

ONE FOR COLUMBIA.

The Cup Challenger Defeated Saturday in a Remarkably Close and Exciting Race.

Shamrock Gained Thirty-nine Seconds on the Beat to Outer Mark, But was Overhauled by the Columbia on the Run Home.

NEW YORK, Sept. 28.—In the closest and most exciting race ever sailed for the America's cup, the white flyer Columbia today beat the English challenger over a windward and leeward course of 30 nautical miles by the narrow, heart-breaking margin of 39 seconds. The English skipper, Sir Thomas Lipton, was disappointed for cup honors must allow the defender 48 seconds on the account of the 33 square feet of canvas in her sail area, the official record, under the rules, and her victory by one minute and twenty-two seconds.

As a spectacle the contest was superb. From the time the two skyscraping masts crossed the starting line until they fell across the viewless finish line, the two yachts were in a race that was a half hour long, the result was in doubt, and the excitement about the excursion fleet increased until it became frenzied.

SCIENTIFIC RACING MACHINES that never after they started were the rival yachts of each other's sails, and more than three-fourths of the time they were so close that Charlie Barr, who had the tiller aboard the American, could have tossed a biscuit to Captain Sycamore, on the Shamrock. For miles, as they beat their way to the outer mark, the black shadow of the Shamrock's huge club topsail was painted on the big mainsail of the Columbia, and for an hour on the run home, with the two yachts flying like scared deer before the wind, they ran almost beam to beam as if they had been harnessed.

The memory of the races between the Genesee and Puritan in 1855 and Lord Darnley's first Valkyrie and the Vigilant in 1883, which have been treasured by yachtsmen up to this time, will be forgotten after the magnificent duel of today. In the years to come yachtsmen of the two nations will recount the thrilling story of the celebrated first race between the Columbia and the Shamrock II, sailed off New York harbor in the first year of the new century.

As a result of today's race, though faith in the Columbia still remains in the hearts of the patriots, all the experts admit that the British boat is the ablest sloop ever sent to these waters. The schooner America brought across the Atlantic fifty years ago, and that the superiority of American seamanship and American naval architecture, as represented by the defender, remains to be established. The quality of a sailing ship is measured by her ability to carve her way into an adverse wind, and in the fifteen mile stretch to windward today the golden challenger gained 39 seconds, while on the run home her lead was eaten up and the Columbia crossed the finish line exactly 37 seconds before her. It must be remembered, however, that the challenger had the weather gauge in the beat to windward, no mean advantage, and the nautical experts said after the race that during the outward journey she was sailed to perfection, while before the wind the American yacht not only showed a fleet pair of heels, but in the opinion of the sharp was better handled. Disappointed by the fluke of Thursday, and Hook lights today was somewhat smaller than on the opening day, but even so, the colony of steamers, steam yachts, tug boats, sailing vessels and excursion craft of every description, formed an angle at the starting line miles long.

AN IDEAL DAY FOR A RACE. The curtains of haze which had hung over bay and shore in the early morning had lifted, making the whole course visible to the thousands along the Long Island coast. The sun blazed from a speckless vault of blue, and the breeze straight in from the Atlantic was fresh and sufficient.

The old sails which smiffed the air said the wind was the draught from the big storm which was reported to be raging on the South Atlantic coast. The big single stickers behind proudly puffing fusts had preaked the excursion fleet to the stake boats and had hoisted their largest light weather sails. Sir Thomas Lipton's signal, a green shamrock in a yellow field, flew from the main truck of the British boat, and Mr. Morgan's colors, a Maltese cross in a field of black, fluttered from the after-top of the Columbia's mainmast. Watson, the designer of the challenger, and Rately, who is reported to be the best sailmaker in the world, were aboard the golden boat. As the yachts passed out from behind the hook, a dozen ocean liners, inward bound saluted them with signals and whistles.

Again today the course, east by south, carried the yachts along the Long Island shore straight out to sea. THE START WAS TERRIFIC. The yachts bounded away across the line like a couple of runaway horses, the challenger half a length ahead and to windward. In the manoeuvring before the wind, the Columbia had given the wily Yankee skipper a genuine surprise, returning a Roland for the Oliver he received on Thursday.

When Barr thought that he had him under his keel, the Englishman's head and shoulders were lifted under the Columbia's stern into the weather berth. This victory for the Shamrock at the very inception of the

"If we get a fresh breeze we will lift the cup a mile or twelve knot breeze is what we want." B. D. Morgan, while highly pleased over the result of the race, had little comment to make.

"We beat Columbia," he said. "Although the wind conditions were NOT ALL THAT COULD HAVE BEEN DESIRED after turning the outer mark, we were confident of bringing the Columbia home a winner. I will venture no predictions as to the outcome of the future races. We have certainly outdone our best, but shall put forth our best endeavors to keep the America's cup on this side of the Atlantic."

Capt. Barr also was much gratified over the result of the race. "It was a close race but a clean one," he said. "Wind conditions were not all that could have been desired, but such as they were our boat was never in the least at a disadvantage."

Here is how the race was sailed and won: When the two yachts were towed out to Sandy Hook lights today there was a light breeze from the east, blowing from a little south of east, with a steady promise of becoming more southerly as the day progressed. The long greasy swell, always a forerunner of the wind, was of considerable force and the roll of the sea from southward caused by the disturbance down the coast made it unpleasant for those unaccustomed to ocean waves.

THE LEAN, GOLDEN MUZZLE OF THE BRITISHER. The yachtsmen of the excursion fleet, which means the yachting supremacy of the world vanishing across the waters, danced before their eyes. On and on the yachts flew, turning with wings of foam from their bows and the Columbia seemingly falling behind rather than gaining. The hearts of the patriots sank lower and lower.

THE RESULTS IN THE EXCURSION FLEET by this time were rolling badly. Many of the spectators were forced to the exclusion of their cabins and many others kept suspiciously near the rail. The excursion vessels formed a crescent about the stake boat, but it was a doleful sight.

POISED TO STARBOARD LIKE A LANCE IN REST. The big steam yacht Erin, with the "Bloody Hand of Ulster" in the royal Ulster yacht club ensign at her mast, really opened her whistle long and loud. She was the first, Sir Thomas had felt the day of the Shamrock II, his party probably enjoyed it to the full. The Yankee skippers were too polite not to pull their whistle cords, and the boats did not play "Columbia, the Gem of the Ocean."

AS IF SHE WOULD BE FIRST HOME. Cheers died in patriotic throats. Suddenly, as the Columbia luffed off, and got her wind clear, she forged ahead and came tearing down like mad. As she crossed three lengths ahead, the enthusiasm broke out again with redoubled energy. Every Yankee skipper grabbed his whistle cord and the boats and did their best to rise, and steam jets made it look as every ship in the fleet had broken her steam chest.

IN A MAD RACE FOR HOME. Many of the skippers keeping their whistles going until they reached the deck of the Erin, "that's one dot against us. But in my own heart I am just as hopeful as I was this morning. For I feel that if we only have a wind I'm all right. It was a fair and genuine surprise, returning a Roland for the Oliver he received on Thursday."

Capt. Bob Wringe, who was on the bridge of the Erin, at Sir Thomas's elbow, said: "The force of the wind was now fully nine knots an hour. It was some time ago that the wind shifted to the north-east, and the force of the breeze was such that the yachts were forced to luff. The warning signal both yachts bore down and came to leeward. Then the Erin, which had started on the port tack, this manoeuvre being urged by her rival, the Shamrock luffed up to windward of the Columbia and when the starting gun came had a splendid position and was well ahead of the line with the Shamrock in the windward berth."

Quite a number of the friends of Miss Elsie M. Holden of Amesbury, Mass., recently gathered at the home of Mr. and Mrs. L. H. Williams, Stevens street, Malden, Mass., and tendered her a surprise. The evening proved fine, and therefore added greatly to the enjoyment. Singing was the main feature of the evening. Mrs. Boynton, a prominent vocal instructor of Boston, gave several solos. Miss Holder acted as accompanist, and several duets were sung by L. H. Williams and his brother, Wilder Williams. Miss Holder sang as a solo Mrs. Mother's hymn, and also took part in duets.

CASTORIA For Infants and Children.

BOER APPEAL

To the Administrative Council of the Permanent Court of Arbitration at the Hague.

NEW YORK, Sept. 27.—Charles D. Pierce, representative in the United States of the Orange Free State, has received a copy of the appeal made by the Boers to the administrative council of the permanent court of arbitration at The Hague. The appeal sets forth that as a permanent court of arbitration has been established, the two republics desire to make use of it, under articles 26 and 27 of The Hague convention. They charge that "England has continued to act in contravention of the rules of war between civilized powers as generally, and also by England herself, acknowledged, and as solemnly confirmed by The Hague convention."

The undersigned and their governments are aware that in order to obtain such a decision the consent of England is required. They therefore take the liberty of soliciting your council to apply for such consent or to endeavor to obtain the same by your mediation or that of the governments represented by you. Should the English government give an unfavorable reply it will thereby manifest that they are not submitting themselves to the judgment of a conscientious, learned and impartial tribunal.

NEW BRITISH CAVALRY SWORD Mounted Men to Have a Blade for Thursting. That the rifle is mightier than the sword is an uncontroverted fact, says the London Mail; but that the sword will be finally sheathed as an unusable weapon in modern war is not true despite the endeavor of the pen to prove the worthless sword obsolete. As a shock weapon the sword holds no place with the lance, but its handiness in pursuit is undeniable. In South Africa our weapons made ostentatiously to cut, were used by our troops to slay fugitive Boers in vain efforts to make a cut, and so bruised have some been with the process that flagellation would appear to be the proper term to apply.

THE ERIN DAMAGED. NEW YORK, Sept. 28.—Sir Thomas Lipton's steam yacht Erin narrowly escaped a serious accident today when just after the Shamrock and Columbia had rounded the turn, the United States revenue cutter Gresham collided with her. Both boats were doing port duty, the Gresham in the hands of Commander Thomas B. Walker and the Erin for the day in charge of Lieut. John Boedeker of the United States revenue cutter service. In starting in to clear the course for the home stretch the Gresham apparently tried to cross the bows of the Erin. There was evidently a misunderstanding of signals by the Gresham, and it was too late when at last she tried to back out and the Erin put on full steam ahead.

THE LONDON BULLETIN BOARDS. LONDON, Sept. 28.—The London boards began to meet at 10 o'clock, and were held in the usual assembly room at the Crystal Palace. The board was presided over by the Hon. Mr. Justice Kay. The minutes of the previous meeting were read and approved. The board then proceeded to consider the report of the Hon. Mr. Justice Kay on the subject of the proposed new law relating to the jurisdiction of the courts in respect of the property of persons who have died or who are about to die.

THE CLERGY LIKE IT. Dr. Agnew's Ocular Powder Cures all Grains. It relieves in 10 minutes. There are a few names of clergymen of different creeds who are firm believers in Dr. Agnew's Ocular Powder. It is used in the preaching in all its claims. Bishop Sweetman, Rev. Dr. Langtry (Episcopalian), Rev. Dr. Withers and Rev. Dr. Chambers (Methodist), and Dr. Newman, all of Toronto, Canada. Copies of their personal letters for the asking, 50 cents.

VESELS SOLD. Bark Auriga, 877 tons, built at Prince Edward Island in 1894, and hailing from that island, was sold at Sharpness recently to English parties. Sch. Anne, 465 tons, built at Stony Brook, L. I., in 1874, was sold at New York on Sept. 18 to Captains Walter and Wm. McLean and others, for \$4,800. Sch. Ophir, 250 tons, built at Spencer's Island in 1891, and hailing from Parramore, N. S., has been sold to Annapolis, N. S., parties; terms private.

PARIS, Sept. 28.—A dispatch from Constantinople reports that a sanguinary conflict has taken place between Mussulmans and Christians in Beirut, Syria. No details are given.

THE NEW I. C. R. FERRY STEAMER Scotia arrived at Port Hawkesbury Saturday evening from St. John's. The new wharf built for this steamer will not be completed for two months yet, so that the steamer will be idle till then.

HORSES STAMPEDED.

One of the most exciting runaways which have occurred for some time, took place Friday morning. A few minutes before nine o'clock Robert McConnell's horse, which, with an express wagon attached, was standing on North Market street, became frightened and started off at a rapid pace.

In an instant it collided with a similar rig belonging to George Damery and the two teams rushing toward the North Market street to Germain. Here one of Manchester's delivery teams was standing and when it was struck by one of the others, the horse doubtless felt its bounden duty fully to the crowd. Down Germain street they went, one of the wagons being left behind, and the three galloping horses, one of them without a load, running between two wagons, drew the attention of many people. At the Union Club a carriage belonging to W. L. Bradshaw was standing and when it was struck by a fourth horse was added to the party. Previous to the Bradshaw excitement, teams belonging to Hutchinson's and Lordy's were approached, but were caught before they got a fair start. The four frantic animals continued down Germain. Damery's was caught before going very far, but the others continued in their stoppage course until they finally alighted at Britain street. Bradshaw's went to the American steamer, where it was caught, the wagon being considerably damaged, but still in the list. Manchester's made an engagement with a telegraph post and left its express on Britain street, while the horse went down to the Ballast wharf. It was caught there with several cuts on its legs. McConnell's continued along Britain street and turned up Charlotte on return, but fell into good hands near Queen Square. This horse had left the wagon behind and was trying along in a free and easy manner, dragging some remnants of the harness. Officer Lee and Sgt. Baxter, who were in Lower Cove at the time of the runaway, assisted in catching the horse. In the original stampede at the market building John Perry's horse and that of the Singer Sewing Machine Co. were in the mix-up, but they were stopped by McBeth and John Henderson distinguished themselves by stopping some of the horses. On Britain street several dump carts joined in the parade, but were soon stopped.

A PLAIN STRAIGHT-FORWARD LETTER. Mrs. Louis Brovoet Publishes What She Thinks About Dodd's Kidney Pills. A Convincing Piece of Evidence as to the Wonderful Power of this Remedy—Bright's Disease, Heart Disease, and Rheumatism Each Afflicted Mrs. Brovoet—Dodd's Kidney Pills, Positively Cured Her.

ST. MAGLOIRE, Que., Sept. 27.—(Special.)—The following letter was written by a well-known and highly respected lady of this place, being a copy of the original sent to the Dodd's Medicine Company of Toronto. "When I wrote you for some Dodd's Kidney Pills I was so discouraged that I had no hope of being able to find any remedy to save my life. I suffered with Bright's Disease, Heart Disease and Rheumatism and I was much bloated also with Dropsy. I was so feeble that I was unable to do anything. I suffered for sixteen years with Rheumatism. There were two years and a half that I suffered with Bright's Disease. I have tried all the remedies in the world, and always grew worse and worse.

"There was one time when for three months I abandoned all my remedies and resolved to let myself die without taking any medicine. I received by chance one of your almanacs and a paper. I read them and I decided to write you and try again with your remedy. "Great was my surprise at the good that Dodd's Kidney Pills gave me with the first box you sent. I took them and my health was greatly improved. Since then I have taken twenty boxes. I am cured of my Bright's Disease, my Heart Disease and my Rheumatism. I have still two boxes to take and by the time I have finished them I shall be in perfect health. I will permit you to publish this letter with pleasure and I hope later to give you the facts of my recovery more completely than at present. I am still weak, but with time I shall be strong as ever. I recommend Dodd's Kidney Pills to all who suffer with any of the diseases that I did."

When you ask for Headache Powders be sure to get KUMFORT. Never accept a substitute. It is better to be safe than sorry and you may be sure that KUMFORT are the best. All Druggists in 10 and 25c sizes.

Dr. Agnew's Ocular Powder Cures all Grains. It relieves in 10 minutes. There are a few names of clergymen of different creeds who are firm believers in Dr. Agnew's Ocular Powder. It is used in the preaching in all its claims. Bishop Sweetman, Rev. Dr. Langtry (Episcopalian), Rev. Dr. Withers and Rev. Dr. Chambers (Methodist), and Dr. Newman, all of Toronto, Canada. Copies of their personal letters for the asking, 50 cents.

THE CLERGY LIKE IT. Dr. Agnew's Ocular Powder Cures all Grains. It relieves in 10 minutes. There are a few names of clergymen of different creeds who are firm believers in Dr. Agnew's Ocular Powder. It is used in the preaching in all its claims. Bishop Sweetman, Rev. Dr. Langtry (Episcopalian), Rev. Dr. Withers and Rev. Dr. Chambers (Methodist), and Dr. Newman, all of Toronto, Canada. Copies of their personal letters for the asking, 50 cents.

VESELS SOLD. Bark Auriga, 877 tons, built at Prince Edward Island in 1894, and hailing from that island, was sold at Sharpness recently to English parties. Sch. Anne, 465 tons, built at Stony Brook, L. I., in 1874, was sold at New York on Sept. 18 to Captains Walter and Wm. McLean and others, for \$4,800. Sch. Ophir, 250 tons, built at Spencer's Island in 1891, and hailing from Parramore, N. S., has been sold to Annapolis, N. S., parties; terms private.

PARIS, Sept. 28.—A dispatch from Constantinople reports that a sanguinary conflict has taken place between Mussulmans and Christians in Beirut, Syria. No details are given.

THE NEW I. C. R. FERRY STEAMER Scotia arrived at Port Hawkesbury Saturday evening from St. John's. The new wharf built for this steamer will not be completed for two months yet, so that the steamer will be idle till then.

CASTORIA For Infants and Children.