GENT VICTORY.

embers of C Company, 9th ed and Eleven Wounded.

Sept. 29.—A disastrous United States troops occurred yesterday in Kamar, near Balangiga of insurgents attacked h infantry, anly twentyof the company escapothers are reported to

my were at breakfast ed, and made a deter-nce; but the overwhelmof the insurgents comretreat.

vors who have arrived en are wounded. the latest returns the e company was seventyrvivors include Captain onnell. First Lieut. Edpus and Dr. R. S. Gris-

win V. Bookmiller of the eports that Gen. Hughes a force to attack the in-

ents captured all the mmunition of the comthe rifles except twenty-

reports a severe engagergents near Candelario losing one killed and The insurgent loss has tained. The Americans pounds of rice and sevounds of amunition.

SIAN FAMINE.

SBURG, Sept. 29.-Toup the recent publicane conditions in thirthe minister of the inpiaguine, issued a long the crop failure and the wernment has decided legraphic reports from rnors, the government work vigorously. The bles has been approgovernment of Saratoff. for Tauris, 100,000 rou--military peasants in and 190,000 roubles, autumn seed, for the Yekaterincslaff. central government's to only 530,000 roubles

stance is required in ces, not counting the Don Cossacks, which is department. Sept. 27.—The Cunard cania, which sailed from 21 for Liverpool and arreports having communiurs with the steamer Camame line) in mid-ocean by wireless telegraphy. The

s ordered that

14,000,000 roubles.

in which communication 33 miles and the longest XPERIMENT but get berry Cordial, remem-d the test of long exoughly reliable rem-Adults, 25 cents at all

DR SALE.

ALE—Containing 44 acres near Quispamsis. Thirteen sity. Cuts 12 tons of hay. good well water, farm Will offer at auction if the confict of the confict

TO LOAN.

AN on city, town, village rty in amounts to suit at est. H. H. PICKETT, So-street, St. John. 1007

INTED.

SCHOOL TEACHER present term. (Female stating salary, to JOHN ary to Trustees, District Parish St. George, County

THE LIFE OF PRESImission than any opposi-ectus now ready and ab-your promise to canvass. bur acceptance before you DLEY-GARRETSON CO., rd Ont

STEEL 国として

R IRREGULARITIES Apple, Pil Cochia, Penny-of all chemists, or post IVANS & SONS, Limited, nto, Canada, and Victoria, or MARTIN, Pharmaceu-thampton, England.

HEREBY GIVEN.

GEO. N. ERB. Stall A. City Market.

CRIBERS OF

has need of a dozen sue dated fith of be glad to return bscribers who after indly mail the paper St. John. r name and post

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.

rules, gives her the victory by one minute and twenty-two seconds.

aping raters crossed the starting foreigner, only to be forced around a until they fled across the viewless each time by shifted four and a half hours later, THE LEAN, GOLDEN MUZZLE OF the result was in doubt, and the ex-citement aboard the excursion fleet in-creased until it became frenzied.

So evenly matched were these two SCIENTIFIC RACING MACHINES danced before their eyes. On and on that never after they stanted were the the yachts flew, turning twin wings nival skippers out of each other's hall, of foam from their bows and the Conival skippers out of each other's hall, and more than three-fourths of the lumbia seemingly falling behind rather time they were so close that Charlie Barr, who had the tiller aboard the riots sank lower and lower. As the American, could have tossed a biscuit yachts got farther out the swells nerican, could have tossed a biscuit to Captain Sycamore on the Sham-rock. 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

Genesta and Puritan in 1885 and the Vigilant in 1893, which have been treasured by yachtsmen up to this time, will be forgotten after the magificent duel of today. In the years to men of the two nations first race between the Colw York harbor in the first year of

ABLEST SLOOP EVER SENT TO

THESE WATERS to lift the 100 guinea cup which the schooner America brought across the Atlantic fifty years ago, and that the superiority of American seamanship and American naval architecture, as 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 thresh to wind. and in the fifteen mile thresh to windward today the golden challenger when the yachts got on even terms gained 39 seconds, while on the run about half way home, the band began home her lead was eaten up and the Columbia crossed the finish line exactly 37 seconds before her. It must bia leading by half a dozen lengths, the beat to windward, no mean adthey reached the line the golden boat vantage, and the nautical experts said blanketed the white one and for a after the race that during the outward moment she ran up alongside and it journey she was sailed to perfection, looked before the wind the American yacht not only showed a neeter pair of heels, but in the opinion of the sharps was better handled. Disappointed by the fluke of Thursday, the crowd which sailed down to Sandy Hook lightship today was somewhat smaller than on the opening day, but even so, the colony of steamers, steam enthusiasm broke out again with restricted to the colony of steamers, steam doubled energy. Every Yankee skipformed an angle at the starting line miles long. It was

AN IDEAL DAY FOR A RACE.

the big storm which was reported to be raging on the South Atlantic coast.

The big single stickers behind proudly puffing tugs had preceded the excursion fleet to the stake boats and had hoisted their largest light weather sails. Sir Thomas Lipton's signal, a green shanrock 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 to her anchorage. Meantime the Shamrock had taken a tow from her tender and had drawn from the ruck of steamers. Escorted by the Erin which showed a big hole that the revenue cutter Greeham had stove in her port quarter, she headed for her berth behind the hook. Some of the excursion boats dropped back to salute the popular sportsman who has been game enough to make a second effort to lift the cup, and then the whole fleet moved on the big storm which was reported to golden boat. As the yachts passed out from behind the hook, half a

them with ensigns and whisties.

Again today the course, east by south, carried the yachts along the Long Island shore straight out to sea. THE START WAS THRILLING

day.

Just when Barr thought that he had him under his lee, the Englishman race. But be sure of one thing, I was deadened his headened his headened his headened his headened his headened the Columbia stern into the weather berth. This actory for the bridge of the Brin. at Sir Thomas's albow, said:

that will put that deck six inches in order to prevent a blanket.

Finally at 1.52, the Columbia broke out her spinnaker and at the same time a tremendous balloon jib. Shamrock strain the bridge of the Brin. at Sir Thomas's albow, said:

NEW YORK, Sept. 28.—In the closest race, the Columbia could not over and most soul-stirring race ever sailed come in the long beat to windwar. and most soul-stirring race ever sailed come in the long beat to windward for the old America's cup, the white The two yachts were an inspiring flyer Columbia today beat the English sight to spectators as they plunged challenger over a windward and lee- seaward, pounding fountains of spray ward course of 30 nautical miles by from their bows and drenching the the narrow, heart-breaking margin of crews along the weather rail. They 39 seconds. As Lipton's latest aspirant for cup honors must allow the defender 43 seconds on the account of the windward side they showed yards of 833 square feet of canvas in her sail their bronze undermeath. Neck and area, the official record, under the neck, tack and tack, they raced like a team of horses. Dismay began to be written on the faces of the patriots As a spectacle the contest was as Barr tried once, twice and finally a uperb. From the time the two sky-third time, to cross the bow of the

THE BRITISHER Visions of the dear old cup means the yachting supremacy of the world vanishing across the waters, lengthened and the white flyers seem-ed to labor more heavily in the long waves. Just after passing Long Beach hotel with its verandas and windows filled with people, the old City of Paris, now the Philadelphia of the American line, came foaming in from the eastward, and passed like an ex-

press train.

The vessels in the excursion fleet by this time were rolling badly. Many of the spectators were forced to the seclusion of their cabins and many others kept suspiciously near the rail. The excursion vessels formed a cres-cent about the stake boat as the yachts rounded the outer mark, but it was a doleful fleet.

chismen of the two nations as the Shamrock were around with the thrilling story of the her spinnaker pole oia and the Shamrock II. sailed off POISED TO STARBOARD LIKE A LANCE IN REST.

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 fit the joy of victory, and his perty perty and the total and the control of the patriots. his party probably enjoyed it to the full. The Yankee skippers were too but the toots were not loud nor long, and the bands did not play "Columbia, the Gem of the Ocean." But when the racers had spread their remembered, however, that the all the pent up energy burst forth.

AS IF SHE WOULD BE FIRST

yachts, tug boats, sailing vessels and doubled energy. Every Yankee skip-excursion craft of every description, per grabbed his whistle cord and the noise and din they made was deafening. Syrens wailed and the white steam jets made it look as every ship in the fleet had broken her steam The curtain of haze which had hung chest. The Corsair, J. P. Morgan's over bay and shore in the early morning had lifted, making the whole smoke. Everybody cheered. Men and the Long Island coast. The sun blazed joy. Not a few hats tossed into the from a speckless vault of blue, and the air, fell overboard, but their owners breeze straight in from the Atlantic cared not. The Corsair set American was fresh and sufficient.

flags at both peaks, gaffs and taffThe old salts who sniffed the air rail. Soon the whole fleet blossomed
said the wind was the draught from out in the national colors. The Corsair went alongside the defender and

whole fleet moved on
IN A MAD RACE FOR HOME, many of the skippers keeping their whistles going until they reached the narrows at the entrance of the upper

When it was all over Sir Thomas
Lipton showed himself the thorough
sportsman he is.

ward had thus gained 39 seconds. She
BEATEN THE COLUMBIA BOAT

The yachts bounded away across the line like a couple of runaway horses, the challenger haif a length ahead and to windward. In the manoeuvering a my lest as hopeful as I was this mornbefore the start Capt. Sycamore had ins, for I feel that if we only have a given the willy Yankee skipper a wind I'm all right. It was a fair and square race: no fluke, but it was not shamorek's day. We want a breeze that will put that deck six the shamorek watting appartmently for the Columbia and luffing out that will put that deck six the shamorek watting appartmently for the Columbia and luffing out that will put that deck six the shamorek watting appartmently for the Columbia and luffing out that will put that deck six the shamorek watting appartmently for the Columbia and luffing out that will put that deck six the shamorek watting appartmently for the Columbia and in the same time a tremendous balloon jib. Shamorek is the shamore the rules of the New York Yacht Club she was compelled to concede. There was considerable delay in setting spin-nakers, the Shamrock watting appartmently for the Columbia and in the late of the New York Yacht Club she was compelled to concede. There was considerable delay in setting spin-nakers, the Shamrock watting appartmently for the Columbia and into overcome the handicap of 13 seconds time allowed, which under the rules of the New York Yacht Club she was compelled to concede. There was considerable delay in setting spin-nakers, the Shamrock watting appartmently for the Columbia appartment in the rules of the New York Yacht Club she was compelled to concede. There was considerable delay in setting spin-nakers, the Shamrock watting appartment in the rules of the New York Yacht Club she was considerable delay in setting spin-nakers, the Shamrock watting appartment in the rules of the New York Yacht Club she was considerable delay in setting spin-nakers, the Shamrock was considerable to concede. There was considerable to concede the value of the New York Yacht Club she was considerable to concede

"If we get a fresh breeze we will lift the main booms trailed in the water as ne cup yet. A nine to twelve knot they lurched to leeward. These were spotling somewhat the sea, thereby spotling somewhat the set of the mainsails. The stern chase is a long chase, but slowly the old Columbia E. D. Morgan, while highly pleased over the result of the race, had little

ment to make. hough 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 carefully avoided boasting, but shall put forth our best endeavors to keep the America's cup on this sde of the Atlantic." Capt. Barr also was much gratified

"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 n danger, I believe, at any point." Here is how the race was sailed and

When the two yachts were towed ou o Sandy Hook lightship there was a fine sailing breeze blowing nine knots from a little south of east, with a possible promise of becoming more southerly as the day progressed. The long greasy swell, always a forerunner of torm, came in with considerable force ward caused by the disturbance down the coast made it unpleasant for thos tomed to ocean waves. The Columbia hoisted her white sails and sweated them up till they showed not 11.00.14 1.25.12 3.31.58 4.31.44 the slightest wrinkle or soft spot in their whole creamy surface. When once her canvas was up and sheeted home the Columbia cast loose from her tug and took a spin seaward, steering away to the southeast in order to test the strength of the wind and sea. The Shamrock when she let go her tow stood to the eastward, and in a series of preliminary tacks got her canvas in trim for the serious business of the day. The wind had freshened a bit when the tug Navigator, with the regatta committee aboard, anchored at the southeasterly end of the line, with Sandy Hool lightship forming the other extremity Soon afterwards signals were hoisted on the committee tug denoting that the course would be east by south, FIFTEEN MILES TO WINDWARD

The preparatory gun was fired at 10.45. The Columbia had secured, in the meanwhile, a berth to windward of the line, while the Shamrock was curvetting about at a considerable distance to leeward. Baby jibs were hoisted in stops on both boats, and the Britisher was first to break out hers. down on the leeward side as usual. On the Columbia Skipper Barr was at

AND RETURN

nine knots an hour. It was some times puffy and occasionally reached the di-mensions of a scupper breeze when the yachts heeled to its strength. The warning gun was fired at 10.55, and at that time both yachts had worked to windward of the line with the Shamrock now in the weather position. At the warning signal both yachts bore down and came to leeward. Then the Columbia luffed sharp on the port tack, this manoeuvre being repeated by her rival. The Shamrock luffed up to windward of the Columbia and when the starting gun came had a splendid position and went over the line two seconds ahead of her rival, and well placed in the windward. and well placed in the windward berth. For once the doughty Charlie

HAD MET HIS EQUAL IN THE

STARTING TRICK. Columbia tried in vain to work through the lee of her opponent. Several short tacks were taken, but in spite of all efforts she could not get clear. She was jammed under the lee of the challenger, a position not often occupied by the old defender. The Columbia on the port tack tried to cross the bows of the Shamrook, but in vain, The challenger having the right of way, forced her about. Instead of going under her rival's stern, the Columthe vessels were on the port tack they encountered a pretty hard head sea. While on the starboard tack the sea smote them abeam. The Shamrock appeared to splash more against the nose-enders than the Columbia, but the splashing did not retard her speed in the least. Not a tremor could be Both were handled to perfection, and were given a good clear full, not the least quiver being allowed to make itself manifest in a single cloth. By several sharp tacks the Columbia again tried to work herself out of the

ALL EFFORTS, HOWEVER, WERE FUTILE.

At 12.54 both boats on port tack At 12.54 both boats on port tack were heading for the outer mark which on this occasion was the tug Edgar F. Luckenback, the raft which she carried having failed to right itself when put overboard. The wind now was the freshest of the day. The Shamrock had a lead of at least 400 yards and as she approached the mark it was seen that she had handily beaten the old defender in the windward work. She turned in excellent style and with main boom square off to port, the spinnaker boom was lowered to start. The Columbia made an equally good turn. The official time an equally good turn. The official time at the mark w.s as follows:

Shamrock 25

ALL OF HALF A LENGTH AHEAD. From that time on to the finish line she kept in the lead. The wind was now dropping light, but in spite of her much larger sail plan, the Sham-rock could not prevent the steady, though slow gain of the Columbia. without further event. Then at 3.15 the wind freshened slightly, filling out the immense sails of the Shamrock. Slowly she crept up and lessened the

crawled up on the new Shamrock. At

2.10 she was abeam and half a minute

still crept and at 2.14 was

Now she was only half a length be hind. Now she was very nearly on even terms, and it became a matter of doubt as to which boat would first cross the finish line, which was a mile away. It was the last of the many exciting moments in the contest, for very soon the Columbia, getting her wind free again, pulled out and with surprisng rapidity opened up on the challenger and pulled out a lead that left the result no longer in doubt. She cross the line a winner, not only on time allowance but boat for boat.

The summary: Start. Outer. Finish. Blapsed. Columbia

11.00.16 1.25.52 3.31.23 4.31.07 4.30.22 The next race will be over a triangular course, ten miles to a leg, and will be sailed next Tuesday.

THE EREN DAMAGED. NEW YORK, Sept. 28.—Sir Thos 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 colliding with her. Both boats were doing patrol 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 appar ently, tried to cross the bows of the Erin. There was evidently a mis-understanding 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 revenue cutter struck the steam yacht a glancing blow on the port quarter some 30 or 40 feet from stern. A plate was bent, some paint rubbed off and the rail bruised. Inside athwart ship deck beam was buckled. Then the Gresham came up later to ask what damage was done. Sir Thomas from the bridge said through the megaphone: "I know you couldn't help it. You're the last man in the world to do such a thing. Only let me get to Sandy Hook and I don't care. There's not a cent's worth of damage,

Afterward in the cabin he said: the Gresham had struck us amidships we would probably have all been very wet now. Commander Walker is a special friend of mine, and I know he much sorrier for what's happened

The Erin's small boats were promptly manned, and within a few seconds after the crash men stood ready to ately it was not necessary, as Sir Thomas announced himself from the bridge to the Gresham. Said he: "It's all right, but provided no one was hurt, I'd lose a dozen Erins if necessary to lift the cup."

THE LONDON BULLETEN BOARDS LONDON, Sept. 23.—The London crowds began to watch the bulletin boards, colored bombs and variegated flash lights without much hope of the challenger winning, but when it was larnounced that the Shamrock II. was lee bow so long as she could get the wind free. At 11.40 Shamrock had a good lead of nearly 300 yards. When ahead at the turn the immense asembankment became surprisingly cheerful, and as the successive green illuminations showed the Shamrock was still leading after the turn, expectation of her winning rose to a certainty, but when shortly after the record red markets sudturn, re denly anappiced that the Columbia was ahead and liter the she had won, the amazed multitudes stood sil-

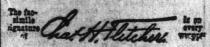
AN ENJOYABLE TIME.

Quite a number of the friends of Miss Elsie Mae Holder of Amesbury, Mass., recently gathered at the home of Mr. and Mrs. L. H. Williams, Steven 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 Bos-ton, gave several solos, Miss Holder acting as accompanist; and several duets were sung by L. H. Williams and his brother, Wilder Williams. Miss Holder sang as a solo My Mother's Hymn, and also took part in duets. After music was enjoyed for about two hours, games were introduced, after which ice cream and cake were

The party proved a complete sur-prise to Miss Holder. Among those present were Mr. and Mrs. J. I. Greene, Misses Nellie and Mrs. J. I.
Nordan, Wilder Williams, Messrs.
Ernest and Charles Hatcher, East
Boston; Mrs. Boynton, Boston; Mr.
and Mrs. Calvin Henderson, Everett;
Miss Maggie A. E. Murphy, St. John;
Mr and Mrs. T. Williams

CASTORIA

For Infants and Children.



BOER APPEAL

To the Administrative Council of the Per manent Court of Arbitration at the Hague.

NEW YORK, Sept. 27.-Charles D. lerce, 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 espublics desire to make use of it, under articles 26 and 27 of The Hague convention. They charge that "Eng-land 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

Since England sees fit to deny the continual violation of the laws of warfare, the states represented by the undersigned consider that they may also in regard to this difference seek a decision of the permanent court of

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 be manifest that they dare not sub-mit themselves to the judgment of a conscientious, learned and impartial

to give effect to their request, and therefore to acord your mediation or assistance in a matter of such urgency, they tender you the assurance (Signed) W. J. Lleyds, A. Fischer

In the hope that it may please you

A. D. W. Wolmarans, plenipotentiaries of the South African Republic; A. Fischer, C. H. Wessels, plenipotentiaries of the Orange Free State. Bicyclists and all athletes depend on

BENTLEY'S Liniment to keep their joints limber and muscles in trim. NEW BRITISH CAVALRY SWORD. Mounted Men to Have a Blade for

That the rifle is mightier than the sword is an uncontrovertible fact, says the London Mail; but that the sword will be finally sheathed as an unusdespite the endeavor of the pen to prove the worthlessness of it.

Thrusting.

As a shock weapon the sword holds no place with the lance, but its handiness in pursuit is undeniable if the sword be of the right kind. In South Africa our weapons made ostensibly belabor fugitive Boers in vain to make a cut, and so bruised have some been with the process that flag-ellation would appear to be the proper term to apply.

going to arm the Hussars with a new

tained upon prolonged service, but Major General Grant, the inspector general of cavalry, in recommending a new sword, suggests the preservation of a certain degree of sharpness by the

The new sword will be modelled on the pattern now in use, which was in-troduced in 1899, but with certain modifications, conforming with the Italto give freedom in the thrust, and the point will taper more, making the weight about a pound less. The new sword will introduce more

thoroughly the Florentine system of fencing, to which the inspector of gymnasia, Colonel Malcolm . Fox, has for whose value its chief exponents, Capt. Edgeworth-Johnstone, Sergeant Major Betts and ex-Staff Sergeant Forester,

Sword-makers believe in the thrust ing weapon, provided it is heav campaign. This is just what the new sword will be—an unbreakable rapier of the broad kind.

ent. The betting has almost ceased around the hotels, some Americans rather freely offering two and three to one on the Columbia tonight.

Dr. Agnew's Oztarrhal Powder Cures all Creeds. It relieves in 10 minutes.

Here are a few names of clergymen of Here are a few names of clergymen of different creeds who are firm believers in Dr. Agnew's Catarrhal Powder to "live up to the preaching" in all it claims: Bishop Sweetman, Rev. Dr. Langtry (Episcopalian); Rev. Dr. Withrow and key Dr. Chambers (Methodist), and Dr. Newman, all of Toronto, Canada. Copies of their personal letters for the asking. 50 cents.

SYDNEY.

SYDNEY, N. S., Sept. 29 .- One of the steel company's barges collided this afternoon with the draw of the Grand Narrows bridge, throwing it out of repair. Several trains were stalled there today, and there will be considerable delay. Detective Skeffington of the I. C. R.

Detective Skeffington of the I. C. R. is in Cape Breton looking for men suspected of having committed the recent burglaries at Pugwash.

It is learned that the tariff insurance companies doing business in Sydney will retaliate on the insured in Sydney by cancelling all commercial risks should the council persist in placing all its insurance with non-tariff companies. Such action as this would be disastrous to the business men of the town, as the banks would refuse to do business with them if refuse to do business with them

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

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 Mc-Connell'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 rushed from 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 it his bounden duty to follow the crowd. Down Germain street they went, one of the wagons being left be-hind, 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. was bumped a fourth horse was added to the party. Previous to the Bradnaw enlistment, teams belonging to Hutchinson's and Lordly'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 devious course until they finally separated 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 had an engagement with a telegraph post and left its exwent down to the Ballast wharf. It was caught there with several cuts on 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 flying along in a free and easy manner, dragging some remnants of the harness Officer Lee and Sergt. Baxter, who were in Lower Cove at the time of the runaway, assisted in catching the orses. In the original stampede at he market building John Ferris's horse and that of the Singer Sewing Machine Co. were in the mix-up, but they were topped. H. McBeath 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 Brovosts Publishes What She Thinks About Dodd's Kidney Pilis.

A Convincing Piece of Evidence as to the Wonderful Power of this Remedy— Bright's Disease, Heart Disease, and Rhoumatism Each Afflicted Mrs. Brovests

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

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 any-thing. 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

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

"Great was my surprise 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 commend Dodd's Kidney Pills to all who suffer with any of the diseases

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.

Bark Auriga, 887 tons, built at Prince Edward Island in 1884, and hailing from that island, was sold at Sharp-ness recently to English parties. Sch. Anna, 465 tons, built at Stonybrook, L. I., in 1874, was sold at No York on Sept. 18 to Captains Walter and Wm. McLean and others, for

cer's Island in 1901, and hailing from Parrsboro, N. S., has been sold to An-

PARIS, Sept. 29.—A despatch from Constantinople reports that a sanguinary conflict has taken place between Mussulmans and Christians in Beirut, Syria. No details are given.

No. 1 and No. 2 are sold in St. John by