

THIS MORNING'S NEWS.

Page 1. Weather indications. General telegraphic news. Page 2. General sporting news. Maine towns. The Fourth at Freeport. Page 3. Poem: A noble desire. Story: Juniator. Page 4. Editorials. Page 5. She was badly hurt. Maine boys in Yale '92. Greenwood Garden opened. Dedication of the Diamond Island Hall. Heavy traffic on the street railway. Portland men with Forepaugh's Forepaugh's show. Deaths and marriages. Page 6. Wit and Wisdom. The suburban winner. The great bicycle meet. Marine news. Page 7. Financial and commercial. The Home. Page 8. Brief Gossip. The Hampton boat race. The Longshoremen's outing. The glorious Fourth. A down east yachting trip. Mischievous boys. A small blaze. He leaped the elephant. Accidents. Fire on Free street. Miraculous escape of Wm. Watson.

MISCELLANEOUS.

AYER'S Hair Vigor

Restores faded, thin, and gray hair to its original color, texture, and abundance; prevents it from falling out, checks tendency to baldness, and promotes a new and vigorous growth. A clean, safe, elegant, and economical hair-dressing.

Everywhere Popular

"Nine months after having the typhoid fever, my head was perfectly bald. I was induced to try Ayer's Hair Vigor, and before I had used half a bottle, the hair began to grow. Two more bottles brought out as good a head of hair as ever I had. On my recommendation, my brother William Craig made use of Ayer's Hair Vigor with the same good results."—Stephen Craig, 832 Charlotte st., Philadelphia, Pa.

Ayer's Hair Vigor

Prepared by Dr. J. C. Ayer & Co., Lowell, Mass. Sold by Druggists Everywhere.



MRS. MARY TYLER, Hermon, Me.

SIX YEARS OF AGONY!

Tortured by Demons! RHEUMATISM AND NEURALGIA Cured by Four Bottles of DANA'S.

A Miracle in Hermon, Me. DANA SANSAPARILLA CO.

GENTLEMEN—I take great pleasure in stating that after suffering for six years with RHEUMATISM AND NEURALGIA, particularly my head and limbs. During all this time nothing seemed to relieve the agony, until I tried DANA'S SANSAPARILLA. I have taken one of your bottles, but the result has been WONDERFUL. I have gained considerable relief in my RHEUMATISM AND NEURALGIA. I can now sleep peacefully. I am 65 years of age. Please send me a bottle of your medicine. I will send you my name and address. MRS. MARY TYLER, Hermon, Me. The undersigned, certify to the truth of the above statement. R. B. BALL & BISHOP, Merchants, Hermon, Me.

NO SWEAT SHOP

Or tenement-house-made cigar, but manufactured by well paid labor in our own clean factory.

SLEEPER'S EYE CIGARS

Are the delight of critical smokers. 10c. each.

TRADE MARK REGISTERED. S. S. SLEEPER & CO., Factory, Boston City.

PINE TREE DRIVING PARK

The Fourth Celebrated by Gardiner Lovers of Horsemanship.

GARDINER, July 4.—The Pine Tree Driving Park connected with the Pine Tree stock farm at Farmingdale was opened to the public for the first time today. About 4000 people were at the races. The track was very good considering the hard rail last night. The summaries:

Green Class. Auctioneer by Gen. Withers, C. A. Hoyt. Quind, Jr. by Quind, C. T. S. 1 1 Manchester, W. H. Falkbanks, Augustus... 2 2 Jip, A. S. Church, Augustus... 3 3 Time—3:06, 2:49, 2:49 1/2.

2:37 Class. Gen. Briggs by Messenger Wilkes, Briggs, Augustus... 1 1 Dan Smuggler, C. F. Achorn, Cooper's Mills... 2 2 Grey Victor, G. W. Boggs, Wind... 3 3 Old Honey, C. M. Guild, Augustus... 4 4 Music, J. H. May, Boston... 5 5 Time—2:36, 2:37 1/2, 2:37 1/2, 2:34 1/2.

2:27 Class. Walter D. E. F. Maxim, Wayne... 1 1 Quind, Jr. by Quind, C. T. S. 2 2 Ben V. B. F. H. Briggs, Auburn... 3 3 Fred M. C. A. Marston Skowhegan... 4 4 Volunteer C. W. Berry, Augustus... 5 5 Time—2:36, 2:37 1/2, 2:37 1/2, 2:34 1/2.

The famous stallion Nelson owned by C. H. Nelson of Waterville, trotted an exhibition mile in 2:23. The stallion Haley, three years old, owned by W. D. Haley, South Gardiner, one of the fastest of Nelson's sons, trotted an exhibition mile in 2:28. The Pine Tree track promises to be one of the fastest in the state.

Miss Nora Kelleher Drowned. Saco, July 4.—Miss Nora Kelleher of Saco, aged 26, while bathing in Biddeford Pool, this afternoon, was drowned. Her body was recovered.

OUR SMART RIDERS.

They Took Nearly All the Prizes at the Saco Meet.

THERE IS REJOICING AMONG THE PORTLAND CYCLISTS.

The Team Race They Won Handily and the Road Race Was Given to Them by Gargin's Magnificent Spurt—in the Other Events in which Portland Men Figured, They Were Generally Successful.

[Special to the Press.]

Saco, July 4.—Success stamped every feature of the York County Wheelmen's races here today. The weather was delightful, although a strong wind prevented very fast time. The track was in superior condition, the best racing track for bicycles there has ever been in Maine. The Portland men showed up nobly. Members of the Portland Wheel Club took first prizes in every event they entered and won the team race easily. Four first prizes were captured and many seconds. Frank M. Liscomb brought the state record down to 2:14, and in addition will receive an elegant diamond ring for that accomplishment. The Biddeford band furnished music, and altogether it was a thoroughly enjoyable and lively occasion. The York County Club of Biddeford extended hospitalities in a most gracious manner. Portland was largely represented in the attendance, and warmly cheered their victorious boys. As many as 40 or 50 wheelmen, some accompanied by ladies, went out from the Forest City.

The Mile Ordinary Novice was the first race on the programme and the full number of entries appeared to start. Ralph Webber of Saco had the best of his opponents almost from the beginning, and was an easy winner in 3:26 3/4, but the effort proved too much for him, and he fell fainting on the track at the mile mark. Fred Cobbe of Biddeford was second; Herbert Dyer, Saco, third, and Will H. Norton, Biddeford, fourth.

The Twenty Mile Road Race was then started, half a mile on the track and 1 1/2 miles toward Portland, on the road and return, finishing with three miles on the track. On leaving the track, H. Gargin of Portland was in the lead, John G. Lawrence of Saco, second, and Ralph D. Littlefield of Saco, third. The mile ordinary, that was a pretty race, three starters appeared. Frank G. Leavitt of Saco, at once took the lead, maintaining it the entire distance without question, finishing first in 1:29 1/2, Harry A. Rowton, Saco, second, and Will H. Norton, Biddeford, third.

The 100 yards amateur dash next occupied attention and proved a good contest although the time was not remarkable. Linwood Perry of Saco came in first in 11 seconds, and won the silver cup. Thos. Mullen, Great Falls, N. H.; second, Parker Pingree of Saco, third; Theo. Boynton, Portland, fourth; Wm. H. O'Brien, Portland, fifth.

The mile safety, 3.10 class, was a close and interesting event. Once and three-quarters around the track the three racers kept closely bunched, but on the home stretch

E. G. Scully of Portland, made a fine spurt and won easily in 3:06 3/4, prize, suit of clothes; W. V. Tarbox, Saco, second, umbrella; L. P. Houston, Portland, third, box of cigars.

The mile ordinary, that record, had three starters, and proved to be a pretty contest between Frank G. Leavitt of Saco and W. E. Tobie of Portland. The webber, who fainted at the close of the first race, started in this event, but had to fall behind. Down the home stretch Tobie made a vigorous dash, and even with his opponent, but could not succeed. Leavitt crossed the tape a wheel ahead in 3:20 1/2, winning a gold medal; Tobie second, patent leather shoes.

Chas. M. Farley, Great Falls, N. H., won the 10 1/2 years professional dash in 10:35 seconds; John Jennings, Saco, second; D. H. Barry, Lewiston, third.

At this point the result of the 20 mile road race was announced and amid cheers Lawrence rode upon the track, followed almost half a mile behind by H. Gargin, Portland, the third man not showing up. Then Gargin commenced a long, remarkable spurt, which only ended when the tape was crossed at the finish; a spurt three miles in length and which enabled him to gradually but surely close up the long distance between Gargin and Lawrence. As lap after lap was rolled off he was seen to steadily gain, but no one believed he would be able to overcome the long lead of half a mile which Lawrence had. But see, it is the last lap of the three miles on the track, and then came the noblest spurt of all. Before the home stretch was reached Lawrence was passed, and down the track came Gargin. Lawrence at the last falling back exhausted. Gargin won in 1 hour, 20 minutes and 20 seconds, good time considering that the roads made have been in poor condition on account of recent rains. First prize, \$20 overcoat; 2nd prize, John G. Lawrence, travelling bag. Gargin broke his saddle while on the road and lost considerable time. That he should win after that is remarkable.

The quarter mile safety flying start was for blood from the beginning. There were seven entries and all started.

Liscomb Took the Lead and kept it to the finish, though not without having to do lots of hard work, winning in 38 1/2 seconds, fast time. First prize, medal; 2nd prize, E. G. Scully, collar and cuff case; 3rd prize, travelling toilet case.

Willie Davis, Biddeford, won the half mile foot race in 2:23 1/2. First prize, box of cigars; 2nd prize, James McGuire, Biddeford, umbrella.

The mile safety, state record, was very closely contested and in many respects the most exciting event of the day. The previous record was 2:54 and this was set as a time limit to be reduced. Brown and Liscomb of Portland were bunched all along the course, and had many a

pretty fight for the lead. When the tape was crossed at the half Brown was ahead with Liscomb a close second, followed by Tobie and Souly. L. C. Gilson gave out on the second lap. At the finish F. M. Liscomb pulled out ahead, taking 1st prize, medal; 2d prize, F. M. Brown, bicycle shoes; 3d prize, F. E. Tobie, alarm clock, all of Portland.

Linwood Barry of Saco, won the 220 yards amateur dash, securing the silver cup.

The half mile open safety was Decidedly Close

with F. M. Brown the winner by a quarter wheel, F. M. Liscomb, second; Down the home stretch Liscomb and Brown were neck and neck but with Liscomb seemingly having the advantage, but Brown made a magnificent spurt and managed to lead by a foot or two when the tape was crossed, winning an aback chair given by Atkinson; 2d prize, F. M. Liscomb, rattan chair; 3d prize, L. C. Gilson, box cigars.

Next was the half mile boys' safety won by Arthur P. Fairfield, Saco, in 1:38 1/2, prize, bicycle, from Robert A. Jose, Saco, second, bicycle lamp.

The two mile safety was full of fight, Gibson and Tobie struggling for first place on the first three laps, with Brown and Liscomb coming along behind at a leisurely pace, catching up glasses of water from their trainers as they passed them. But when it came to the last lap these two began a strong spurt, when Liscomb's wheel collided with Brown's throwing the former out. Brown pegged away on a fine spurt coming in considerably ahead of his opponent. Time 6:30 1/2; first prize, medal; second prize, W. Tobie, bicycle shoes; third prize, L. C. Gilson, meerschaum pipe.

Chas. M. Farley of Great Falls won the professional 220 yards dash in good time.

One of the most interesting was the two-mile team race between the Portland Wheel Club and York County Wheelmen, three men in each team. Brown, Liscomb and Dean rode for Portland; Tarbox and G. M. and F. G. Leavitt for the York County's. Liscomb took first place and Brown second for the Portlanders on every lap, so that the Wheel club ran up a total of 54 points to 34 for the home wheelmen, securing the prize of a handsome picture and one chance on a beautiful cup which must be won twice before it can be owned by the club.

The mile running horse race was won easily by F. W. Kinney's chestnut gelding Shiloh, time 2:10 1/2. W. H. Littlefield's brown pony Dick was second.

This ended one of the most successful racing days ever held in Maine.

Next will be some fine races at Portland on the 23d, when those who won today will have to struggle hard to retain their honors.

IN HARD LUCK.

New England Rowing Association's Annual Regatta.

LYNN, Mass., July 4.—The rain and strong wind Sunday night nearly ruined the annual regatta of the New England Amateur Rowing Association in Lynn harbor today. The tent erected on Nahant isthmus to store the craft of the contestants was collapsed by the wind at 8 a. m. and six boats demolished. They were the single shells of McCaffrey of the Crescent Boat Club, Edward Hayes of the Bradford Boat Club, A. C. Dowling of the Crescent Boat Club, the eight oared shell of the Cumberland Rowing Association, Portland, and the single shell of A. A. Frates of the Cumberland Rowing Association of Portland. The water at high tide at 7 a. m. was very choppy. At noon the wind went down and at the special meeting of the association at Hotel Nahant the voters pulled off all but the double shells. This was postponed. At 4 1/2 p. m. the regatta started. The canoe race of one and one-half miles was won by W. P. Perkins of the Vesper Boat Club of Lowell in 11 minutes, 30 seconds. In the senior four oared shells, one and one-half miles, the Bradford boat club in 9 minutes 45 seconds. In the senior four oared shells, one and one-half miles, the Bradford boat club in 9 minutes 45 seconds. The four oared shells, one and one-half miles, one and one-half miles, the Neponset rowing club won, time 9 minutes, 50 seconds. In the junior, eight oared shells, one and one-half miles, straightaway, the Columbia Rowing Association was first in 10 minutes 10 seconds. The last race for senior eight oared shells, one and one-half miles, the association won by about 30 lengths, in 9 minutes, 45 seconds.

Hanlan Beats Hooper. HARTFORD, Conn., July 4.—Edward Hanlan defeated George H. Hooper in three mile shell race on the Connecticut river this afternoon.

RAISED A CHURCH ROOF.

And Livermore Falls Methodists Narrowly Escaped Harm.

LIVERMORE FALLS, July 4.—A cyclone Sunday lifted the roof of the Methodist church, the congregation barely escaping the wreck. The storm formed a waterspout 50 feet high when it crossed the Androscoggin here. Several people miraculously escaped death.

A heavy cyclone formed at Livermore Centre about 4 this afternoon, moved easterly, blowing down James Atwood's and Frank Lindsey's farm buildings. Sweeping across the river, it mowed a path through the woods, blowing down wide and blew down Mr. Morrison's barn and one at Twelve Corners. The cyclone was followed by a thunder shower.

Mr. Blaine to the President. WASHINGTON, July 4.—Ex-Secretary Blaine has sent the president a cordial acknowledgment of the receipt of his telegram of sympathy and condolence at the time of the death of his son, Emmons Blaine. The telegram was sent the day young Mr. Blaine died, but was not received by Mr. Blaine until he returned to Bar Harbor after the funeral in Chicago.

GRESHAM'S NO.

It Was Too Big Even for the People's Party to Disregard.

SO WEAVER OF GREENBACK FAME HEADS THE TICKET.

At One Time Yesterday the Convention Went Wild Over a Rumor that Gresham Had Consented But Later News Spoiled that Sensation and at the Eleventh Hour the Delegates Fell Back on Weaver.

OMAHA, Neb., July 4.—The People's party delegates from Georgia and several other states, yesterday, declared in favor of Senator Kyle of South Dakota, for President. Mr. Washburne of Massachusetts, national committeeman and Messrs. Taubeneck of Illinois and Branch of Georgia, were managing the Kyle boom last night. Practically all the New Englanders came to the convention in a neutral frame of mind, and Senator Kyle was taken up by most of them as likely to prove the strongest candidate. Gen. Weaver was objected to by this element as being weighted with defeat as a Greenbacker presidential candidate. Despite the Kyle boom, the Weaver followers have kept up a courageous front. Mr. Brown, one of the most prominent of the Massachusetts delegation, is said to be one of the managers of the Weaver forces. Today Delegate Taubeneck received the following despatch from Senator Kyle:

"I have visited Louecka and Washburne that I could not accept. If the convention determined on me I presume I cannot refuse, if necessary to harmonize."

The following telegram was received from J. A. Hauser of Indiana, candidate for lieutenant governor on the People's party ticket:

"I have just seen Gresham. If unanimous he will not refuse."

Tremendous excitement was caused by this message. "Your success seems assured," was the message sent to each of the three leading candidates by his supporters just before the hour set for the first ballot, and Gen. Weaver and his friends seemed increasingly enthusiastic.

The General Secretary of the Knights of Labor said the Knights had determined to stand by Gresham. George Washburne of Massachusetts was unqualifiedly claiming the nomination for Kyle on the people, and Gen. Weaver's disciplined corps declared their candidate was as solid as a rock.

Permanent Chairman Louecka, standing on his one leg,

Swinging His Crutch at arm's length, waved the assemblage to order. His speech was a surprise and a disagreeable one to perhaps a majority of the convention. His impetuosity and fire elicited cheers every few words. Mr. Louecka said among other things: "This is a great day for revolutions. Being propelled by the silent power of education, the ballot [applause], we can congratulate ourselves we are progressing all along the line. The slates have not been fixed up by this convention, we are all at sea, but the result will be the choice of the people, and Gen. Weaver's convention [applause], not the choice of the machine elements of the nation. There is a spirit abroad here that a man nominated by this convention must not only stand fairly and squarely upon our platform of principles, but he must also have the people's confidence behind him. [Applause.] We want no doubtful man to lead this movement. We must know he has been with us long enough to have been found true."

Mr. Vandervoort of Nebraska offered an amendment striking out that clause of the platform providing that the second ballot all candidates except the two lead. W. S. Merrill of the Cumberland Rowing Association, Portland, failed to turn the three-quarter buoy. In the single scull juniors, one and one-half miles, John Cosgrove of the West Lynn boat club was first, in 11 minutes 35 seconds. The four oared shells, one and one-half miles, the Bradford boat club in 9 minutes 45 seconds. In the senior four oared shells, one and one-half miles, the Bradford boat club in 9 minutes 45 seconds. The four oared shells, one and one-half miles, the Neponset rowing club won, time 9 minutes, 50 seconds. In the junior, eight oared shells, one and one-half miles, straightaway, the Columbia Rowing Association was first in 10 minutes 10 seconds. The last race for senior eight oared shells, one and one-half miles, the association won by about 30 lengths, in 9 minutes, 45 seconds.

His Vehement Denunciation of the roads brought his audience to their feet several times. He said: "It is not by accident that the Pacific coast delegates were overlooked. Our request for the customary courtesy was denied deliberately and with insolence. The Democrats and Republicans secured half fare but we, the producers of the earth, have been refused equal terms."

Mr. Dean of New York moved that the matter be brought before the interstate commerce commission to see whether the law permitted the railroads to discriminate in favor of one national political convention against another. He proposed using the matter for campaign purposes. The motion was carried.

OMAHA, Neb., July 4.—Gen. Weaver was nominated for President late tonight.

IN EASTERN MAINE

They Rang Church Bells and Went to the Races.

[Special to the Press.]

BANGOR, July 4.—The Fourth in Eastern Maine passed quietly. In this city bells were rung, a salute fired and the usual amount of fire crackers burned. A big excursion down the river to Fort Point by the Ancient Order of Foresters and friends on the steamer Kataldin was enjoyed by 600 people. The sprinting race at Fort Point between Prescott and McNamara excited great interest and much betting. Prescott won. The excursionists had other sports. In Bangor 2000 people went to Maplewood Park to witness the races which were interesting. The summaries follow:

THREE MINUTE CLASS—PURSE \$150.

J. P. Tucker, Bangor, blk m Grey G... 1 1 A. B. Perkins, Bangor, blk g Ororo... 2 2 Bay... 3 3 E. A. G. Bangor, blk m Monas... 4 4 Chas. Dustin, Bangor, blk m... 5 5 800... 6 6 W. M. & N. W. Page, Ororo, blk g... 7 7 Kittle Hanson, Passadumkeag, blk... 8 8 (Colonel H. Hanson, Passadumkeag, blk... 9 9 Time—2:30, 2:50, 2:44 1/2, 2:45.

RUNNING RACE, HALF MILE HEATS, BEST 2 IN 3.

Madama A. M. Atwood, Boston, blk g Keop... 1 1 E. L. & J. N. Swazey, Bucksport, blk g... 2 2 Dollarbill... 3 3 Chas. D. Dyer, Bangor, blk m... 4 4 John Connor, Bangor, blk g Happy Boy... 5 5 Time—56, 58.

2:40 CLASS—PURSE \$200.

J. P. Tucker, Bangor, blk m Grey G... 1 1 C. T. Page, Ororo, blk g Ororo Boy... 2 2 G. H. Bishop, Bangor, blk g Dagger... 3 3 Chas. D. Dyer, Bangor, blk m... 4 4 F. Prescott, Newburg, blk g Newburg... 5 5 Kittle Hanson, Passadumkeag, blk g... 6 6 Time—2:48, 2:44 1/2, 2:44 1/2, 2:45.

FREE-FOR-ALL—PURSE \$250.

C. G. Andrews, Bangor, blk m Naumkeag... 1 1 Chas. Varney, Bangor, blk m Lady Rock... 2 2 W. M. & N. W. Page, Ororo, blk g... 3 3 E. Dearborn, So. Newburg, blk g... 4 4 By M... 5 5 Time—2:37, 2:36, 2:32 1/2.

MR. FRYE AT WOODSTOCK.

An Independence Day Oration on the American Ship.

PUTNAM, Conn., July 4.—Today Henry G. Bowen of the New York Independent, gave his 22d annual literary festival in Roseland park, Woodstock. An audience of about 3000 people enjoyed the occasion. Hon. Charles A. Russell, Senator Platt of Connecticut, Hon. Thomas J. Morgan, Secretary Tracy, Senator Frye, and Col. Elliot Shepard were the speakers. Mr. Frye's subject was the American ship, and in the course of his speech referring to the depression of the American shipping industry, he said:

"I assert that not protection, but the entire absence of it, has wrought the ruin of this most important national industry, and believe that this is susceptible of demonstration. The wonderful career of England illustrates it. To attain her present position upon the ocean she pursued persistently a most remarkable protective policy. She permitted the importation of bulky articles in British ships, and allowed her own ships to engage in her domestic trade, and permitted no transportation of merchandise from one British colony to another in foreign vessels; allowed no imports into any British possession by foreign vessels except those belonging to the country of the production of the merchandise, and then only when three-fourths of the crews were citizens of the same country. She allowed no vessel to receive British registry except those built in her own dominions, entirely owned, officered and crewed by British subjects, and never opened her ports to foreign built ships until 1849, a change of policy then necessary. She could not possibly supply her own shipping; timber had become exceedingly scarce and very expensive, while iron had hardly become a factor in the problem. She then bought some of our ships, and then she bought the experiment of iron ships with a success; at once devoted her entire attention to building them. From then to now she has encouraged iron shipbuilding, compelled all of her subsidized lines to build their ships of iron or steel, rebuilt her navy of the same materials, very largely in private yards, to induce the establishment of great shipyards and their maintenance. She never opened up her coastwise trade until she knew that no competition with her iron ships would be met in response would open ours and she, with her immense advantages, could successfully compete for it.

In 1855 England inaugurated her subsidy policy for the establishment and maintenance of great steam lines on all the important routes of ocean traffic, and has paid out over \$250,000,000 to carry it out. She has commenced by paying about \$2,000,000, gradually increased, until in 1854 the annual expenditure was \$5,950,000. Her payments decreased during the Civil War. She then feared no competition of ours; but after the war its close, when we were making an effort to recover lost ground by the act of February, 1867, granting subsidies to the Pacific Mail, they at once increased to the great sum of \$10,000,000, then they amounted to \$9,107,741. Finding that our effort was only a spasmodic, she gradually reduced, until in 1889, the last year for which I have the report, she paid \$3,210,434.

The first American steamer put on the route between New York and Liverpool, was the "United States" built in 1847; she made one round trip. The Cunard company being then heavily subsidized, could and did reduce freights from eight pounds to four.

In 1838 the first British steamer crossed the Atlantic to our ports. In 1839 the Cunard line commenced regular service. England gave it an annual subsidy of \$425,000. In 1850 this subsidy was increased to \$650,000, then to \$735,000, then in 1852 it was made \$850,000. The Collins line subsidized by us, was put on this route in 1850. England didn't hesitate a moment to increase her subsidy to the Cunard line for the sole purpose of driving off our line. The competition reduced freights 50 per cent, and in eight years we ended the subsidy and the Collins line died.

Mr. Marion Cannon of California protested against the resolution as exhibiting a want of independent spirit.

His Vehement Denunciation of the roads brought his audience to their feet several times. He said: "It is not by accident that the Pacific coast delegates were overlooked. Our request for the customary courtesy was denied deliberately and with insolence. The Democrats and Republicans secured half fare but we, the producers of the earth, have been refused equal terms."

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