

Louisiana State Lottery Company Incorporated by the Legislature for Educational and Charitable purposes, and its franchise made a

part of the present State constitution, in 1879, by an overwhelming popular vote. Its GRAND EXTRAORDINARY DRAWINGS take place Semi-Annually, (June and December,) and its GRAND SINGLE NUMBER DRAWINGS take place in each of the other ten months of the year, and are all drawn in public, at the St. Charles Theatre, New Orleans, La.

FAMED FOR MORE THAN TWENTY YEARS FOR INTEGRITY OF ITS DRAWINGS AND PROMPT PAYMENT OF PRIZES. Attested as follows:

"We do hereby certify that we supervise the arrangements for all the Monthly and Semi-Annual Drawings of The Louis ana State Lottery Company, and in person manage and control the Drawings themand that the same are conducid with honesty, fairness, and in good faith toward all parties, and we authorise the to use this certificate, with facsimiles of our signatures attached, in its alvertisements.



Col. C. J. Villere succeeds Gen Beauregard as one Semi-Annual Drawings. Gen. Beaucegard always the fastest craft of all the white-winge selected Mr. Vil ere to represent him at the Drawings whenever he was absent Mr. Villere has already

We the undersigned Banks and Bankers will pay all Prizes drawn in The Louisians State Lotteries which may be presented at R M. Walmsley, Pres. Louisiana Nat. Bk. Jno. H. Connor, Pres, State Nat'l Bank.

A Baldwin, Pres. New Orleans Nat'l Bk.

Carl Fohn, Pres Union National Bank. THE MONTHLY \$5 DRAWING

At the St. Charles Theatre, New Orleans, Tuesday, November 14th, 1893.

Capital Prize, \$75,000.

100,000 Numbers In the Whee	1.
LIST OF PRIZES	
1 PRIZE OF \$75,000 is	\$75,00
1 PRIZE OF 20,000 is	20,00
t PRIZE OF 10,000 is	10.00
1 PRIZE OF 5,000 is	5,00
2 PRIZES OF 2,500 are	5.00
5 PRIZES OF 1,000 are	5,00
25 PRIZES OF 300 are	
	7,50
*** * *********************************	20,00
	20,00
300 PRIZES OF 60 are	18,00
500 PRIZES OF 40 are	20,00
APPROXIMATION PRIZES.	
100 Prizes of \$100 are	\$10,00
100 do 60 are	6,00
100 do 40 are	4.00
	2,00
TERMINAL PRIZES.	
999 Prizes of \$20 are	\$19,98
999 Prizes of 20 are	19,98
	,,,,

PRICE OF TICKETS. Whole Tickets at \$5; Two-Fifhs \$2; One-Fifth \$1; One-Tenth 50c: One-Twentieth 25c.

Club Rates, 11 Whole Tickets or their equivalent in

fractions for \$50 SPECIAL RATES TO AGENTS. AGENTS WANTED EVE RYWHERI

IMPORTANT. SEND MONEY BY EXPRESS AT OUR EXPENSE IN SUMS NOT LESS THAN FIVE DOLLARS. on which we will pay all charges, and we prepay Express Charges on Tickets and Lists of Prizes forwarded to correspondents.

Address PAUL CONRAD.

Give full address and make signature plain. Congress baving lately passed laws prohibiting the use of the mails to ALL Lotteries, we use the Express Companies in answering correspondents and sending Lists of Prizes

The official Lists of Prizes will be sent on application to all Local Agents, after every drawing in any quantity, by Express, FREE OF COST ATTENTION .- After January 1st, 1894, our drawings will take place in Puerto, Cortez, Honduras, Central America, under and by virtue of a contract for 25 years with that Government These drawings will take place monthly as heretofore. There will be no change in the management PAUL CONRAD, President. In buying a Louisiana State Lottery Ticket, see that the ticket is dated at New Orleans; that the Prize

drawn to its number is payable in New Orleans; that the Ticket is signed by PAUL CONRAD, President: that it is endorsed with the signatures of Generals G. T. BEAUREGARD, J. A. ESRLY, W. L. CABELL, hav ing also the guarantee of four National Banks. through their Presidents, to pay any prize presented N.B.-The tickets for the October drawing, and all

others thereafter, in addition to the usual endorsements of J. A. EARLY and W. L. CABELL, will bear that of the new commissioner, CH. J VILLERE, the successor of Gen'l G. T. BEAUREGUARD, deceased. There are so many inferior and dishonest schemes on the market for the sale of which vendors receive enormous commissions, that buyers must see to it. and protect themselves by insisting on having LOUISIANA STATE LOTTERY TICKETS and

TRAINED NURSE.

Miss Murdoch, Graduate of the "St. John t raining School for Nurses," is open for engagements (no obstetrics). Address, Millerton, Mir., N B.

FOR SALE.

In the town of Chatham belonging to the estate of the late George A Blair. The tenament houses and property 100 ft. front by 132 ft. deep, situate on Queen street, known as t 5 acres of land on the Richibucto road, adjoining the field behind Blink Bonnie property.

Terms easy. -1 payment in cish, and the bal

For further particulars apply to SARAH M. BLAIR, or GORDON M. BLAIR,

Chatham, August 30, 1893.

All persons having any claims against the Estate of the late Thomas F. Gillespie, of Chatham, in the County of Northumberland, deceased, are requested o hand in their accounts, duly attested to, within h ree months from date. All persons indebted to he said estate are requested to make immediate payment to John Fotheringham J.P., at his office.

Dated at Chatham, N. B., this 24th day of

ELIZABETH GILLESPIE, Executrix.

Miramichi Advance.

CHATHAM, N. B.,

The Senate. The filling of two existing New Brunswick vacancies in the Dominion Senate is being discussed, and papers in the southern counties of the province are putting forward the claims of their several localities. We have four counties on the North Shore of the fifteen in the whole province. Of the eight New Brunswick senators now in office, we have only one, Surely, the northern counties may hope that their claim to at least one of the vacant seats will not be overlooked! We have grown accustomed to an almost studied ignoring of our just claims in regard to the filling of the more important public positions by our Ottawa rulers, but ought not to submit to a policy by which we are gradually losing the prestige and influence in public affairs which is our right under a fair interpretation of the spirit of the British North America Act. No fair mind can entertain the idea that it was ever intended that New Brunswick's representation in the Senate-any more than in the House of Commons-should consist almost exclusively of gentlemen from the southern section of the province, and we shall, therefore, expect our northern representatives in the popular body to take a decided stand in demanding a recognition of our claims in connection with the existing Senate

Yachting.

vacancies.

Yachting is fast becoming one of the exact sciences. Europe and America have been "in it" last week and this off New York harbor, and America seems to have had the best of it, although the difference between the intercontinental contestants has been so small as to suggest the thought that existing types of craft have been improved almost to the point of exhaustion in that direction, and if ocean-going vessels are to compete hereafter for the trophy on even terms, the conditions must be altered so that the race shall come off at some neutral point, to reach which each vacht shall equally have to undergo the rack and strain incident to an in 1851, and carried the trophy home after racing and beating the pick of t best sailing-craft of Great Britain Cowes, but it must be remembere that in those days yachting had been the subject of great scientific study, backed by unlimited capital, as fleet in the United States was but improved model of the predatory Gloucester or Marblehead fisher-schooner, whose success on the banks had to depend upon her ability to show her heels to the revenue cutter that was supposed to seize her when she cruised off, or into Nova Scotia ports or harbors seeking bait. Such a type of vessel could well cross the Atlantic and be the peer of anything she might meet there in any condition of water, but her owner knew, also, beforehand, that nothing which she might encounter in the Atlantic passage would test her strength of hull, spars, rigging or sails more than the probable experiences of the race to be contested on the Cowes

most sturdy and seaworthy class. It is a long time however, since Butler's schooner America carried the 3,434 Prizes,..... amounting to \$265,460 cup to the United States, and there has meantime been such a fining the science of yachting that a craft fit, in all respects, to make a race for it under the present interpretation of the conditions, can hardly be built in Great Britain, for if she is strong enough to cross the Atlantic, as the Valkyrie has done, she must be of superior model and rig-from a purely scientific point of view-to have an equal chance to win against a vessel built for the special purpose only of being a racing-machine in chosen water, and not a trans-Atlantic cruiser as well. If British yachtsmen would win the cup from the United States, it seems probable that the victorious yacht will have to be built in Canada, even with the assistance of British capital-if need be-so that the hindrances which tell against speed in a trans-Atlantic vessel may not be required as a necessary part of her specification.

course; for, as all familiar with the

subject know, the navigation of the

Turning from great things to small it is to be hoped that the members of the Miramichi Yacht Club will show greater enterprise and love for vachting, in its true sense, than they have done during the current season. Of all the owners of the fleet only those of one boat have displayed the true yachting spirit. All the boats were fitted and launched in due course for the season's work. One new boat of which much was expected was a propounced failure in the earlier races. Her owners and crew, however, although possessing little experience, applied themselves to the work of improving their craft's performances. The mast was cut down, the bowsprit altered, the sail-area reduced, the ballast changed and the boat taken out and blacklead and oil applied to the bottom, just as it was applied a quarter of a century ago to the racing-shells of the Paris Crew and the craft of other aquatic victors, who had learned that supremacy was not a matter of accident. The youngster who, aided by his friends under the direction of his captain, put the "Orians" in condition to win a victory against superior, but badly sparred, inadequately canvassed and foulbottomed and neglected boats, has taught yacht-club can only justify its existence English farmers are very anxious lest Hubley came up to the city and had of the sternmost boats of the accompanyon the Miramichi by doing something in a through the importation of the bodies of the wound dressed leaving for Boston ing fleet. practical way to educate the community in the insects the eggs of the locust will be within a very short time. During the the direction of improving its sailing-craft, introduced into England and thus breed past week or two L G. Blossom of Chiwhich is so essential an element in its a locust plagne in this country. Miss cago, an accident insurance expert and business. High-class and purely scien. Eleanor A. Ormerod, the great insect inspector, has been in the city inquiring

the available means, facilities and experiprivileged and advantageous one, so far as natural conditions go.

The Pauper Insane.

An attempt to make capital against he local government on account of the municipalities being required to pay the cost of keeping their pauper insane in the provincial asylum is the latest thing invented by the opposition press. A little sober thought upon the subject will, however, convince anyone that however hard the charge may bear upon the municipalities, it ought pot to be one against the provincial treasury. It must be remembered that the poor of the several counties of the province have always been maintained at the expense of even the parishes to which they have belonged and the principle of making each county esponsible for its pauper insane has always been recognised, for the sum of \$20, paid by the County treasurer. has had to accompany every such pauper sent to the asylum, heretofore. It has become a practice, however, with some of the authorities in certain counties, to send to the asylum idiotic or otherwise deranged persons as pad pers, who neither required asylum treatment nor were paupers, because their derangement was harmless, far as their disposition to injure others was concerned, and their relatives were quite able to pay the expense of tak ing care of them. The result of the changed order of things will be that when the bills for the maintenance of the pauper insane are presented to the several municipalities there will be enquiry into the circumscances each individual for whom they are each parish shall pay for its own paupers, just as is done in connection with the alms-house apportionments.

British Imports of Wood Goods.

The British Board of Trade's returns for eight months of the year, ending with August contain, amongst other important items, a statement of hewn and sawn timber imported into all the ports of the United Kingdom during that period, compared with the corresponding period in 1892. It appears that while the imports were heavier in August of this year than last, there was a large falling off for the whole eight-months period. The imin each year were :-

in enon yea	1892	1893
Hewn,	308,370	316,67
Sawn,	790,776	857,26
Totals,	1,099,146	1,173,94
For the	eight months	ending 31
August the	loads imported	were:
	1892	1892
Hewn.	1.628 965	1 426 00

Totals, 4,649,397 4,171,257 Untortunately, prices remain very low, notwithstanding the lessened import, although there is a prospect that the stocks at the end of the importing season will be considerably lighter this year than they were last, which ought to have a hardening effect upon the

3,020,432

2,735,167

FEARFUL LOSSES AT THE SOUTH:-Latest despatches from New Orleans verify the reports of great loss of life and property on the Gulf coast as a result of the recent terrific hurricane. The loss of life is given at not less than 1,000, while over \$1,000,000 worth of property was destroy.

English Channel requires boats of the TURKEY AND CANADA. - Turkish mer. chants want Canadian lumber. lamber merchants of Beyrout, Adallah Sayih, Nicola Sahion, and J. F. Aftinus. have been to Ottawa to see if they can do any profitable business. J. F. Aftinus, Canadian lumber, judging by the exhibit at the World's Fair, was ahead of that of between that country and Turkey. They pine direct. - Timber Trades Journal.

He is too large for the Country. An Ottawa despatch to the Telegraph says:-Lord Aberdeen has complained to the government that Rideau Hall is too small for a home for his household, which numbers 42 persons. There is talk o building an additional wing to the build ing, but the public feeling seems to be in tavor of selling the whole of Rideau Hall property and erecting a modern residence for the governor general with the proceeds. Rideau Hall has cost more for repairs and maintenance than would build a sp'endid vice regal residence.

Incorporation The question of incorporating the town of Chatham is one that has, for a good while, been in the minds of the citizens. and was the subject of two or three pub meetings a number of years ago. The anomalous position of the town, it being the largest in either Canada or the United States that is not incorporated or under some system of local self-government, has suggested the necessity for an improvement in this respect, and in compliance with a requisition which has been presented to the Town Clerk, Mr. W. T. Connors, that official has called a public neeting to be held in Masonic Hall next riday evening at eight o'clock, when the gentlemen who have got up the requisition will lay their views on the subect before the ratepayers.

A Canadlan Hay Scare.

Canada to this country. When sion is to teach the practical idea of entomologist of the Royal Agricultural shooting.

that locusts will propagate in Great Britain, owing to the comparatively moist and cold climate. She also declares that there is no evidence whatever that locusts are at all prejudicial to the health of cattle that eat them.

The New Sheriff of Carleton Co.

Respecting David Irvine lately appointed sheriff of Carleton county, the Woodstock Sentinel says :-With regard to Mr. Irvine, it is to be

he has won this recognition by public In parochial and county matters at the county council board; in provincial affairs at the house of assembly, and in the broader field of the Dominion parliament Mr. Irvine did good and honorable

said that, apart from any personal claims,

service as a representative of the people. He came out from the several services of political labor, having preserved untarnished the reputation for sterling honesty and independence and scarcely richer financially than when he entered

Within 500 Miles of the North Pole. NEW YORK, October 5. - A San Francisco special says: "The steamer 'Jean." tender of the Pacific steam whaling fleet. brings word that Captain Porter, of the 'Newport,' while in pursuit of whales, reached the eighty-fourth parallel. Captain Porter says the conditions were so favorable that had he had dogs and sledges he thinks he might have taken to the ice, and reached the Pole. The Greely party in 1882 attained a latitude of 83 degrees and 24 minutes. Eight years before Nares and Stephenson, the English explorers, penetrated to 83 degrees and 10 minutes via Greenland These records have now been beaten."

In the Presence of Death.

Rev. Dr. Potts, at the funeral service of the late Sir Alexander Ga't in Mon treal, made the following statement -'Oa the morning of the 20th August. a little over a month ago, as I landed from the steamship Labrador, I received a message from Sir Alexander asking me to come and see him. I visited him in the library. He was unable to speak, but he wrote his views and sentiments. and I was so pleased with those sentimen s that I asked him to give me the leaf out of the book. I will read the few sentences he wrote, because I know that they will be gratifying to the friends who are gathered here to-day. He wrote: 'I ports in loads, for the month of August | saw your arrival yesterday and decided. if possible, to see you, as my time now is very short. My case is similar to that of the Emperor Frederick-malignant throat. I have much to be thankful for -a long life with many blessings-and I 13 try to accept God's will as my most supreme comfort. No one could have had greater blessing in my family than myself. I do not pray God to prolong my life, but only to support and strengthen me and to let my departure be tran-

Merchants and Auction Sales.

[Liverpool Timber Times.] It is well known that the Liverpoo merchants object very strongly to the public sales by auction of spruce, pitchpine and other general woods neld periodically by the Liverpool wood brokers. We have before pointed out this, and expressed sympathy with the views of the merchants. In this connection the remarks of our Liverpool correspondent whose comments this week on the low and unsatisfactory prices obtained at the recent sales, are significant. He says. quite truly, that public auction sales of pitchpine and spruce deals do not at all find favour with the greater portion of the Liverpool merchants. Now if the importing of timber were carried on in a more moderate and reasonable there would be no auction sales, for there wou'd be no surplus imports of stock to so dispose of. The brokers would be able to sell their woods privately, just in the same way as merchants themselves who speaks English, said they thought have to sell their goods to customers. It is over-importing which is the great cause of auction sales, and for this surely any other country in the world, and they the merchants are not chiefly to blame. decided to go on there from Chicago to see It rests more largely on the brokers, and if conditions permitted lumber trading it is these gentlemen who ought to chiefly suffer the consequences of over-importing. would like to get Canadian spruce and But, after all, there is a certain amount of inconsistency between the talk and the acts of the merchants. As a body they condemn the sales by auction, and yet individually, if not collectively, they bid and purchase at the sales.

"Valkyrie."

Valkyrie, after whom Lord Dunraven's vacht is named, is known in Scandinavian mythology as one of the seven maidens of Odin, who accompanied the souls of heroes slain in battle to Valhalla, a beautiful palace set apart for their perpetual occupancy, and presided at the feasts prepared in their honor. The correct pronunciation of the name of this interesting female is now being debated. Lord Dunraven calls his boat the "Val-ki-ry," with the accent on the middle syllable. Some authorities on Scandinavian nomenclature contend did in a little while. The twine used i that the proper pronunciation is "Yalkirry-ye," while others hold that the fiame should be spoken as if spelled, "Val kaire." Where doctors differ, as in this case they appear to, the public is left to its dress shirt and appeared to be made of own guidance. Consequent'y, as a rule, the Valkyrie is spoken as she is spelled .--Toronto Mail.

A Western authority says Valkyrie came here as the namesake of the Scandanavian maiden but when she returns her name will be "Dennis."

A \$64,000 Hand.

Halifax, Oct. 5 .- About two months ago, S. Hubley of Worcester, Mass., had one of his hands injured by the discharge of a gun while on a shooting trip at Black Point, Halifax county, his old

Hubley, who is a junk dealer at Wor-

ences of the locality, which is really a Agricultural College of Crencester, and the accident being apportioned among 18 who is also the English corresponding American and English companies. member of the Entomological Society of While in Halifax he took \$5000 each Ontario, has published very reassuring with two local agencies. This amount statemen's, which are calculated to allay of insurance would entitle him to \$645 a all alarm. She says that it is unlikely week while laid up, or \$64,000 if the hand is amputated.

A Flend Against Society.

BARCELONA, Oct. 5 .- Great military precautions have been taken around the fortress of Montjuich, in which Anarchist Pallas is confined.

This morning Pallas was taken before the military judge. He looked pale, yet had a firm bearing. By the judge's order the prisoner knelt while the death sentence was read. Pallas listened quietly. On rising the judge asked him to sign the

my death sentence? I would rather sign the death sentence of the public prose-The judge remonstrated with Pallas, who answered that the law of retaliation

was "an eye for an eye and a tooth for a The prisoner then signed the paper

with a firm hand. While crossing the castle court on h way to the chapel in which he is to remain 24 hours, the prisoner repeatedly shouted. "Long live anarchy." The commander of the escort in vain ordered

him to be silent. Pallas entered the chapel singing an Anarchist hymn, and he continued singing it for a long time, shouting at the top of his voice the closing words of each stanza, "Kill! Kill!"

The chapel has been converted into an oratory, in which masses are continuously being said by the priests commission ed to minister to Pallas during his last

When the priests exhorted Pallas to confess his sins and receive the last sacrament, he told them that he would die an atheist, adding: "I have renounced even my former spiritual inclinations."

Before going to the chapel Pallas was allowed to see his wife and children. He kissed and wept over his infant son, and exhorted the members of the family to continue in the path of anarchism.

Pallas died by shooting on 6th, his death being instantaneous and unrepent-

The International Yacht Race.

The races between Lord Dunraven's Yacht Valkyrie and Mr. Iselin's Yacht Vigilant for the America Cup are being contested off New York harbor. Under the rules governing the match it is the best three out of five thirty mile races that will decide which of the contestants is to carry off the trophy. The attempt to have the first race on Thursday last was interesting but decided nothing. save that "fluke" winds sometimes give inferior boats advantage over others of superior speed. The New York Herald's account of Thursday's work was, in part, as follows :-

> MANŒUVRING AT THE START. The preparatory gun was given at 11h.

15m. and the Valkyrie at the time was heading for the lightship, but she at once wore ship and stood to the eastward. The Vigilant's balloon jib topsail was on the stay in stops, and the Valkyrie had her No. 1 jibtopsail in place. They were now so close together that the thousands who had wished to see them side by side had the opportunity of do ing so. Frequent cheers and ear-splitting whistles greeted the American, while a few liberal minded people boisterously greeted the English racer. At 11h 13 n. the Vigilant set her spinnaker boom to starboard, and five minutes later the Valkyrie followed her example. There was no sea on-only a pleasant ground swell that could hardly have disturbed the most delicate lady among the immense gathering there off shore. It gave all a chance to watch the racers. and it is certain that as many anxious people were critically watching their man cenvres as were ever engaged in like duty in an ocean race. Mr. Canfiel !, it is said, counted from the bridge of the May at this time one hundred and twenty THE VIGILANT'S CLEVER WORK.

The Vigilant's skipper timed matters most satisfactorily. He began approaching the line 11h. 22 n., and at 11h. 24m. 30s, broke out his balloon jibtopsail Those a little distance from the line thought it premature. He would cross before the gun was fired, said the multi tude, and it looked as if his vessel would That might be fatal at the start, as the Valkyrie was close astern. Hearts beat faster as the Vigilant approached the line, and there were still several seconds to elapse before 11h. 25m., the starting time. But it was all right, though a close shave. Skipper Hansen ran his yacht along the line, and when the gun was given squared away and crossed, the official time being 11h. 25m. 24s., while the Valkyrie went over at 11h. 25m 533 Both set spinnakers to starboard and did it well, but the head of the Vigilant's would not breast out properly and a man was sent aloft to right matters, which he stopping it was too strong. The Val kyrie's spinnaker was admired by everybody. It was as white as the bosom of a spun silk. In contrast with the other canvas, as perfect as that seemed, it was as snow to slush.

A SPLENDID SIGHT.

So they were fighting, the challenger that had crossed the ocean for the cup and the home defender that had the eyes of America upon her. The latter had more sail than the other and she indeed looked splendid. There wasn't any wind of any account. That was the only trouble, and the mob of boats that closed in astern of the yachts were materially breaking what little air there was.

Both skippers tried their best to incester, had gone out shooting with two crease the speed of their pets. I noticed boys, both relatives. The boys left for that all the men of the Vigilant were to home earlier than Hubley and when he leeward to heel the boat a trifle, so as to LONDON, Oct. 4. - There is a big scare arrived at the house it was seen that he keep her mainsail full, and after awhile n England over the recent large impor- had lost part of his hand. He said that the Valkyrie's skipper tried the same tations of hay from the United States while passing a pole fence carrying his trick. The spinnaker of the Valkyrie gun over his shoulder, with the muzzle was in the water occasionally, showing the opened up much of the hay is found to forward and his coat hanging on the breeze was particularly light. On the forcontain considerable quantities of dead stock, a twig overhead caught the trigger ward strut of the Vigilant's mast there locusts. Purchasers are afraid that the and exploded the gun, and a part of the was a man stationed. At 11h. 50m. the dead insects may have an injurious effect charge passed through his left hand boats had hardly gone two miles, as the the whole club a much-needed lesson. A upon animals fed upon the hay and the which was near the mouth of the barrel. "red lightship" seemed still in the midst

NOT A FAIR TEST.

JOHN FOTHERINGHAM, Executor | obtaining the best possible results from | Society of England, and special lecturer | Hubley is reported to have had \$128,- | wind, and thus the hope was universal that | and bow with the American boat. The | first to the second mark, the Vigilant gained |

on economic entomology at the Royal 500 accident insurance and \$100,000 life, the breeze would increase by the time the start was the most beautiful ever seen outer mark was reached. American waters. There was a nice little skipping breeze at

noon, and the Vigilant seemed to draw away slowly. Five minutes later it dropped again, and the headsails showed the utterly inof the line they began to pay close attention seemed to have trouble with her spinthere. The patrol boats at she hauled down her jib-top-sail and set the balloon and the Englishman, following the show, and at last succeeded in doing so, but example set by the American, hoisted his a few captains were mulish and acted as if balloon jib-top-sail, still holding on to his they were saying:-"You don't own the lib. ocean and we'll do as we please.

When one hour had elapsed the yachts were less than four miles on their course. It was tiresome, monotonous, disappointing, At one o'clock it seemed as if the Vigilant had gained upon her adversary, but it was so little there was not much comfort in it to her admirers.

To this Pallas replied: "What! Sign THE VIGILANT'S HARD LUCK. Almost a calm followed. A change was about to come, so it was said. air, so far as the Vigilant was concerned. was gone. Her spinnaker and baloon jibtopsail were aback at 1h. 13m. 30s.,

occured in this way:-

air now wafting in from the south-southwest. Everybody was alive to Yachtsmen knew that the boats would now be close hauled if the new air held. the point of sailing so long as there was a change. The change was not pleasant to the friends and admirers of the American: fact it gave the thousands a chill, though the sun was hot as in midsummer, and it all

When the wind shifted from north south-southwest the Vigilant's spinnaker and baloon jibtopsail, as I have already said, tinued to gain so rapidly that the Valkyre were first taken aback, and of course then set her spinnaker again hoping that this in had to come on deck. The Valkyrie held a crease of sail spread might help her along quarter, some five minutes longer than the Vigilant did. Consequently the latter was was enabled to run up on and pass her antagonist, which she cleverly did to windward. All this time the Vigilant was in the light that both yachts seemed almost dead doldrums, between the north and southerly in the water, their sails hanging limp and airs, utterly becalmed, and for some time lifeless to the spars. Again it seemed as without steerage way. In fact, she turned half way round toward home.

THE VALKYRIE SAILS AHEAD. The Valkyrie meanwhile was lucky enough on her way rejoicing. By this streak of luck the Valkyrie spun out a lead mile over the Vigilant before the latter got breeze enough to give her steerage way.

From this on it was a mere procession, in stops, however. The Vigilant was then neither boat doing more than about three miles an hour at any time down to the outer soon ran up her fore-stay-sail and jib. The mark. In fact, it seemed at times that they did not move faster than snails could at the same time more to the southward crawl. The Valkyrie if anything, gained a rifle in this semi-drift, being about a mile the racers braced in and stood for the main a mile and a half ahead at the turn. the English boat about a quarter of a mil

The pace could be judged somewhat from the time, about 26m., which it took to cover The heart of America was almost cleft in style, hauling down her balloon jib-top-sail

twain by the bad luck attending the Vigilant. If the breeze freshened the first would be the Valkyrie's. The only hope such a result the thousands prayed. human nature is funny. More watches were consulted by some people in the two hours or so than ever before under circumstances, and when it dawned upon all that the contest would amount to nothing they began singing something like this:-

And they don't make the race. And they don't make the race. The Vigilant people were not idle. They tried all they could to increase her speed. A reduction of the head sail was made, and it proved beneficial, but not sufficiently so

TACKING TO THE MARK.

to close the great gap to any extent.

The Valkyrie went about to port at 3h. 27m. 30s, for the mark, which had been seen for a long time, and around which finally there was an immense fleet. The tack was not well judged, as it was short, and after trying to pinch by and failing, skipper Cranfield made another short hitch, and at 3h, 37m, 12s, rounded the flagtopped float, at the same time lowering the spinnaker boom to port, it being a free wind home. Guns were fired, whistles blown and cheers given, the stranger being accorded a reception equal to that which her rival would have received had she been lucky enough to be at the front. And for noise, Skipper Cranfield never heard as much in his life before at a

The Vigilant was not deserted. The Valkyrie's spinnaker was broken out to port in eighteen seconds, and she now had a very clear road before her, as the fleet of excursion boats remained around the mark to welcome the American craft. Many of the captains were near the turning float, but that did not matter, though they were signalled to keep off. The Vigilant came down slowly by the the Vigilant is speedier than the Valkyrie, wind and tacked ship at 3h. 45m. for the mark, but as in the Valkyrie's case bad judgement was made and it was short. She fair to presume that the Valkyrie may win went to stays again at 3h. 55m., and at last got around at 4h. 2m. 26s., showing that it strong. took the Valkyrie 4h. 11m. 19s. to cover the fifteen miles, divided as it was in running and being by the wind, while it required the Vigilant to cover the distance 4h. 37m. 12s. a difference of 25m. 53s.

"NO RACE."

The Vigilant set her balloon jibtopsail quickly and headed north-northwest, in toward the Jersey shore, hoping to get a better breeze from the land. It was fruitless for a long while, and she could not close any of the big gap the British boat had opened until nearly the end, when from the flagship it looked as if she was pulling up slightly.

The wind remained stubbornly light, and when the Valkyrie was six or seven miles from the outer mark it was apparent that the race could not be made in the six hours required. So the Regatta Committee sent tugs to the boats, and asked if they wanted to give it up and desired to be towed from the stays. The wind being then light into the harbor, and they unhesitatingly assented. The tug Commander passed a beat to windward, the second a run with line to the Vigilant and the L Luckenbach | the wind on the starboard quarter, and the to the Valkyrie. With the stars shining third a broad reach on the port tack. At brightly, the racing yachts were finally an- 11.25 the starting gun flashed from the port chored at Bay Ridge, and on Saturday will bow and a red ball was lowered from the be ready for another battle over the same stay. When the echo of the starting gun

The following is an account of Satur-

The preparatory gun boomed across the sea, both of the racers being to the northward of the flagship heading west on the starboard tack. Each carried her mainsail. club-top-sail and jib, while the American boat had her jib-top-sail hoisted in stops. The Valkyre was the first, to jibe over to the port tack and lower her spinnaker boom to the starboard, followed by the Vigilant a few seconds later. They stood to northward with the Vigilant in the lead and then manœuvered around awaiting the starting gun. Soon this was sounded and the red ball lowered from the May's triatic stay. They were still to the northward and westward with the Vigilant close aboard the order to get on the weather quarter of the On this leg the wind was blowing at the rate

the Vigilant brought out her immense spin- incident, except that the breeze continued One opinion was only expressed, that naker which seemed to almost enshroud her, to freshen and the Vigilant gradually inbeing that in this run off before the light put her helm to starboard and swung around creased her lead. The time to the second &c. We can do the same for you if you will give air nothing could be ascertained regarding for the line, The Englishman was close mark was: Vigilant, 1.56.55; Valkyrie, send us your name and address, and we will tific yachting is not in its line. Its mis- authority of England, the consulting into the boats. That would be upon her heels, heisting her spinnaker on the 2.05 52. found out only when they hauled on the weather quarter and going over almost bow In the run on the second leg from the

weather quarter of the Vigilant gave her

American was a beaten boat. At the end

of five minutes the Englishman was fully

gradually closed up the gap until she over-

took and passed the Valkyre, thus placing

at least one-third of a mile of clear water

At noon the Valkyre put out a large sign

"Keep off our weather," but there was a

little need for this warning as the excursion

fleet had already given both boats a wide

About 12.15 the wind began to haul

the southward, bringing the breeze a little

on the starboard quarter. This forced the

Vigilant to take in her spinnaker followed

ten minutes later by the Valkyrie who had

already hauled down her jib and set he

forestay sail in its place. The Vigilant con

This seemed to do some good, but just as

she began to pick up the Yankee sloop also

Toward 1 o'clock, just as the turning

though the day's work would be all in vair

and the six hours would pass without seeing

At 1.25 the wind again hauled to the

southward and the Vigilant took in he

spinnaker, followed by the Valkyrie 5 mir

utes later. The Englishman was now stand

ing along with no other head sail set but

carrying the seme canvas forward, but she

wind now freshened considerably, hauling

With the freshening breeze almost abeam

astern, but rapidly picking up. When the

Vigilant ran for the mark it blew a whole

sail breeze and she luffed around in fine

Once around on the port tack she again

Valkyrie did likewise, but set her baby

Following is the official time at the turn

Vigilant, 1, 50, 50; Valkyrie, 1, 58, 56.

From this it can be seen that it took th

Vigilant just two hours twenty-five minutes

hours thirty three minutes fifty seconds to

make the run of 15 miles to leeward, a dif-

ference of eight minutes six seconds, which

was really the gain of the Vigilant, as the

The course from the outer turn had no

windwark work in it at all, but was really

a close reach, as both boats had the wind

little forward of the beam, it having canted

to the southwest. It was a straight sail

a smooth sea, and both yachts made re

markably quick time, very few of the ex

cursion boats being able to keep up wit

them. The yachts logged at least 12 knots.

and the Valkyrie showed herself a speedier

boat on this point of sailing. There was

not a change of sail on the reach home, and

it was evident that the Englishman was

rapidly gaining on the Yankee and would

have ovortaken her had the course been a

Though the official records show only a

guin of thirty seconds for the Valkyrie, she

guined at least three minutes, but after the

light air, so that the three minute gain of

seconds within a distance of one-fourth of

the American boat gained an honest victory,

it was not a steady wind from start to

finish, and therefore not a fair test of the

two boats. Some facts were ascertained.

however, and they are that in light airs

but in a fresh breeze and in a reach the

English boat is superior. This makes it

Monday's race if the wind blows steady and

race-Course 15 mile to windward :

time, 4h. 11m. 35s.

Following is the official summary of the

Va'kyrie start, 11.25; finish, 3h. 38m.

Vigilant start, 11.25; finish, 3h. 30m.

47s.; elapsed time, 4h. 05m. 47s.; correct-

ed time, 4h. 05m. 47s. Vigilant outer

mark, 1h. 50m. 50s.; Valkyrie outer

mark, 1h. 58m. 56s. Vigilant wins, cor-

Monday's race will be around an equilat-

eral triangle one leg, and the first, if the

THE SECOND RACE.

NEW YORK, Oct. 9,-The flagship May

steamed down to the lightship at 10 30 this

morning, flying at her starboard fore a

spreader signal, signifying that the course

was to be a triangular one, 10 miles to the

leg. At 11.10 course signals were fluttering

from southeast, the first leg to be a dead

died away both boats put down their helms,

shot up into the wind and darted for the

line, the American about five seconds ahead

Despite the seemingly great advantage

that the Vigilant enjoyed by having the

weather gauge of her antagonist, the Eng-

lish cutter walked right through the Ameri-

can boat's lee and gained more than three

lengths in the first ten miles. By noon the

wind had freshened considerably and the

American boat accordingly began to hold

her own. At 12.45 the Vigilant began to

rapidly close the gap, and by 1.01 she not

only passed the Valkyrie but was leading

The official time of the first turn was:

These figures show that in the thrash to

wind from start to the first mark, the Vigi-

lant beat the Valkyrie 4 minutes 35 seconds.

Vigilant, 1.06.35; Valkyrie, 1.11.20.

and a little to the windward.

by three-quarters of a mile.

of 12 miles an hour,

rected time, 5 minutes, 48 seconds.

wind permits, being to windward.

23s.; elapsed time, 4h. 13m. 23s.; corrected

little longer.

time of both was practically 11.25.

and fifty seconds and the Valkyrie two

hoisted an intermediate jib-top sail

jib-top-sail instead after luffing around.

as she went in stays.

either yacht at the finish line.

set her spinnaker and held her long lead.

mark hove in sight, the wind became

4 minutes, 12 seconds over the Valkyrie. The wind was blowing at the rate of IS or It seemed as if both boats had simultaneously shot out of a cannon.

20 miles an hour. The English cutter was outfooted and out-As soon as the yachts were well cleared sailed on every point. From the second mark to the finish off Sandy Hook lightto the trim of their sails. The Vigilant ship the Vigilant seemed literally to fly through the water from the moment she naker, which for some reason got afoul of gybed around the mark, and when the red the starboard shrouds. After clearing this outline of the lightship revealed itself in the haze, the English cutter was hull down. fully three miles astern. She seemed making very heavy weather of it, and though her sails fit as neatly as a glove, she looked at times as though she was anchored. The

wind almost increased to half a gale. There can be no doubt now in the minds an immense advantage for she shot ahead of experts as to which is the better boat of and for a time it looked as though the the two. The Englishman was beaten today on every Point in his own weather. In no condition of wind or sea can the Valkyrie two lengths ahead and apparently gaining at be reckoned in the same class as the Viei every moment. This discouraging state of lant. It only remains for them to sail in a affairs continued for fifteen minutes when howling gale under working canvas and the American boat seemed to gather headhoused topmasts for the American boat to way for some unaccountable reason, and win a still more decisive victory.

THE THIRD RACE!

The latest despatches obtainable at 7 p. m. last night, respecting the third race. stated that the Vigilant was a quarter of a mile ahead and within three miles of the

LATEST! The Vigilant won by a mile.

Bay Chaleur Railway. THE ROAD NOW IN GOOD RUNNING ORDER AS FAR AS CAPLIN-NOTES ALONG THE ROAD.

Within the last week that trains have started to run right through to Caplin. distance of 80 miles), and the station is not yet built there but will be completed in a few days. A turntable is in course of construction and an agent is already in charge at that place, which will be the terminus for the winter season. The company is making arrangements to run a stage to Carlisle and Paspebiac after the steamer stops running, so that those places will be much easier of

access than formerly. The new road is already proving a great boon to the country. Farmers are beginning to ship their potatoes and oats right

through by the carload. There is no question that if satisfactory rates can be made to ship fresh fish through to Montreal a ready market will be found at prices greatly in advance of those at present received by the fishermen. The company is also making arrangements to ship railway ties through to any point without transhiphis baloon jib-top-sail; his jib was hoisted

Throughout the whole length of 80 miles t runs over a gravelly country so that the oundation is the best. The ballast could not be better, and the track has been carefully laid throughout. Over the old section of the road, from Metapedia to Irishtown. the track is as smooth as possible, the motion of the car not being noticeable, though, at times, it attained a speed of at least 50 miles an hour, as proved by the time taken from station to station.

Over the new section, which has just been finished by Mr. M. J. Hogan, the running was not quite so smooth, but is being rapidly improved and, no doubt, will soon be second to none. Mr. Hogan deserves great credit for the thoroughness of his work.

The bridges and culverts are all of the best. The principal bridges are at Escuminac, Neuvelle, Big Cascapedia, and Little Cascapedia, all of which are iron bridges of the latest styles of construction. The trestles also over which it passes appeared to be perfectly firm, no vibration being noticeable. The stations are all alike and are well

built, convenient and commodious. The chief credit for the good condition of the road is due to Mr. P. A. Perron, superintendent, who has energetically devoted himself to the work.

Trains will run east, leaving Metapedia at o'clock Monday, Wednesday and Friday and leaving Caplin at 8 o'clock Tuesday. Thursday and Saturday. The company intends to run trains regularly all winter and to that end are putting their engines and snow ploughs in perfect order. [Telegraph.

FOR SALE

JOHN G. WILLISTON, Church Wardens. or REV. W. J. WILKINSON, Rector,

SPORTSMEN For sale, cheep, a No S Breech loading shot gun

and 500 sheis, kills at 200 yards and was the property of the late Judge Botsford, good as new, and in R. L. BOTSFORD, M. D.

Jettisoned Lumber FOR SALE.

By authority and on behalf of the underwriters for argo per S S Monkseaton, I offer for sale about 200 M sup ft of spruce deals, etc., jettisoned by said steamer on the 30th day of August, and now piled on T. W. Flett's wharf, Nelson, where same may be seen at any time: offers to be made to me in writing only before the 30th inst. onfor before the 30th inst. Purchaser of said goods to take delivery of them where they now lie, and payment to be made to me in Cash prior to delivery:

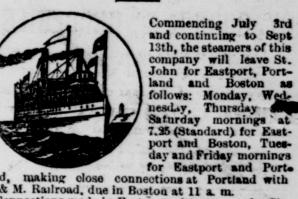
Any further particulars may be obtained from

F. E. NEALE.

epresenting U. W, for carge per S. S. Monkecaton

DAILY LINE, (Sunday excepted)





For further particulars apply to C. E. LAECHLER, Agent, St. Jonh.

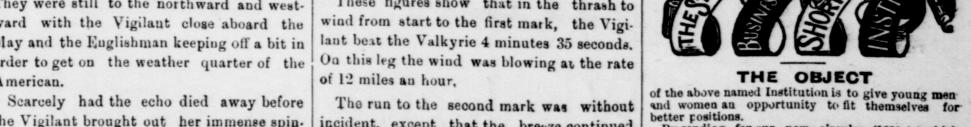
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