



# A SCARCITY OF WIND

## Robs the Shamrock of the First of the International Yacht Races.

New York, Oct. 3.—As the sun set a great ball of fire behind the New York Highlands, and the sparkling stars came out into the flawless heavens, the biggest crowd of sightseers and yachtsmen who ever sailed down to Sandy Hook to witness the attempt of a foreign mug hunter to wrest from America the yachting supremacy of the world, returned to New York crestfallen and disappointed. The winds from the east of old ocean had proved too light and shifty and the first of the international series of 1899 between the two greatest racing machines ever produced by England and America degenerated into a drifting match and had to be declared off because neither could reach the finish line in the time allotted by the rules.

**Race Declared Off.**  
To avoid just such winds as occurred today, in which luck and not the crew and yachts win, the rules provide that if one of the gladiators does not finish within five and a half hours, the race shall be declared off. So at the end of the time this evening, when the yachts were still four miles from home, with the Shamrock leading by something more than a quarter of a mile, the committee officially declared that there should be no race. The yachts were then taken in tow by their respective tugs and brought back to their anchor age inside Sandy Hook.

The clean limbed racers had sailed out this morning fresh for battle, but the sea had relaxed them a field of four ft. Under the rules the first race is now postponed for two days or until Thursday.

**White Caps at First.**  
The day promised well at first. The sky was embled with a few dirty clouds, but it was clear enough so that the thousands of spectators who lined the Jersey shore could see almost every foot of the course. The waves were created with white caps here and there and a fairly fresh breeze blew out the north northeast, but after the American defender Columbia and the challenger Shamrock had crossed the line the wind turned fluky and variable and the race was a fizzle almost from the start. But the fluke today gave the yachting sharp and the spectators much to think about—and some surprises.

The Columbia is undeniably the prettier boat. She is tall, stately, with graceful lines and towering masts. The Irish boat with her broader beam, and long base line, looked slower and heavier. Perhaps her green color makes her look clumsier, as if she were forced through the water, while the slim Columbia pierces it like a rapier.

**The Best of the Challengers.**  
Though indecisive in every respect as to the abilities of the rival gladiators, today's race indicates that the Irish boat with her English skipper and her Scotch crew, is the ablest stoop ever sent across the Atlantic in the hope of lifting the one hundred guinea cup, which the America brought back 43 years ago and which has since been successfully defended against the world.

**Where the Race Was Sailed.**  
The start was made from Sandy Hook Lightship, the course being fifteen miles south west and return.

For the first time the government took a hand to prevent a repetition of the unfortunate occurrence which marred the race when the accompanying excursion boats in their frenzied eagerness to get nothing of the beautiful spectacle, crowded down upon the racers and their backwash impeded the yachts' progress through the water and caused Lord Dunsraven to file his famous protest. The government was determined this year that the course should be protected against unofficial trespassers. A flotilla of revenue cutters and swift torpedo boats, flying red-barred white flags, guarded the course, keeping excursion steamers, yachts and tugs at a perfectly safe distance from the canvas clouded racers.

On the way down they maintained two parallel lines, a mile apart, two

were bowling along under the pressure of 14,000 feet of canvas. The twin blower with their following wind lifted the Columbia along like a great sail in the ten knot breeze and carried her in ten minutes past the Shamrock. But when the wind died to six knots, as it did within a few minutes, the Shamrock forced steadily ahead until at the end of 45 minutes she led by 200 yards.

**Excursion Boats Fenced Off.**  
On the way back the patrol vessels were equally efficient. When the yachts were on the starboard tack the torpedo boats were in column on the same course, and the revenue cutters abreast, behind the yachts, thus forming a right angle, in the hope of which the yachts sailed without embarrassment. When the yachts changed course each vessel of the patrol shifted with lightning speed and keeping the excursion boats fenced off.

It was only towards the close, when the hope of dashing the race was given up, that the excursion boats crowded about the end of the patrol lines, many of them making straight for home.

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where the white float with a red ball was placed to mark the turning point.

On the boat some against a head wind the Columbia had nothing but bad luck. In addition to her faster sailing power in the extremely light air, every puff of the capricious wind seemed to strike the Shamrock and leave the Yankee boat practically becalmed. Edge as she would toward every streak of wind she seemed unable to find it. The Shamrock gained foot by foot until she overhauled the Yankee, crossed her bows, and when the time limit was up was fully a quarter of a mile ahead.

After that the Shamrock was never headed, but from that time to the finish the Columbia had nothing but bad luck. In addition to her faster sailing power in the extremely light air, every puff of the capricious wind seemed to strike the Shamrock and leave the Yankee boat practically becalmed. Edge as she swept around two minutes and one second later.

**Shamrock.**  
The Shamrock had started to follow the Columbia's tactics. Twice she lowered her spinnaker boom as if to break out the big sail, but as the wind died from the new quarter, she gybed her main boom instead and reached straight for the mark. Although the manoeuvre of the Columbia had not been successful, it was a costly one, and she lost several feet to her opponent.

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**RACE IN DETAIL.**  
How the Big Sloops Were Worked Over the Course.  
New York, Oct. 3.—The Shamrock, towed by the tug Lawrence, was the first of the yachts to leave Sandy Hook Bay. She arrived at the whistling buoy, off the east end of Godney's Channel at 8.45. The crew began at once to hoist the mainsail. They put two battens in the leech as it went up and at 10.05 a. m. the yacht filled away on the starboard tack under jib and mainsail.

On board the Shamrock, besides her captain, Hogarth and Wringe, there were Vice-Commodore Sherman Crawford and Hugh McGill Downey, of the Royal Ulster Yacht Club, Saltmaker Rusey, Navigator Hamilton and Henry F. Lybitz, the last named representing the New York Yacht Club.

The Columbia meanwhile, under jib and mainsail, on the port tack, came racing out for the lightship at a 10 knot clip. She passed close under the stern of the Shamrock at 10 o'clock and stood on to the eastward. On board the Columbia, besides C. Oliver Ivelin and Mr. Ivelin, there were Captain Nat Herreshoff, Wm. B. Dunsraven, Jr., Capt. Woodbury Kane, Herbert Leeds, Newbury Thorne and Hugh Kelly, secretary of the Royal Ulster Yacht Club, representing that club on board the Columbia.

The wind at this time was northeast by north, blowing about 12 miles an hour. Both yachts set their club topsails at 10.30.

**Preparing for the Start.**  
At 10.45 the committee boat, Walter Luckenbach, in charge of former Com-

modore S. Nicholson Lane, came to anchor a cable length east of Sandy Hook lightship and immediately hoisted the compass signal D. F. J., signifying that the course would be south west. Two minutes later the Shamrock's crew lowered their spinnaker boom out to port ready to set that sail.

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Shamrock again, crewing the line 37 seconds after the signal.

**Shamrock Forges Ahead.**  
At 11.35 the Columbia's bowsprit was just overlapping the Shamrock's starboard bow, the latter having the offshore position. In eight minutes, the Shamrock, which seemed to hold the wind better, had pulled out fully five lengths ahead of the Columbia and seemed to be gaining every minute.

**Columbia Takes the Lead.**  
At 12.15 the wind veered to the northwest. The Columbia being inshore caught it first. The crew took in the spinnaker smartly. Captain Barr gybed her to port, trimmed down staysail and balloon jib topsail abeam, and in just five minutes the Columbia had walked past the Shamrock and was the leading boat.

**Shamrock.**  
The Shamrock had gybed five minutes before but she was not gaining any up to this time. Approaching the outer mark the Columbia's crew coaxed the balloon jib topsail smartly and as they rounded the mark a red ball with a white stripe which had to be left on the starboard hand, the big balloon swung over to port, all sheets were trimmed flat on the starboard tack and the Columbia thus began her 16 mile off windward work.

**Columbia Turns First.**  
The finish taken at the outer mark as each yacht luffed around it was—  
Columbia..... 1 35 57  
Shamrock..... 1 39 28

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ness became apparent at 1.55, when it began heading off to the Columbia.

**Shamrock Gets the Wind.**  
When the Shamrock at 3.11 went about on the Columbia's lee bow she was well ahead, that is to say, if it had gone about she could have crossed the Columbia's bow.

**The Race Declared Off.**  
As it was necessary, according to the rules, to finish the race before 4.45, it soon became evident, as the boats at 4 o'clock were five miles to leeward of the finish, that the race would have to be declared off.

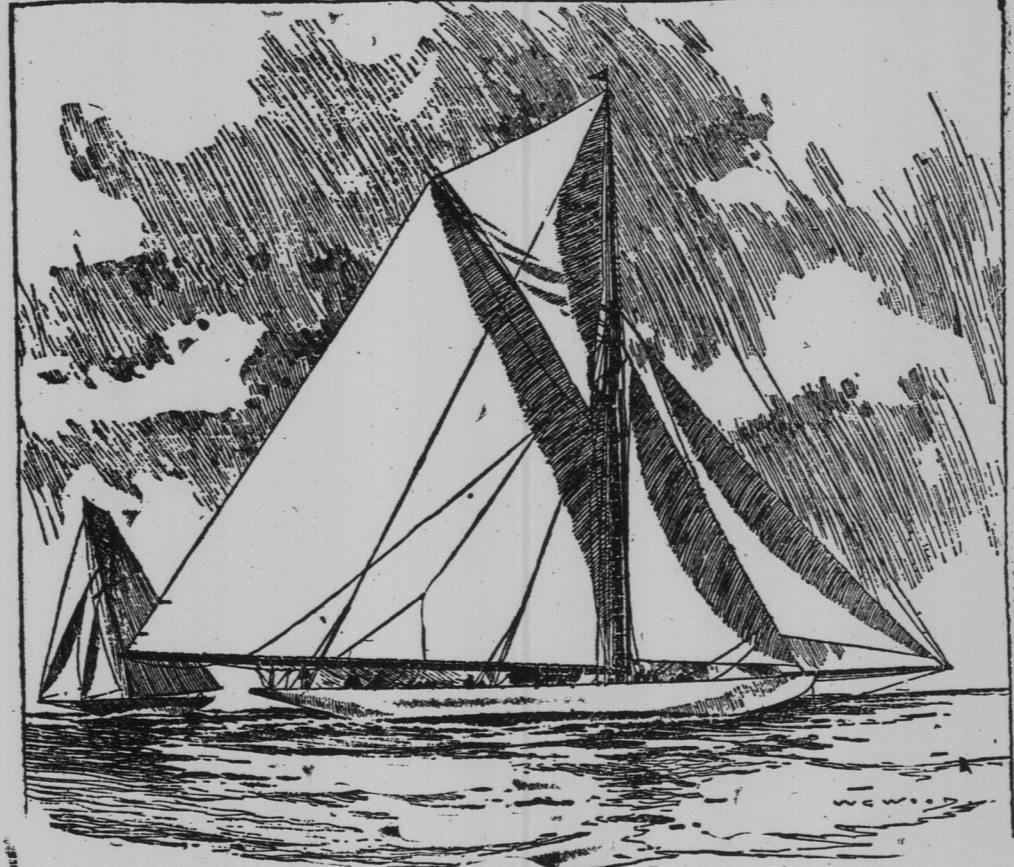
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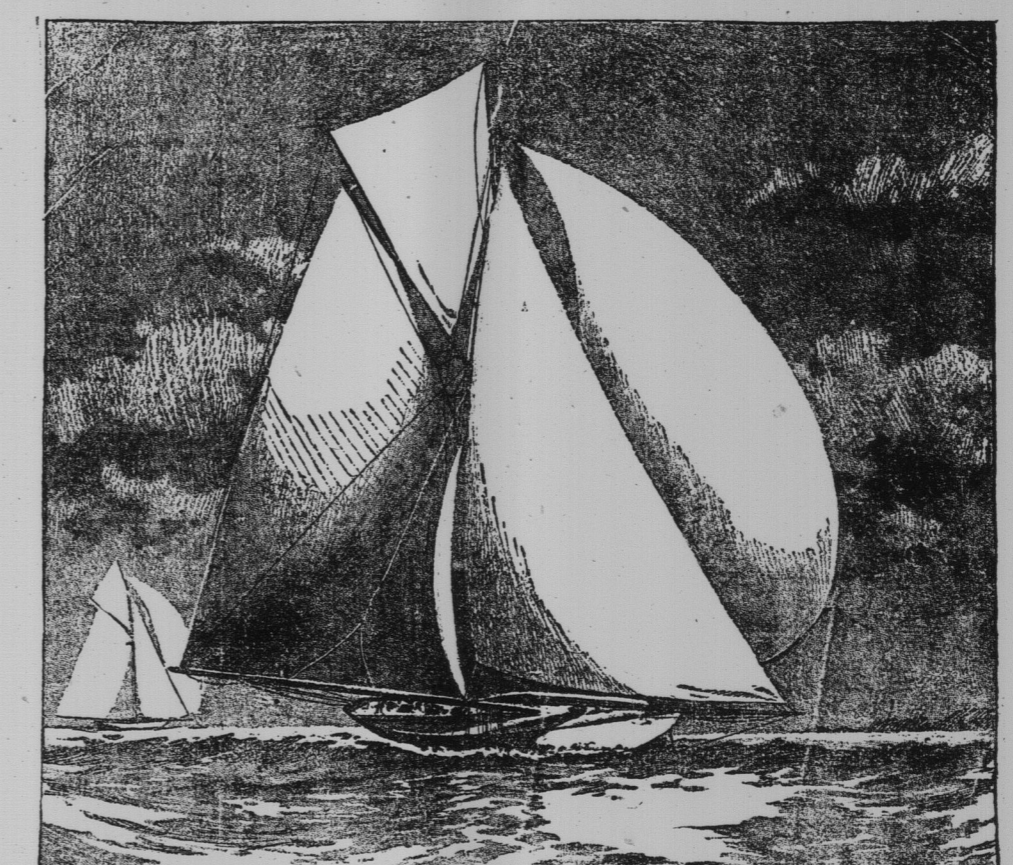
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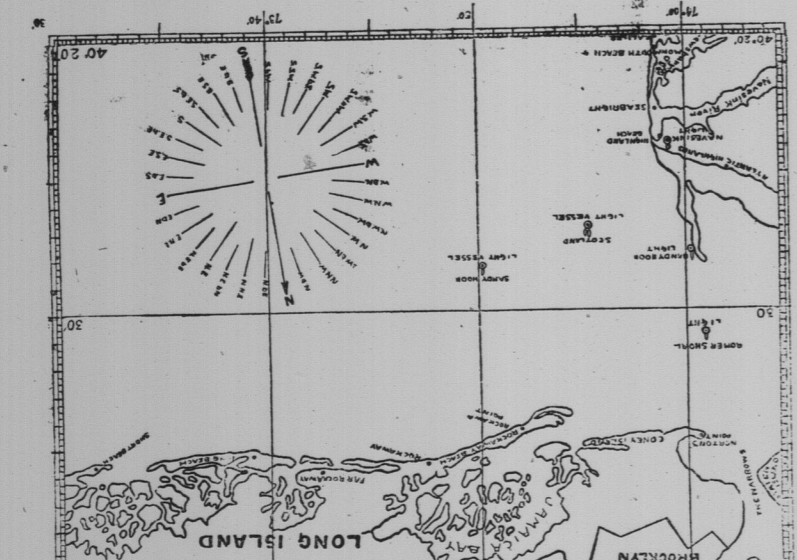
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SHAMROCK.



COLUMBIA.



WHERE THE RACE WAS SAILED.

The start was made from Sandy Hook Lightship, the course being fifteen miles south west and return.

let her come about to the port tack, setting the baby jib topsail as she filled away. In twenty seconds she swung her about again.

The Shamrock, meanwhile, stood on to the starboard tack 2 minutes and 12 seconds, when Skipper Hogarth put her about and began his windward work in concert with the Bristol boat.

The wind was now northeast by north, and on the port tack both yachts were heading with sheets trimmed down flat within four points of the wind, which was not steady, however, and its direction was given by the gybed the

THE SHEEP INDUSTRY.

More Thousands Imported Into Canada This Summer Than for Many Years—A Genuine Revival.

Not for many years have so large a number of sheep of the different breeds been imported to Canada as have been brought out this summer.

LINCOLN RAM LAMB, 335 GUINEAS

Winner of first and second prize, R.A. Society, London, 1898. The property of Messrs. S.E. Dean & Sons, Down, by Hall, Bourne, Lincolnshire.

from outside sources, while kindred industries have been boomed by Government agencies and aided by special favors at the public expense.

There is no other class of flowering plants that gives as little trouble or can be so successfully managed by the amateur flower-lover as the bulbous class.

SOUTHDOWN SHEARING EWES.

First, the show of the R.A.S.E., and first champion at the show of the Royal Counties Agricultural Society, first by and the property of Earl Bathurst, Cirencester Park, Gloucestershire.

CULTURE OF BULBS.

Why Flower-Lovers Should Plant a Garden Supply in the Fall—Some Directions of Value.

There is no other class of flowering plants that gives as little trouble or can be so successfully managed by the amateur flower-lover as the bulbous class.

A FEW HORSE AND A THREE-HORSE MITH DESCRIBED AND ILLUSTRATED.

Many and various are the methods of driving horses with the three and four-horse lines.

SECRET OF STILTON.

Ke No Details and Precise Rules Are Known for the Making of the Famous Cheese.

Various attempts have been made during the last hundred years, especially within the last quarter of a century, to discover the secret of success in the making of Stilton cheese.

TO PREVENT A COW FROM SUCKING HERSELF.

I enclose a sketch of a contrivance to prevent cows from sucking themselves.

A DAIRY COW.

The Breeding, Fitting and Training of a Calf Is Necessary to the Production of a Profitable One.

Breeding, fitting and training horses for the speed track requires knowledge, judgment, skill and patience.

LOUSE-PROOF ROOST.

Make a foundation of 4x4 scantling, in the shape of a frame, about as long as the building, and wide enough to make the roosts of suitable capacity.

BEE PROBLEMS.

Photographing Bees—Their Habits, Especially Their Polyandrous One, to Be Fully Investigated.

Just how the problem will be solved has not yet been decided upon in all cases, but some of the proposed experiments are interesting in prospect.

USE AND VALUE OF LUPINES.

Some information concerning them as plants for green manuring.

NOTES ON DRIVING.

A Four-Horse Hitch. To try any other way, to give a direct line on three of the horses' bits.

DRIVING THREE HORSES ABRIST.

strap, or these may be fastened together in hame rings with halter straps.

WATCHING A PLANT GROW.

Any one who is fortunate enough to have access to a microscope may try the following experiment with little trouble.

FEEDING HORSES GREEN OATS.

Horses that are idle in the stable or that have only light work may be fed green oats with great advantage.

FOR HAULING MANURE.

Platform which Behs This Disagreeable Work of Its Worst Features.

FOR SELF-SUCKING COW.

find it very successful. I went to my harnessmaker, and got him to make a halter for the cow's head, and a leather strap, six feet long, to go around just behind the front legs.

NITROGENOUS WEEDS.

The common blackweed and pigweed, that start up in gardens in midsummer and make remarkable growth within a short time, are both very rich in nitrogenous compounds.

CRACKED WHEAT FOR YOUNG CHICKS.

Some cracked wheat should be given to chicks before they are a week old. It is the best exercise their digestive organs can have.

GREEN CROPS FOR THE ORCHARD.

Bare soil soon loses its humus and becomes infertile. This must be prevented. Here is one way of preventing it: Plow an orchard in the spring, cultivate both ways and keep all weeds down till September 1, at which time the soil will be in fine condition for a seed bed.

HELDING GATE OPEN.

The accompanying diagram shows an excellent method of holding open a gate in a wind.

FOR HOLDING GATE OPEN.

In a wind, A is a piece of inch board four feet long, notched at B and slanting at the lower end.

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THE SEMI-WEEKLY TELEGRAPH is a 2-page paper and is published every Wednesday and Saturday at 10 a.m. in advance, by THE TELEGRAPH PUBLISHING COMPANY of Saint John, a company incorporated by act of the legislature of New Brunswick, through its business manager, JAMES HANNA, Editor.

ADVERTISING RATES. Ordinary commercial advertisements getting the run of the paper—Each insertion 10 cents per line. Longer advertisements of a special character, such as notices of Births, Marriages and Deaths, are charged for each insertion.

IMPORTANT NOTICE. Owing to the consideration of a number of communications to the effect that the paper should be published at 10 a.m. in advance, we have decided to publish the paper at 10 a.m. in advance, as from the 1st of October, 1899.

FACTS FOR SUBSCRIBERS. Owing to the consideration of a number of communications to the effect that the paper should be published at 10 a.m. in advance, we have decided to publish the paper at 10 a.m. in advance, as from the 1st of October, 1899.

LETTERS FOR CORRESPONDENTS. Write plainly and take special pains with accuracy. This paper has the largest circulation in the Maritime Provinces.

This paper has the largest circulation in the Maritime Provinces. Semi-Weekly Telegraph.

ST. JOHN, N. B., OCTOBER 7, 1899.

THE SHAMROCK-COLUMBIA RACE. The result of the race between the Shamrock and Columbia yesterday is to leave the yachting experts in a state of mental doubt and uncertainty and to leave most of their confident predictions unfulfilled.

THE VENEZUELA AWARD. The tedious Venezuela arbitration has come to an end and the award of the arbitrators, which is unanimous, has been delivered.

NEW BRUNSWICK'S REBOURCES. We mentioned some time ago that Mr. W. Albert Hickman, a gifted young scientist, had been employed by the provincial government to make a tour of the province for the purpose of studying its resources and obtaining information with regard to its lands available for settlement.

extended, and in 1841, with the authority of the British government, he marked out the line which, in his opinion, should be accepted as the western boundary of British Guiana.

of the brigades and divisions which form it. A battalion, which is the military unit of infantry, is practically the same thing that a regiment was prior to the army reforms which being.

many photographs of provincial scenery and has obtained many options on farms which the owners are willing to sell.

elsewhere. The bulletin which represented that the Columbia was in the lead at the finish led as they frequently do.

Michael Davitt and the other Irish members of parliament who called a meeting in Dublin and passed resolutions of sympathy with the Transvaal Boers are doubtless very sincere men, but they are not possessed of much worldly wisdom.

The opening of telegraphic communication with Dawson City by the C. P. R. is a most important event and cannot fail to have the best results on the business of that distant city.

The fact that parliament is to meet in three weeks or less shows that war with the Transvaal is expected by the government.

Some of Admiral Dewey's enthusiastic countrymen want to make him president because he beat the Spaniards at Manila.

The second attempt to get on the race between the Shamrock and Columbia failed Thursday for the same cause that prevented the race being completed on Tuesday.

The Transvaal Boers are talking very large just now, and have serious thoughts of invading Great Britain after Natal and Cape Colony have been conquered.

The political meeting at Cady's Corner, last evening, was eminently successful.

The Shamrock and Columbia have had a most disastrous effect on the prestige of these very wise men—the American yachting experts.

The Parnborough Leader is rebuking some of the residents of that place who are decrying their town and calling it slow and lacking in enterprise.

Hiram S. Maxim, the inventor of the Maxim gun, has become a British subject, thus following the example of Mr. W. W. Astor.

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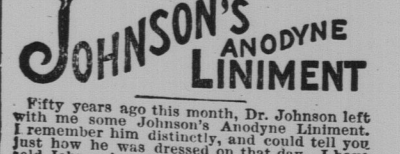
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Save Your MONEY.

To save your money, by getting more for it, ask your dealer in medicine to show you the new 50 cent size bottle of JOHNSON'S ANODYNE LINIMENT. It contains over three times as much as the old 25 cent style, which is a great saving to those who use this valuable family medicine. The superior quality of this old Anodyne Liniment has been equaled.



JOHNSON'S ANODYNE LINIMENT. Fifty years ago this month, Dr. Johnson left his home in London, England, and came to St. John, N. B., to sell his Anodyne Liniment. It is now sold in bottles of 50 cents and 25 cents. It is a great saving to those who use this valuable family medicine. The superior quality of this old Anodyne Liniment has been equaled.

Maritime Synod. Toronto, Oct. 4.—After devotional exercises the first business taken up by the Presbyterian synod was the filling of the position of church agent, made vacant by the death of Rev. Dr. Morrison. This matter was presented by Rev. Dr. Falconer, of Pictou.

The name of Rev. John McMillan was moved by Rev. Robt. Murray, of Halifax. That of Rev. E. A. McCurdy, of Clifton, was proposed by Rev. Dr. Falconer. That of the Rev. Geo. S. Carson, of Pictou, was proposed by Rev. Thos. Stewart, of Dartmouth.

After a third ballot and a very close contest the Rev. E. A. McCurdy, of Clifton, was declared elected to this responsible position, which involves the handling of nearly \$50,000 per year and which carries with it a salary of \$2,000. The confirmation of this appointment rests with the assembly which meets in June.

The synod received invitations to St. John and to Chatham for next year and accepted that of Chatham. The report of the augmentation committee was read by Rev. E. Smith, of Pictou. Grants have been given for next year amounting to \$10,000. Sixty-one congregations will receive aid.

This matter was ably spoken to by Rev. A. S. Suberland and Principal Galkin. The report of the college board was ably presented by Rev. Dr. Sedgewick. The finances were shown to be in a healthy position—there being a larger amount in funds than at this time last year. About \$7,000 is yet required to complete the cost of the library building.

Of this amount \$38 is already subscribed. Very interesting addresses in this connection were delivered by Rev. Thos. Cumming and E. D. Millar and Rev. Prof. Gordon. On motion of Rev. Robert Murray, the historic method of calling the roll was done away with. Henceforth attendance will be recorded by each member handing his card to the clerk. In this the veteran clerk, Rev. Dr. Sedgewick, will have an assistant in the person of Rev. Thos. Stewart.

Tasman, N. S., Oct. 4.—The chief subject engaging the attention of the synod to-night is foreign missions. The attendance is exceedingly large, every seat in the gallery as well as in the body of the house is filled. Rev. Dr. Falconer, convener of the foreign mission committee, introduced the subject, speaking of the very great work to be done in Demarara among the East Indian coolies.

Rev. Geo. Ross, B. D., minister of Northwest Arm, Halifax, has signified his willingness to take up the work there. The consecration prayer was offered by Rev. A. Gaudier of Halifax. Mr. Ross then spoke of his reasons for taking up the work. His speech was exceedingly well received.

Rev. Simon Fraser, missionary from Trinidad, on a farthing, spoke of his work here, describing in glowing terms the opportunities that are before the church in that field. Rev. Dr. Falconer then gave the parting address to Mr. Ross and on behalf of the synod presented him with a Bible as his weapon and defence. Mr. Falconer's address is spoken of as one of the most touching and beautiful parting addresses ever given before synod.

The Rev. Dr. White, of Trinidad, who was also present addressed the synod and was heard most sympathetically. Incidentally, though not in order of business, Rev. Wm. Gaudier spoke of the burning of Rev. Mr. Jack's church in North Sydney and bespoke the sympathy of the synod. Contributions were at once handed Mr. Jack, Rev. Dr. Robertson heading the list.

The next subject for discussion was that of home missions. This was introduced by the veteran convener Rev. Dr. McMillan. His remarks were brief but made room for others. Rev. Stewart and Robinson also spoke briefly. But the special of the evening was by Rev. Dr. Robertson, of Wainipeg, on Northwest missions. His patriotism and optimism were engaging to all present as he described in ringing tones the future of the great Northwest and the position that is there and the opportunities for church work. Some of his incidents were exceedingly laughter provoking. Dr. Robertson is easily the "grand old man" of Canadian Presbyterianism, as was manifested from the ovation given him.

At Cady's Queens Corner, last evening, a noble speech by Hon. A. G. Blair and others. The political meeting at Cady's Corner, last evening, was eminently successful. The hall was filled by between 300 and 400 attentive and deeply interested auditors of the speeches made by Hon. A. G. Blair and others. Mr. Thomas Fitzpatrick presided. Hon. Mr. Blair's address was probably the ablest ever made in Queens County, and was received most enthusiastically as he showed by fact and figure that the Liberal government has done for Canada, placing her in a position she never before attained. Hon. H. E. Emmerson made a capital speech as also did Mr. E. H. Mealyne, Q. C., Hon. L. P. Farri and Councillor Leonard, of Cady's. On the platform with the minister of railways were Hon. H. E. Emmerson, Hon. A. S. White, Hon. E. P. Farri, Mr. Carpenter, Mr. P. P. E. H. Mealyne, Q. C., C. J. Milligan and Councillors Perry and Leonard. It was nearly 4 o'clock when the train reached St. John after the meeting.

COURTS NEWS. Circuit. Donville vs. the Klondike, Yukon and Stewart Pioneers, Limited, was taken up before Judge Landry at the circuit court Wednesday. Mr. H. H. McLean, on behalf of the defendant company, read a number of affidavits in support of an application for an adjournment of the case on the ground that a number of material witnesses could not be had at present. A number of these are in the Klondike, and if a postponement was granted they could be taken to Vancouver and their evidence taken under commission. Probat. Petitions for the passing of accounts in the estates of the late Messrs. Wm. and James Barke were presented, and citations granted returnable Nov. 8, R. F. Quigly, proctor.

DYSPEPSIA?

DR. SPOULE will send you FREE His New Book on this subject. It shows (with illustrations) the cause and cure of dyspepsia, indigestion, liver and bowel troubles. It will be a revelation to you and a boon to your family. Address 7 Dore Street, Boston.

WANTED.

WANTED - A man to work on the farm... Apply to A. A. Campbell, St. John.

AGENTS - NEW BOOK "Marvelous Discoveries in Bible Lands, Disclosing a World of Archaic Treasures..."

BIRTHS.

DEVEN - A Frederick, on Sept. 27th, to the wife of James W. Deven, of St. John.

MARRIAGES.

STEVENS - At Fredericton, on Sept. 27th, to the wife of Rev. C. H. Stevens, of St. John.

DEATHS.

CLARK - At Windsor, Oct. 6, on Sept. 27th, Kate, youngest daughter of Albert and Pamela Clark, aged 12 years.

ARRIVED.

Barque Slenno, Chiles, for Cardiff or New York, via Cape Horn, Oct. 4.

DOMESTIC PORTS.

ARRIVED - Digby, 2nd inst, sbrs E. W. Post, from St. John; 3rd inst, sbrs W. W. Post, from St. John.

DEPARTED.

Perth Amboy, 2nd inst, sbrs Nellie J. Crook, for Portland.

ARRIVED.

Sept. 27 - at 10, 42, barque Eriochetta, from Halifax for Swansville.

NOTICE TO MARINERS.

Sandy Hook, N. J., Oct. 2 - The lights in Geesey Channel are burning tonight.

REPORTS, DISASTERS, ETC.

Vineyard Haven, Sept. 3 - A diver has stopped the leak in the hull of the schooner "The Fish Hawk."

ARRIVED.

Santos, 2nd inst, barque Lancelotti, Grant, from Santos.

DEPARTED.

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ARRIVED.

Hyanis, 5th inst, sbrs Quetay, from St. John for Providence, Water Miller, from St. John for Boston.

DEPARTED.

New York, 2nd inst, sbrs Merriam, from St. John for New York.

ARRIVED.

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SUSSEX EXHIBITION.

THURSDAY A GALA DAY AT THE BIG SHOW UP THE LINE.

The Live Stock Display is Particularly Good, Jersey and Ayrshire Showing Up Well - The Building Crowded With People Last Night.

Sussex, Oct. 5 - Today has been a gala one at King county's big fair and the streets of Sussex have been alive with people since early morn.

SPORTING EVENTS.

The Sussex Races.

Sussex, Oct. 4 - The exhibition races held in the new track this afternoon were a great success and the spectators who numbered about 1,000, saw a good display of sport.

ST STEPHEN NEWS.

Election of Councillors - Marriage of a Calais Couple.

St. Stephen, Oct. 4 - The election for county councillors took place Tuesday.

LOCK LOWMOY FAIR.

Officers Appointed to Act at the Show - Prizes Offered.

At a meeting of Simonds and Loch Lowmoyn Agricultural Society held on the 3rd inst.

Our Sheet Steel Pressed Brick.

Can't be equalled as a durable, economical, practical covering for buildings.

List of Vessels Bound to St. John.

Where From and Date of Sailing.

Forest Hill, from St. John, Sept. 27th.

Hallifax, from London, Sept. 27th.

New York, from New York, Sept. 27th.

Perth Amboy, from Perth Amboy, Sept. 27th.

St. John, from St. John, Sept. 27th.

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MARINE JOURNAL.

PORT OF ST. JOHN.

ARRIVED.

Steamer Cumberland, 11th, Thompson, from Boston, C. E. Leach, mds and pas.

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