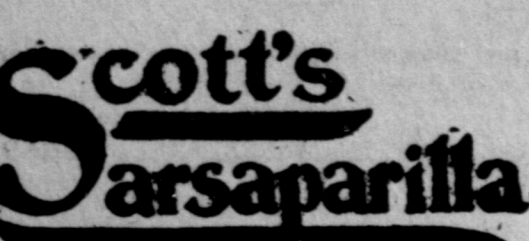


General Business.



SCOTT'S EMULSION OF PURE FRESH COD LIVER OIL WITH HYPOPHOSPHITES.

IT ACTS WITH ENERGY ON THE LIVER, KIDNEYS AND PORES OF THE SKIN.

THE NEW MEDICINE. Its most pronounced feature is its remarkable efficacy in eradicating poisons and impurities from the blood.

"THE KIND THAT CURES." SCOTT'S SKIN SOAP.

ARMSTRONG & CO., PROPRIETORS.

CARDING.

DOCKWORK, and deliver it back again, carded at the mill, at the usual rate for carding—no extra expense being charged for conveyance to and from the mill.

F. W. RUSSELL, BLACK BROOK.

WANTED.

A good man in your district to represent the "Fossil Hammer" Canada, over 700 years the largest in the Dominion.

NOTICE TO HOLDERS OF TIMBER LICENSES.

Attention of all holders of Timber Licenses is called to Section 19 of the Timber Regulations, which reads as follows:—

JUST ARRIVED AT APOTHECARIES' HALL.

THE MOST DELICATE PERFUMS AND SACHETS, CHOICE TOILET POWDERS AND TOOTH PASTES, FINE TOILET SOAPS AND TOILET POWDERS, TOILET BATH AND WAGON SPONGES, SPONGE BARS, BLENDING VALVES IN HAIR, TOOTH AND NAIL BRUSH.

INTERNATIONAL EXHIBITION.

1895, SEPT. 24 TO OCT. 4. The exhibition Association of the city and county of St. John, N. B.

Farm and Dairy Products.

LIVE STOCK, AGRICULTURAL AND HOICULTURAL PRODUCTS, MACHINERY AND MANUFACTURES, FINE ARTS, ETC., ETC.

Horticultural Departments.

Special favors will be arranged with railways and steamers for freight and passengers.

Miramichi Advance.

CHATHAM, N. B., SEPTEMBER 12, 1895.

Defender or Valkyrie?

The first and second of the five races which are to decide whether the American yacht Defender or the British yacht Valkyrie III will hold the America's cup have been run off New York harbor and honorably nominated as the Defender having won the first and the Valkyrie the second.

Signs of the Times.

There are no vacant houses in Chatham. There are no idle people in Chatham who are fit and willing to work.

"Advance" Scientific Miscellany.

GAS BUBBLES IN THE EARTH'S CRUST—STRENGTHENING OF DUSTLESS RAIN—HEAT FROM DIFFERENT LIGHTS—ARTIFICIAL RESPIRATION BY ICE—PROGRESS IN UTILIZING FEAT—DISEASE AND ITS TREATMENT—HEAT-HOUSE GLASS.

The Great Yacht-Race.

The first of the five races for the America's Cup was sailed on Saturday. In the early morning the yachts got under way and were on the ground off Sandy Hook by 9 o'clock.

CONFIDENTIAL IN THE VALKYRIE.

General Arthur Glennie was also on board, a newcomer since 1893; and Lord Dunsraven's trusted friend, Mr. H. Laird Kersey. "Ned" Sycamore had the tiller lines and Captain Cranfield tailed on to them, just to help out.

HELD MOUTH AT STAKE.

He said that he had more at stake than any man on board, excepting the designer, and he was going to do his best to save the race and uphold the honor of his countrymen.

WELL WORTH SEEING.

All was life and animation about the line. And the great show was well worth coming many miles to see. Americans were out by the thousands, and add to these foreigners from every clime, and the number will go well up into the thousands.

THE DEFENDER'S SAILS.

The Defender's sails were of Herreshoff's make, with the cloths running at right angles from leech to luff. A bird's eye view of the scene and gathering proved to me quite conclusively that no such big fleet ever gathered about a starting line before.

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great Charleston earthquake, ten years ago, these holes being from 10 inches to 3 feet in diameter. The liberated gas was found to have come from a stratum about 50 feet below the surface.

THE DEFENDER'S SAILS.

Two tugs were anchored at two cables' length apart, and with the wind the way it was, the course was laid east by south, or out to sea from off Seabright. This was done for two reasons, in order that the ships might get a proper distance, and also to get away from the big accompanying fleet, which were lying around Sandy Hook, where the start was officially announced.

MANEUVERING FOR POSITION.

The yachts manoeuvred for positions off the established line off Seabright. The wind there was light, and there was a roll of the sea on.

THE DEFENDER'S SAILS.

It was long and not steep, but it was such a roll as usually ends up the falling of the sea after an old time easterly storm. It was a dull, dead sea, and to the onlooker, while it hid hills, it was not lively.

THE DEFENDER'S SAILS.

All was in readiness for the start at about noon. At this time the Regatta Committee's tug had anchored at the windward end of the line, and a quarter of a mile to leeward of her, in a direct line, was anchored the tug Scandinavia.

THE DEFENDER'S SAILS.

The minutes had run out to seconds. Just thirty seconds before the last gun was fired, Captain Hoff had, by splendid judgment, worked the Defender across the Valkyrie's wake, and said her just right on top of her as the boats were coming for the judges' boat.

THE DEFENDER'S SAILS.

It is not generally understood by captains of excursion steamers and steam yachts how serious the effect is on the boat which is backed about a lot of steamers and steam yachts. There is nothing that so interferes with a yacht's progress in a race as this, and the surprise is that captains of excursion steamers do not understand it, or that, if they do understand it, they don't keep out of the way.

THE DEFENDER'S SAILS.

The preparatory gun was fired at twelve o'clock. This announced that the race was on, and that the yachts were from that time amenable to the rules. The sky was heavy clouded and the weather was dull, heavy, damp and disagreeable. The wind was not over seven knots at the time of the start.

THE DEFENDER'S SAILS.

The battle was now on. It was one of the greatest fights and most masterly that I ever saw before the line in any yacht race, be it match, regatta or for the America's Cup.

THE DEFENDER'S SAILS.

When the crowd saw it there was a general brightening up, and as it became plain that the product of American brains was backing up her rival, cheer went up, and tug boat whistles screamed.

THE DEFENDER'S SAILS.

As both yachts were beating to windward it is impossible to say just how the Defender overhauled the British boat, but it was about 1.25 p. m. when the boats had covered nearly half of the fifteen miles of windward work.

THE DEFENDER'S SAILS.

When the time allowance of 92 seconds the Defender's victory was 8 minutes 49 seconds. The wind was ten knots at the finish, the day's race showed Judge III, more than a knot in a wind of less than six knots and that seemed speedier than the Defender in that. It also showed that with a wind of ten knots the Defender was not a fast work, and reaching the English boat could not keep the pace set by the Defender.

Harry also had plenty of nerve, and he never hesitated to back the ship his father sailed and raced in.

THE DEFENDER'S SAILS.

A drizzly rain came in the early morning, and this is the reason why the crowds in a few boats were less than they were in 1893. The racers were ready and out to the line before ten o'clock, and each skipper tried his hand during the limit time for a berth. In order that a course of fifteen miles led on and might be laid, the committee's tugs steamed down to off Seabright, N. J., and there anchored and laid the line for the course.

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THE DEFENDER'S SAILS.

After consultation with Lord Dunsraven and Mr. Iselin, it was decided to take a tow and go further down the New Jersey coast, so that a windward course of seven miles might be laid, without any break from the headland. Immediately on this agreement, both the Defender and the Valkyrie, which had been previously joggling off and on about the Sandy Hook lightship, were each taken in tow and headed down the coast.

THE DEFENDER'S SAILS.

The yachts manoeuvred for positions off the established line off Seabright. The wind there was light, and there was a roll of the sea on.

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the Defender people. Iselin watched Dunsraven, and Dunsraven watched Iselin.

THE DEFENDER'S SAILS.

Immediately upon the preparatory gun firing the play began, and Sycamore at once went for Hoff. The Defender, on the port tack, crossed the middle of the starting line, and held in to the Long Branch shore.

THE DEFENDER'S SAILS.

Sycamore followed, and the pair worked away from the line about two cables' length, when the Defender wore ship and headed back to the line again. The Valkyrie followed, but held on further than the Defender, when she wore ship. The trick was to draw the Valkyrie out and across the Defender and get on her weather quarter.

THE DEFENDER'S SAILS.

Just as Hoff wore the Defender again, by heading her the judge's boat, Sycamore followed, and the pair worked away from the line about two cables' length, when the Defender wore ship and headed back to the line again.

THE DEFENDER'S SAILS.

The Valkyrie, clear of the judge's boat, wore round and held along the line on the starboard tack. The Defender, which at this time was between the two mark boats, wore with the Valkyrie, which put her ahead of the Valkyrie and on her weather bow. The pair then kept on across the line, when the Valkyrie again wore, recrossed the line and sailed back here in the direction of Long Branch.

THE DEFENDER'S SAILS.

She wore round this a second time, crossed the starting line, and stood along the port tack, away from the line, with the Defender following her. The time limit of ten minutes had now all but run out, and so far as could be seen, neither boat had any advantage of the start. The Valkyrie did not hold on long from the judge's boat, which was at the weather end of the line, before she wore ship and again headed for the judge's boat.

THE DEFENDER'S SAILS.

The Defender, at this time, was coming from the leeward end of the line and parallel to it. She was sailed close to the wind on the starboard tack, and was not going very fast. In fact, her headway was deadened in order to meet the Valkyrie, which was coming from the direction of Long Branch. The minutes had run out to seconds.

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finally withdrawn. The Autonomist party intend to petition Spain for self government on Canadian lines. It is stated that Maximino Gomez is inclined to accept conditional autonomy but Antonio Maceo declines any compromise.

THE DEFENDER'S SAILS.

Most Rev. Edward White Benson, Archbishop of Ely, has issued a pastoral letter dealing with the Pope's recent letter to the people of England. The Archbishop says the Roman communion, in which western Christendom once found unity, has not proved itself capable of retaining its hold upon the nations which were once its own.

THE DEFENDER'S SAILS.

Witness: I would have backed her. Would that have avoided the collision? Witness: It might. The proper course would have been to pass under the schooner's stern. I suppose the man at the helm would have done that had he seen the schooner. I don't know what he meant, but that's what he said. He was in the wheel house with both doors open and a glass front and he could see to the right and left and in front of him. I think it is probable he was between him and the sun, which prevented him from seeing her.

THE DEFENDER'S SAILS.

Witness: I think he would have backed. He should have gone around her stern, which he didn't do. The wind was very light and the schooner was going about three knots or less an hour.

THE DEFENDER'S SAILS.

To Mr. Tweedie: I have been 8 years captain of the Miramichi. This is the first accident of the kind I have had since I have been on the boat. As far as the company is concerned everything is provided for the steamer according to law. I never had any authority from them to go without a mate or in any other way to violate the rules or laws. This accident was entirely outside of their control. The boat was not given for the boat to stop when the collision occurred. My way was barred and it took me some time to get to the hurricane deck and I then turned the steamer.

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to Mr. Fraser's and telephoned for doctors to meet us at the Miramichi wharf. I was in court this morning and heard the evidence of the captain and mate of the Schooner Osceola.

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