ALL THE NEWS OF THE SEASON'S SPORTS.

HALIFAX RACE

Entries Received from Many Fast Ones, Including Glor'a Owned by James Ross, R. C. B. Y. Club.

The invitation ocean race of the Eastern Yacht Club, from Marblehead (Mass.), the club's station, to Halifax (N.S.), a matter of about 357 nautical miles, looks very promising. The race will start on Monday, Aug. 21, and the entry list will remain open until the evening of the day before. Up to the present time there have been receivd the following entries:

The schooner Invader, now building, Vice Commodore Roy A. Rainey, Larchmont Yacht Club, 95 feet on the water line.

The schooner Corona, Arthur F. Luke, Eastern and New York Yacht Clubs, 85 feet on the water line.

The schooner Undercliff (auxiliary), F. Lewis Clark, Eastern Yacht Club, 68 feet on the water line.

The schooner Agatha, William S. Eaton, Eastern Yacht Club, 46 feet on the water line.

The yawl Vigilant, Stephen Peabody, New York Yacht Club, 86 feet on the water line.

The sloop Mineola, William Foss Proctor, New York Yacht Club, 70 feet on the water line.

The sloop Doris, S. Reed Anthony, Eastern Yacht Club, 56 feet on the water line.

The sloop Gloria, James Ross, Royal Cape Breton Yacht Club, 49 feet on the water line.

The sloop Dorel, George L. Batchelder, Eastern Yacht Club, 30 feet on the water line.

The Gloria is from the designs of Fife, and was built in Scotland five years ago to race for the Coup de France. Among the vessels expected to enter in addition to the above are the big schooners Chanticleer, owned by Mr. John F. Harris, of Chicago, and the Hoosier, owned by Mr. Edgar Harding, of Boston. To which may be added, and the Eastern Yacht Club officials will be glad to note it, the recently completed schooner Elmina, owned by Mr. F. F. Brewster, N. Y. Y. C., which is 87 feet on the water line.

New York yachtsmen have proposed to the E. Y. C. to create a class in the race for steam auxiliaries. Entries for this class probably will be invited in a few days. It is said that the New York auxiliaries Idler, the Vergemere and the Invincible, formerly the Intrepid, are considered ready to enter.

GASOLENE LOCOMOTIVE

A Western Railroad's Successful Solution of the Problem of How to Compete With the Trolley Roads

(Technical World)

From the increasing number and efficiensy of interurban trolley lines, locomotive railroad companies have been looking more and more with serious concern upon the problem of interurban traffic. Year by year they have seen transportation receipts from carriage of milk, passengers and short-distance express drop off as the street railroad has offered more and more inducement to the shipper or the passenger. In order to meet this competition, it has been necessary to increase their own service and reduce the operative cost.

The problem seems well-nigh solved in a motor car for local passenger service recently built for the Union Pacific Railway Company at Omaha, Neb., which is propelled by a six-cylinder 100 horse power gasolene motor built by a company in Jersey City, N. J. This motor operates upon the four cycle principle, and is reconstructed according to the plans of W. R. McKeen, Jr. superintendent of motive power of the Union Pacific Railway, from a standard six-cylinder engine used principally in auto boats Many objectionable features in gasolene motors have been eliminated. Vibration by reason of the arrangement of cranks has been done away with. Fly wheel weights are reduced. The amount of fuel used is controlled by a small adjusting screw at the top of the spray box, and freezing is prevented by drawing warm air through the feed pipe. Each cylinder is eight inches in diameter by ten inches stroke, and the starting and reversing are by compressed air. For this purpose large reservoirs are carried beneath the car; and by means of air pressure, the motor is put rapidly into motion, being picked up by gasolene explosion to maximum speed without jar and in the minimum space of time. A small pump on the engine keeps up the supply of storage air. The exhaust valves open at a pressure of about thirty pounds to the square inch, and there is practically but one or two pounds' back pressure in the pipes. There are no piston rods, the connecting rod running straight to the piston in the regular trunk engine pattern.

The car is forty-one feet long. Its lines of construction are entirely unique, being modelled after the hull of the racing yacht Reliance. The rear of the car is rounded off to avoid vacum, and the front tapers from the sides and over the top to a sharp edge, thus affording but slight resistance to the atmosphere. The roof is smooth except for Cottier ventilators which exhaust air from the inside of the car by suction. The air taken in from the top and distributed by small ducts, is evenly diffused throughout the car, the exhaust ventilators helping to produce circulation.

The interior of the car is finished richly but simply, in order that hygienic cleansing may be possible. The floor is sealed so that the car may be flushed with boiling water, thus killing all disease germs. The interior is lighted by acetylene gas from opalescent panels. A novel feature is made use of in warming the car in winter. Water from the cylinder jackets of the engine is run around the sides within the car, so that in cold weather there is sufficient radiation to maintain an even and comfortable heat. In summer this water is piped to coils beneath the car, for cooling purposes. Exact control can be had by allowing a greater or lesser amount of hot water to pass through the coils within the car, thus giving an almost perfect system of temperature regulation.

The speed is practically unlimited, although it is intended to operate at only about twenty or thirty miles an hour. Separate compartments will be installed for smoking and for the carrying of express and baggage.

The truck is of a special design, and embodies all the good points of the street car. Pullman palace car and locomotive truck. The springs are designed and are applied so as to avoid entirely the rocking and teetering action ordinarily experienced on light interurban trolley lines, and allowing of higher speed upon a second rate track. The average operative cost is figured at from fourteen to fifteen cents a mile, including the salary of both conductor and engineer. In a recent trip from Valley, Neb., to Omaha, Neb., the car was run at the rate of thirty five miles an hour against a strong headwind, and could have made better time had the condition of the track permitted. In another test the car ascended a coal chute trestle, starting at a six per cent. grade, finishing at an eight per cent grade, and at every point showed perfect control.

What might have proved a fatal mistake occurred yesterday afternoon, when Bartholomew Stock accidentally swallowed a small portion of chloroform in his residence on Erin street. It was rumored about that section of the city that Mr. Stock had attempted to commit suicide by taking a dose of laudanum. The report, however, is absolutely denied by Mrs. Stock, who says that her husband, who has not been in good health for some time, mistook the chlorform for a bottle of linament.

HARVARD-YALE

Both Crews in Good Condition and Confident of Winning in Tomorrow's Races --- Yale Statistician Talks.

GALES FERRY, Conn., June 27.—Some mystery attaches to the plans of Coach Jim Wray and Captain Filley for more rowing at Harvard before the races with Yale on Thursday, but, in the absence of any direct statement from the two leaders of the Harvard policy for this year, it is expected that some time work will be done before the three crews here stop their practice for the season tonight. Every man in the Harvard squad looks fit, and in the crimson camp it is now figured that Harvard's chances are certainly superior for landing the two first races of the day, the freshman eight and the 'varsity four, and to make a stiff fight and perhaps taking also the 'varsity eight. Harvard has not stood so good a chance for getting a clean sweep on the Thames since 1899, when she took all three of the events on the river.

There is a scarcity of old oarsmen here and there has been no coaching since the crew came here. Captain Filley's word is final and Coach Wray has full control of the technical instruction in the new stroke. The time of the Harvard 'varsity eight for the four miles is practically that of Yale, and as it was made under less favorable conditions of tide and water the race is, on paper at least, a toss-up as viewed in the Harvard camp. Harvard's time is twenty minutes forty-three seconds, the best record a Harvard eight has made in practice here since Captain Higginson's famous crew of five years ago.

The freshmen who have done the two miles in about ten minutes ten seconds and the 'varsity four has gone the two miles in pretty close to eleven minutes ten seconds. All the figures except for the 'varsity eight are unofficial, for the coaches want to spring surprises on Yale in the two minor races. Coach Wray insists that an improvement has been gradual in all three Harvard crews since they came here, and he has a lot of faith in his men to make the best showing here Thursday that Harvard has made in three or four years.

Yale Confident

GALES FERRY, Conn., June 27—Yale's rowing coaches have the campaign all laid in their minds for the regatta Thursday. They know just what their 'varsity eight can do, what it has been ordered to do and they know pretty well what to expect from the Harvard eight. Captain Whittier and Coach John Kennedy said that they do not see any reason to take back any part of their statement that the present Harvard eight is the fastest that has ever come down to New London. They expect a fierce race, and they expect to see their crew win simply on the last mile. They figure that Harvard is likely to lead a fair share of the race.

George St. John Sheffield, the Yale rowing statistician, who has kept the records of Yale crews for forty years, said today, in reviewing and forecasting the chances for the race:

"I cannot quite see that the Harvard crew is as swift or good for four miles as some of the others I have talked with, but I look to see it take the lead at the start and row a terrific gait the first mile. It would not surprise me one bit if it led Yale the first miles by three lengths. It is a fast crew, at least for a couple of miles, and it has been coached a fast stroke. The other day I counted it hitting up a gait of forty-one strokes to the minute. Now no crew can keep such a pace up as that for four miles.

"If our crew will row as they have been told and not lose their heads they will be in no danger, it seems to me; but if they get rattled simply because Harvard is ahead there will be trouble. Our crew I regard as fully as fast as any that Yale ever put on the Thames, barring none. It has been splendidly handled and it has overcome some difficulties in a masterly way. Coach Kennedy has the eight in a grand condition today. They ought to win if they row their race."

The Yale oarsmen are down at bottom weight, and it is probable that the rest of three days before they row will mean two or three pounds to each man. None of the oarsmen show signs of fineness, however.

It can now be stated that the best time the Yale 'varsity eight has made for the four miles in practice has been 30 minutes, 40 2-5 seconds; the best time of the freshman eight for the two miles has been 10 minutes, 25 seconds, and the four for the two miles 11 minutes, 15 seconds.

BOARD OF WORKS

The McLeod Warehouse and Director's Request for Higher Salary Furnish Food For a Debate

A lively discussion on the McLeod warehouse took place at a meeting of the board of works held yesterday afternoon, at which Alderman Christie presided.

Ald. Holder wanted to know who was responsible for the McLeod warehouse, and complained that unless they stopped piling coal into it the floor would be broken in.

The chairman explained that a special bye-law was necessary in order to deal with the matter, and a committee was appointed to draw a suitable regulation.

Ald. Bullock asked that Inspector Cushing's salary be increased to $1700. Ald. Millidge was opposed to raising any salaries at present, and the motion was lost.

A deputation from the N. B. Telephone Co. was heard relative to the opening of certain streets to lay cables. After some dispute the board recommended that the company's request be granted on condition that they execute an agreement that space should be given to the fire alarm wires in all work done or to be done; that the city should have twenty-five free telephones; that all cables should be removed along the route of the conduits; that all poles should be removed except those necessary for cable distribution; that the streets should be restored, and that no increase in rates should be made for ten years.

Some other business was transacted, after which the board adjourned.

In a new registering grain guage each drop falls on a balanced arm, which dips under it, closes an electric circuit, and registers the fall. The number of drops in half a minute indicates the intensity of the shower.

Buster Brown, the most popular cigar on the market, 5c. for a long smoke.

BASE BALL NEWS

Yale Wins the Championship ---Athletics and Jubilees Play Tonight in the Amateur League Series.

The Athletics and the Jubilees are scheduled to play this evening on the Victoria grounds, in the Amateur League series. A good game may be expected.

Coming Games

Manager Dunham of the St. John baseball team has arranged to take his team to Eastport, to play with the strong Quaddy baseball team on July 4th. The boys will leave here by boat on Monday morning and should give a good account of themselves.

The next big local games are those arranged between the St. Johns and Portlands for Dominion Day. Both teams are in very strong shape just now, and a great exhibition of baseball may be expected. Dominion Day has always been the greatest baseball day of the season in St. John, and there is every evidence that with fine weather the games on Saturday will attract record-breaking crowds.

There is already great rivalry between the two teams, and it is whispered that considerable money will change hands on the result, as both the St. Johns and Portlands have many admirers who are prepared to back their favorites to win.

Can't Play With York

HARRISBURG, Pa., June 28. — The Dauphin county court granted a temporary injunction yesterday, restraining Outfielder Hayden and Pitcher Wiltz from playing with the York club of the tri-state baseball league, which will play here today with the Harrisburg team. The injunction was applied for by ex-Judge Jacobs of Harrisburg, representing President Frank of the Baltimore Eastern League club from which it is alleged these players "jumped." The papers were served on Hayden and Wiltz when they came to Harrisburg from Altoona yesterday.

Yale Defeats Harvard

New Haven, Conn., June 27.—By defeating Harvard 7 to 2 today Yale won its first intercollegiate championship since 1898, to the great delight of a commencement throng of 12,000 persons. The game gives Yale a clear claim to the title, the local collegians having beaten all her eastern rivals, including Princeton, which Harvard defeated in their only game.

National League

At Chicago—Cincinnati, 6; Chicago, 0.
At Philadelphia—Philadelphia, 9; Brooklyn, 0.
At St. Louis (first game—Pittsburg, 4; St. Louis, 2; second game), Pittsburg, 9; St. Louis, 4.
At New York—New York, 2; Boston, 1.

American League

At Washington—Philadelphia, 1; Washington, 0.
At Detroit—Cleveland, 8; Detroit, 1.
At Chicago—Chicago, 3; St. Louis, 2 (10 innings).
At Boston—Boston-New York game postponed, rain.

Eastern League

At Toronto—Toronto, 3; Rochester, 7.
At Montreal—Montreal-Buffalo game postponed, wet grounds.
At Jersey City—Jersey City, 5; Baltimore, 4 (14 innings).
At Providence—Providence, 7; Newark, 3.

New England League

At Manchester—Manchester-Fall River game postponed, rain.
At Lowell—Lowell-Haverhill game postponed, rain.
At Nashua—New Bedford, 2; Nashua, 0.
At Concord—Concord, 5; Lynn, 2.

Connecticut League

At Meriden—Meriden, 5; Holyoke, 6.
At Bridgeport—Bridgeport, 7; Hartford, 6.
At New London, first game—New London, 8; Norwich, 3; second game, New London, 0; Norwich, 5.

TENNIS

Americans Won All

London, June 27.—The Americans won all their matches in the lawn tennis championship tournament, in both singles and doubles, at Wimbledon today. Victory came easily except in the contest between Ward and Wright and Marragordato and Evans, which brought out the best form on both sides. Ward was still off in his service and did not place with his usual precision but Wright played brilliantly with the exception of the first set and the match drew the biggest gallery of the day. Larned and Clothier played in perfect harmony, easily out-generalled the Swedish champions Hillerup and Larsen.

It is announced tonight that Miss R. K. Douglas, the English champion in singles, will defend her title. It had been feared that the injury to her ankle while playing in South of France would prevent her taking part in the tournament.

THE RING

Sullivan-McLeod

Jack Power yesterday received a letter from Mike (Twin) Sullivan saying he would be here for the bout with McLeod on the 19th. A Boston paper of Monday stated that Sullivan had been matched to meet Rufe Turner, the colored boxer, in California on the 15th, but in his letter to Jack Power yesterday he states that he has refused the offer to go to California, so that he might come here.

Buster Brown cigar asked for and smoked by critical people, 5c.

Of the eight private water companies which London bought out not long ago preparatory to the municipalization of her water system, the oldest dated back to 1606, and in it King James was a half shareholder.

Mrs. Susan Sunderland, who was known as the "Yorkshire Queen of Song," died at Brighouse on the 7th inst., aged 86. Fifty years ago she was one of the most popular and gifted of English female vocalists.

No Breakfast Table complete without

EPPS'S

An admirable food, with all its natural qualities intact, fitted to build up and maintain robust health, and to resist winter's extreme cold. It is a valuable diet for children.

COCOA

The Most Nutritious and Economical.

MONCTON RACES

Very Large List of Entries Have Been Received for the Horse Races to Be Held on July 7 and 8.

Moncton, June 27.—A large list of entries has been received for the races to be held on the Moncton track on the 7th and 8th of July. The entries are as follows:

First Day—2.19 Trot and Pace.

Clayson, jr., b. s., 2.19¼, E. Simpson, Petitcodiac.
Clayson, jr., b. g., 2.19½, R. Hebert, Moncton.
Ada Mac, b. m., 2.18¼, W. B. Bowness, Summerside.
Park Campbello, b. g., 2.18½, H. L. Ramsay, Summerside.
Doncella, br. m., 2.20½, J. B. Gilchrist, Greenwich.
Lady Bingen, 2.22, Springhill Stables.
Ruth Wilkes, b. m., 2.20¼, J. L. Cox, Amherst.
Annie Brevet, ch. m., F. Duncanson, Fairville (N. B.)

2.30 Trot and Pace.

Alice H., blk. m., 2.44½, M. A. Harding, St. John.
Quo Vadis, bay m., 2.41, Geo. Cudhea, Springhill.
Little Tom, David Brickley, St. John.
Parker L., Springhill Stables.
Etta Mac, b. m., F. Duncanson, Fairville.
Lady Maud, b. m., Wm. Wilson, Halifax.
Will Patch, b. g., S. A. Fowler, St. John.
Storm King, F. Goodwin, Bathurst.
Guy Norval, b. g., 2.29¼, P. A. Belliveau, Moncton.
Kinkora, R. W. Simpson, Summerside.
Badger, g. g., Chas. Henry, Chatham.

2.19 Trot.

Fleetstep, b. g., 2.20¼, Dr. F. A. Taylor, Moncton.
Estill Boy, 2.20¼, Springhill Stables.
Daisy Dewitt, b. m., 2.22½, Frank Bautilier, Halifax.
Hazen Gay, blk. g., 2.55, Peter Carroll, Halifax.

Second Day—2.28 Trot.

Wilkes Boy, b. g., 2.27½, J. R. Sederquest, St. Stephen (N. B.)
Little Ben, b. g., 2.29¼, John C. Larder, Sydney.
Benneth W., br. g., W. Wheler, River Hebert (N. S.)
Dewey Guy, 2.27¼, Springhill Stables.
Lady Tip, b. m., 2 29, Wm. Hill, Sydney.
Torbrook, Chas. Henry, Chatham.
Mary Parkside, b. m., Frank Boutilier, Halifax.
Lady May, b. m., H. E. Gallagher, Woodstock.

Free-for-All.

Guilty, b. g., 2.14¼, E. LeRoi Willis, Sydney.
Ada Mac., 2.18¼, W. B. Bowness, Summerside.
Czarina, 2.12¼, Springhill stables.
Simassie, blk. m., 2.08½, Frank Boutilier, Halifax.
Phebon W., b. g., 2.08¾, S. A. Fowler, St John.

2.23 Trot and Pace.

Claudia Hal, 2.23¼, Springhill Stables.
Pearl Edison, 2.22½, J. B. Gilchrist, Greenwich.
Shamrock, br. g., 2.22¾, H. E. Gallagher, Woodstock.
Daisy Dewitt, b. m., 2.22½, Frank Boutilier.
Hazen Gay, blg. g., 2.25, Peter Carroll, Halifax.
Guy Norval, b. g., 2.29¼, P. A. Belliveau, Moncton.

At St. Stephen July 1st

St. Stephen, N. B., June 27.—(Special)—Arrangements have been made to start two races at the driving park on dominion day. Erskine Reid, one of J. M. Johnson's fast ones, will be sent to break the track record. Many excursionists from St. John are expected with the City Cornet Band.

The following entries have been received:

2.20 Class—Nellie F. Eaton, Calais; Wager, Jas. McCrea, Calais; Eola, Calais Stock Farm; Rachel B., E. H. Barter, St. Stephen; Lizzie Gerow, Calais Stock Farm.

2.30 Class—Juno Belle, Calais Stock Farm; Murchie, F. C. Murchie, Milltown; Bird Gardo, E. H. Barter, St. Stephen; Annella, Calais Stock Farm; Wheelwright, J. McLaughlin, Milltown; Free Lance, E. H. Barter, St. Stephen.

No Races at Saugus

SAUGUS, Mass., June 27—The races at Old Saugus race course were postponed this afternoon on account of showers.

HAMPSTEAD

HAMPSTEAD, Queens Co., June 27—I. E. Vanwart and John A. Dougan were appointed delegates to attend the district meeting to be held at Oak Point commencing on Friday, July 7th.

Mrs. Fred Kee of St. John, and Miss Lilian Kee of Boston, are spending their vacation with Mrs. John A. Dougan.

Miss Helen Slipp is spending a few days with Mr. and Mrs. A. E. Slipp.

GOOD FOR ROSSLAND

C. P. R. Acquires a Large Interest in War Eagle and Other Mines.

The sale of the Gooderham-Blackstock interests in the War Eagle, Centre Star, and St. Eugene mines to a group of capitalists, with the Canadian Pacific Railway at the head, should work to the advantage of Rossland camp. The great problem before that district is the obtaining of a process which will admit of the large bodies of low grade ore being treated at a profit. The consideration paid for the mines, $825,000, is regarded as reasonable. The C. P. R. owns the Trail smelter, and with the acquirement of the War Eagle, Centre Star, and St. Eugene mines, and the consolidation of them under one management, good results will be likely to follow, such as a reduction in freight rates, and a reduction in smelter charges at Trail. Messrs. E. B. Osler and W. D. Matthews are the chief Toronto men interested in the new venture.

The War Eagle shipped 1,000 tons and the Centre Star 1,770 tons of ore last week.

In the opinion of J. Fink, who has been librarian of the Cambridge Free Library for fifty years, men, as a rule, cease to read books after attaining the age of forty years.

WHERE TO STOP WHEN TRAVELLING

ST. JOHN

Royal Hotel,
41, 43 and 45 King Street, ST. JOHN, N. B.
RAYMOND & DOHERTY, Proprietors.
W. E. RAYMOND. H. A. DOHERTY.

Victoria Hotel,
King Street, St. John, N. B.
Electric Elevator and all Latest and Modern Improvements.
D. W. McCORMICK, Prop.

ABERDEEN HOTEL.
Home-like and attractive. A temperance house. Newly furnished and thoroughly renovated. Centrally located. Electric cars pass the door to and from all parts of the city. Coach in attendance at all trains and boats. Rates $1 to $1.50 per day.
18-20-22 Queen St., near Prince Wm.
A. C. NORTHROP, Proprietor.

PRINCE ROYAL HOTEL.
111-113 Princess Street, St. John, N. B.
Location central on exclusive residential street, near Post office, banks and principal business houses. A minute's walk from electric street cars.
Pleasant and well furnished rooms for permanent and transient guests. Everything home-like. Cuisine excellent. Every attention paid to comforts of patrons; rates moderate.
THOS. P. WHELAN, - Proprietor

CLIFTON HOUSE,
74 Princess Street, and 114 and 143 Germain Street, St. John, N. B.
Recently Renovated Throughout. Special attention given to summer tourists.
W. ALLAN BLACK, Proprietor.

The DUFFERIN.
E. LeROI WILLIS, Prop.
KING SQUARE, St. John, N. B.

BIG REGATTA

Six Universities Will Contest at Ploughkeepsie Today--- Cornell and Syracuse Eights the Favorites.

The first of the two big college regattas of the season will be rowed on the Hudson River at Poughkeepsie this afternoon. Crews from Cornell, Syracuse, Georgetown, Pennsylvania, Columbia and Wisconsin will compete for honors with the result more in doubt than ever before. Syracuse, because of her victory in the chief event last summer, is more or less of a favorite, but the experts after taking all things into consideration hark back to the victories of Cornell, whose crews under the tutelage of that rowing wizard, Charles E. Courtney, have for many years been crowned with laurels of victory on the Hudson and elsewhere. General sentiment finds Cornell the favorite for the 'varsity race for reasons which are not far to seek. Charles Courtney, the Ithacans' veteran coach, is usualy extremely reticent about the work of his men, but this June he has gone so far as to say he is satisfied with his 'varsity eight. When Courtney is satisfied it is time for the other crews to keep their eyes open. Courtney believes that Syracuse won last year by strength alone and not by their ability to row in the sense that experienced oarsmen mean. If Courtney is right in assuming that this 1905 crew is the best he has had since 1901, it means a great deal, because the Ithacan boat of four years ago was a marvellous combination of strength and technique, which reduced the American record for four miles from 19 minutes 44 3-5 seconds to 18 minutes 53 1-5 seconds. Cornell certainly appears to have an eight capable of a great deal. The men are tall, strong and well developed; it is obvious they are well trained. Apparently in physique they have the advantage over Syracuse.

In the minor races for freshman eights and 'varsity fours, as usual, very little is known, because most of the attention is of course given to the 'varsity eight-oared race, with Pennsylvania, Syracuse, Wisconsin and Columbia following in that order. In the freshman contest Cornell again is favorite, with Pennsylvania, Syracuse, Columbia and Wisconsin following.

Statistics of the fifteen crews which will race have been compiled by the managers of the six colleges and officially announced. Cornell has the advantage of possessing the heaviest crews in two of the three races, the respective weights of these two being: 'varsity four, 173, and freshman eight, 166¼. Wisconsin has the heaviest eight in the 'varsity race, averaging 175 pounds. Syracuse has the oldest crews in all these contests, and age is of particular benefit in the strain of a four-mile race. The Onondaga's ages are: 'Varsity eight, 23⅜ years; 'varsity four 22½ years; freshman eight, 22½ years. In the 'varsity race Pennsylvania has the tallest eight, with an average of 6 feet 1-16 inch; in the four cared Cornell, with 5 feet, 11½ inches, and in the freshman, Columbia, with 5 feet, 11⅜ inches.

THE STANLEY CUP

Ottawa, June 27.—(Special)—P. D. Ross, one of the trustees of the Minto Cup, said today that the trustees would recognize the ruling of C. A. A. U. and if the result of last night's meeting is confirmed there will be no objection to professionals competing for the Stanley cup.

TOOK A SEVERE COLD.

It Settled in The Kidneys.

Pain in The Back The Result.

Catching cold and having it settle in the back is often the cause of Backache—the primary cause of kidney trouble. When the back aches it is a warning that the kidneys are liable to become affected.

Heed the warning; check the Backache, and dispose of any chance of further trouble.

If you don't, serious complications are very apt to arise, Mrs. E. Williams, Hamilton, Ont., caught cold, and it settled in her kidneys. She used

DOAN'S KIDNEY PILLS,

and is thankful for the immediate relief they gave her. She writes us as follows:

"It is with pleasure that I add my testimony in favor of Doan's Kidney Pills. Some time ago, I took a severe cold, which settled in my kidneys. The soreness and pain in the small of my back bothered me greatly. After suffering for some months, and finding numerous remedies fail, I procured a box of Doan's Kidney Pills, and received immediate relief from my sufferings.

Doan's Kidneys Pills may be procured at all dealers, or will be sent direct by mail on receipt of price—50 cents per box, or 3 for $1.25.

THE DOAN KIDNEY PILL CO., TORONTO, ONT.

ASK FOR
Labatt's India Pale Ale

The standard to which other brewers endeavor to work.

Taken by Nervous People at night it acts as a very effective and harmless hypnotic.

It Is Undoubtedly Better for the sick and convalescent than patent medicines or tonics, of which no one knows the composition.

Ask your wine merchant for a sample order.

Bottling Vaults, 51-53-55 Dock St. Phone 596

COAL.

The Coal Buyers Opportunity

to get Scotch or American hard coal or Old Mine Sydney and Scotch soft coal at the lowest prices of the season, is now offered by

GIBBON & CO.,
Smythe street, and 6½ Charlotte street.
Open Evenings.

Superior Quality of Charcoal.

Wholesale and retail. Put up in sacks. Best quality Lehigh Coals always in stock.

GEORGE DICK, 48 Britain St. Foot of Germain St.
TELEPHONE 1116.

PROFESSIONAL.

G. G. CORBET, M. D.
Obstetrics and Diseases of Women and Children.
TELEPHONE 614.
159 Waterloo Street.

BREAK UP LA GRIPPE OR A COLD WITH
Pendleton's Panacea

Directions:
1-4 Teaspoonful Panacea.
1 Teaspoonful Sugar.
1-4 Cup Milk.
1-2 Cup Hot Water.
Mix well and sip frequently.

FRANK P. VAUGHAN,
ELECTRICAL ENGINEER AND CONTRACTOR.
5 Mill St., St. John, N. B.
Telephone No. 319.
Crocker & Wheeler Dynamos and Motors, Telephones, Annunciators, and Bells. Wireing in all its branches.

Ask Your Wine Merchant for



GAELIC WHISKY!
(8 Years Old.)
IMPORTED DIRECT FROM CRAIGELLACHIE-GLENLIVET, DISTILLING CO., LTD. Glasgow, Scotland.

The 2 Popular Brands of
SCOTCH WHISKIES
ARE
Buchanan's "Special Quality"
AND
"Black and White."

FOR SALE.
One 2500 lbs Howe Scale suitable for warehouse use.
GOOD AS NEW
E. S. STEPHENSON & Co., Machinists
Nelson St., St. John, N. B.

Best Quality Hardwood
cut last winter; dry enough to burn; $2.00 per load sawed; $2.25 sawed and split. Best quality dry hardwood 25 cents higher.
GIBBON & CO.,
Smythe street, and 6½ Charlotte street.
Open Evenings.

Telephone Subscribers.
Please add to your Directories.
563A Boyd James, residence, 28 Douglas Avenue.
1571 Bissett G. W. J., residence, 210 Duke, West St. John.
1464A Boyer, Miss B. N., residence, 98 Princess street.
1412 Case's grocery, Waterloo.
1577 Cathers, W. A., Commission Merchant, Prince Wm.
538 Central Shoe Store, Mill St.
479 Coleman H. R., grocer, Winter.
582 Coll M., residence, Douglas Ave.
A. W. McMACKIN, Local Manager.

RAILROADS.

INTERCOLONIAL RAILWAY

On and after JUNE 4, 1905, trains will depart and arrive daily (Sunday excepted) as follows:—

TRAINS LEAVE ST. JOHN.

6.00—No. 2 Express for Point du Chene, Halifax, Campbellton, Pictou, the Sydneys.
7.45—No. 6, Mixed for Moncton.
11.00—No. 4, Express for Point du Chene, Quebec and Montreal.
12.45—No. 26, Express for Point du Chene, Pictou and Halifax.
13.15—No. 136, Suburban Express for Hampton.
17.15—No. 8, Express for Sussex.
18.15—No. 138, Suburban Express for Hampton.
19.00—No. 134, Maritime Express for Quebec, and Montreal. Point du Chene.
22.40—No. 156, Suburban Express for Hampton.
22.25—No. 10, Express for Pictou, Halifax and the Sydneys.

TRAINS ARRIVE AT ST. JOHN.

6.25—No. 9, Express from The Sydneys, Halifax and Pictou.
7.45—No. 135, Suburban Express from Hampton.
9.00—No. 7, Express from Sussex.
12.50—No. 133, Maritime Express from Montreal and Quebec. Point du Chene.
15.30—No. 137, Suburban Express from Hampton.
16.30—No. 5, Mixed from Moncton.
17.00—No. 3, Express from Point du Chene and Moncton.
17.15—No. 25, Express from Halifax, Pictou and Campbellton.
21.20—No. 1, Express from Moncton.
22.05—No. 155, Suburban Express from Hampton.
1.35—No. 81, Express from The Sydneys, Halifax, Pictou and Moncton. (Sunday only).

All trains run by Atlantic Standard Time
24.00 o'clock is midnight.
D. POTTINGER, General Manager.
CITY TICKET OFFICE—7 King St., St. John, N. B. Telephone 1053.
GEO. CARVILL, C. T. A.

CANADIAN PACIFIC

DOMINION DAY!
Return Tickets
will be issued at
SINGLE FIRST-CLASS FARE!
Going June 30, July 1, 2 and 3.
Returning until July 4, 1905
Between Stations in Canada, East of Port Arthur.
W. H. C. MACKAY, City Agent.
F. R. PERRY, Dist. Psgr. Agt.

CANADIAN PACIFIC

Passenger Train Service From St. John, N. B.
Effective June 4th, 1905.
(Trains daily except Sunday.)
ATLANTIC TIME.
DEPARTURES.
6.45 A. M.—DAILY EXPRESS for Bangor, Portland and Boston; connecting for Fredericton, St. Andrews, St. Stephen, Houlton, Woodstock, and points North; Edmundston, Riviere du Loup and Quebec.
9.25 A. M.—Suburban Express for Welsford and intermediate points.
1.10 P. M.—Suburban Express for Welsford and intermediate points.
5.05 P. M.—Suburban Express for Welsford and intermediate points.
5.35 P. M.—Montreal (Short Line) Express, connecting at Fredericton Junction for Fredericton, and at McAdam Jct. for Woodstock, St. Stephen and (St. Andrews after July 1st); at Montreal for Ottawa, Toronto, Hamilton, Buffalo, Chicago and St. Paul, and with IMPERIAL LIMITED and PACIFIC EXPRESS for Winnipeg and Canadian Northwest; Vancouver, and all Pacific Coast points. PALACE SLEEPER AND FIRST AND SECOND CLASS COACHES TO MONTREAL.
C. P. DINING CAR ST. JOHN TO MATTAWAMKEAG.
5.50 P. M.—Boston Express—Pullman sleeper and first and second class coaches to Boston.
6.10 P. M.—FREDERICTON EXPRESS—making all intermediate stops.
10.30 P. M.—Suburban Express for Welsford and intermediate points.
ARRIVALS.
7.50 A. M.—Suburban Express.
8.55 A. M.—Fredericton Express.
10.40 A. M.—Boston Express.
11.20 A. M.—Montreal Express.
12.10 P. M.—Suburban Express.
3.20 P. M.—Suburban Express.
10.00 P. M.—Suburban Express.
11.00 P. M.—Boston Express.
F. R. PERRY, D. P. A., C. P. Ry., St. John, N. B.

The Old Blend Whisky of the WHITE HORSE CELLAR
FROM THE Original Recipe Dated 1746.
The Old-fashioned Blend of the Coaching Days, without alteration for 150 years.
OLDEST, BEST, PUREST IN THE MARKET.
REFUSE IMITATIONS.
INSIST ON GETTING White Horse Cellar.
Being a high priced Whisky many don't keep it if they can sell another brand.
MACKIE & COY. DISTILLERS LTD., ISLAY, GLENLIVET, AND GLASGOW.
Orders for direct import solicited.
R. SULLIVAN & CO.
44 and 46 Dock Street.