United States flag in his lockers. If he hadn't the committee volunteered to present him with one.

The committee's good intentions were not taken kindly by the captain, and some strong fo'c'stle talk was used on both sides, when the committee withdrew to the dock and held a council of war. Some of the committee favored hauling down the British flag, but wiser counsels prevailed, and the captain was permitted to have his wag. Captain McConnell is the man who brought the Esquimaux to the World's fair. He has been trading in Greenland for many years. At present his cargo of cedar railroad ties from Bay Chaleur, Canada, is being unloaded in peace.

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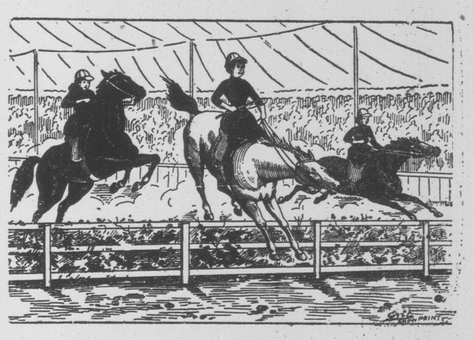

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Monday, August 13.