d situate in Guys John, being the nown and distinon as lots number (45) and described stern side of Lud feet, more or less, y side by property the rear by part and on the North ety of the same

of land situate on our of Saint John d ten (210), being more or less and street and Market of Saint John North side of h Ward, formerly
d, in the said City
wit: Beginning on
vestern corner of a
of the late Peter

therly along west-one hundred feet parallel with said outherly on a line de line to the said said Street to the sail the use and ng from rear of the purpose of in-and from the said and parcel of land rs to one Thomas e the second day undred and fifth piece and parcel of g in the said City ront of forty feet back on Germain

eadth fifty feet. ned by the number to (392) on the map the in the office of ece and parcel of in the town plot (165) one hundred five feet, fronting

ed by G. I. Hardor parcel of land e southern side of n the City of Saint number eight hun ntingforty feet on ack therefrom pre-undred feet." al and certain lots, nate, lying and be-n and distinguish-on file in the office number (1380) (1381) thirteen pirteen hundred en hundred and

the city of Saint ruished on the plan Dity by the number part bounded as uning on Waterloo ot numbered fifty ed lot one hu ginning, the said s were heretofore

unning back four-inates in a point a Anning's Lot No.

FERGUSON

ART, Auctioneer.

d States of Ameri-r, his wife; Helen mpbell Firth, late the said United sachusetts, in the arver, an Sarah arles J. Whitlock, ittory, in the said d Maggie Sinclair, Firth, late of the ll whom it may

VEN that under Registrar of Deeds k. by the numb ecords, pages 547, between William In, in the City and chant, a d Mar-rt and May A, E, on, in the County r part; and under ment of the said Twenty-ni th day rded in he office s aforeseid by No. 6 of ecords, between he said e part, a d John t John, Merchant, be sold by Public so called], in the SATURDAY, the

in Queens Ward, in Queens Ward, the said piece or ont of thirty feet I, extending back the thirty feet, the by the late Honorhis last will and wick W. Peters, wick W. Peters, and devik d to the ogether with all uildings, fences, lereon being, and on being, and over he same ng or in anywise

y will be sold at the payment of of July, A.D., 1894,

of the Estate

OTTAWA.

Ottawa, Oct. 22.—Sir Hibbert Tupper returned from Washington today. It is understood that the sum of \$425,000 has been offered by the United States government to be voted at the next session of congress in payment of damages found against the United States by the Paris tribunal last year, on ly owing to the influx of riflemen from account of the seizure of Canadian sealing vessels in open waters of Behring sea. If, however, the government of Great Britain prefer to go on with the assessment which it was originally understood would be the method employed for the determination of these damages, then the claims will still be practically, unless the plan of assessing damages goes on, the sum of \$425,-000 will be voted by congress next December, in full settlement of the meantime the offer is understood to

resorted to Justice Vanwart has been appointed judge of divorce and matrimonial causes in New Brunswisk, vice Judge Fraser, recently appointed lieutenant governor of the province.

covered yesterday by Prof. Macoun cars. growing along the line of the Canadian Pacific railway near Smith's Falls. It is supposed that they dropped from the Lisgar, has resigned his seat, but no cars carrying grain from Dakota to the information, confirmatory or otherseaboard.

Sometime ago a portrait of the late Sir John Macdonald was painted by Ottawa. J. C. Forbes of Toronto, for the Junior Conservative club of that city. For some reason it was not delivered to vided among the following offices: the club. It is admitted to be a fine likeness of the late premier. It is valued at \$1,000. There is a movement started here to purchase the painting and have it presented to her majesty in connection with the selection of Ottawa as the capital of the dominion.

J. S. Larke, ex-commissioner to the World's Fair, has been appointed com mercial agent to visit the different markets in Canada with a view to working up a trade with Australia. Subsequently he will visit Australia. The entries for the D. R. A. matches closed today. The number is larger

than ever .: (Special to the Sun.) Ottawa, Aug. 23.-Hon. Mr. Patterson, minister of militia, leaves for the view to ordering extensive repairs under the appropriation voted by parliament last session. Hon. Mr. Patterson will then proceed to Nova Scotia and New Brunswick to inspect differ-

sub-collector of customs at Berwick, J. J. Mullin has been appointed a

tide waiter at St. John. The impression is prevalent in England that parliament will vote a subsidy for a direct line of steamers between Montreal and the ports of Antwerp and Havre. The minister of trade and commerce recently received a cablegram from the high commissioner, enquiring the amount of the subsidy. The Hon. Mr. Bowell replied that no subsidy had been voted or promised to the Belgian-Columbia line, as it is called.

Ottawa, Aug. 24.-The arrangements for the D. R. A. match which commence Monday are complete and all ready the competitors are commercing to arrive. The prospects for the competitors are of a very gloomy charac-

The bush fires raging in this vicinity have shrouded the city in a pall of smoke, so that unless rain falls or the wind changes before Monday, it will be hardly possible to distinguish the targets at the 500 yards range.

The High Commissioner has cabled Hon. Mr. Bowell stating that the Spanish Government have ordered the governor of Cuba to admit Canadian and Newfoundland codfish duty free.

The colonial secretary has forwarded to the governor general under Aug. 8th, copies of Her Majesty's proclamation of neutrality on the occasion of war between China and Japan, together with the copy of the letter from the foreign office embodying the rules which Her Majesty has directed to be observed on the same occasion. Lord Ripon says: I have to request that you will cause both documents to be immediately published throughout the colony under your government and that you will not fail to conform to Her Majesty's commands. The documents appear in extenso in tomorrow's Canada Gazette.

A representative of the Rand Mc Nally publishing house saw Hon. Mr. Wallace today to ask for his ruling as to the duty on atlases, the question having arisen whether an atlas was dutiable as a book or a map. Mr. Wallace says it is a book.

Sir Hibbert Tupper received a cable from the high commisioner today stating that his health was much im proved.

Ottawa, Aug. 26.-The proclamation of neutrality in the war between China and Japan is published. After reciting the facts concerning the declaration of war and the desire of Her Majesty to have peace preserved on behalf of her subjects, it enjoins as follows: "And we do hereby strictly charge and command all our loving subjects to govern themselves accordingly, and to observe a strict neutrality in and during the aforesaid war, and to abstain from violating either the laws and statutes of the realm in this behalf, or the laws of nations in relation thereto as they will answer to the contrary at their peril."

The act, under the head of "Illegal enlistment," provides that no British subject without the Queen's license shall accept service with either belligerent. It also forbids recruiting, encouraging or transporting out of Her Majesty's dominions, British subjects for the purpose of enlistment. The act is directed also against the building, sale or equipment of war vessels for the belligerents (except by license of Her Majesty) and further decrees that ships of war of either nation shall not be harbored in any British (or colonial) port longer than twenty-four hours. except for the purpose of necessary re- is now at the residence of Captain J. would amount to several millions of on then was a small piece of the

of war of supplies other than such pro- in health.

visions as may be of immediate necessity for the crew and coal to enable the vessel to proceed to a home port. An order-in-council has been passed

increasing the fees for verifying measures of capacity, made of wood. Sir C. H. Tupper has accepted the invitation to take part in the unveiling of the monument at Springhill, on Sept. 11th. Sir John Thompson thinks he will hardly be able to attend.

The hotels are filling up pretty rapidall parts of Canada. As usual the representatives from the most distant there was a great influx of Nova Scotians, New Brunswickers, and Prince Edward Islanders. Everything is in readiness for the opening of the matconsiderably, and today the atmosphere was beautifully clear.

Ten million feet of lumber valued at claims of the Canadian sealers. In the \$120,000, the property of J. R. Booth, millionaire lumber king, went up in be made without prejudice to the find- smoke. It was insured to about half ing of an assessment, should the latter | the value. All the fire insurance commethod of arriving at the amount be panies are interested. Cedar street public school, situated on the outskirts of the piles, was totally destroyed. Mr. Booth had a heavy loss by fire early in the season.

Ottawa, Aug. 27.-Campbellton has been added to the list of places were The dreaded Russian thistle was dis- petroleum may be imported in tank

A special despatch from Winnipeg states that A. W. Ross, M. P., for wise, of this despatch, can be obtained here. Mr. Ross is now en route to

J. R. Booth places his loss at \$75,000. He is insured for forty thousand, di-Manchester, Sun, Union, Northern, Lancashire, London and North British

MARINE MATTERS.

Bark Eudora loads oil for New York. days, has been ordered to New York to load oil.

Sch. Leo, Captain Crane, Parrsboro 1892-93, \$6,342,561; 1893-94, \$7,543,497. for Yarmouth, with coal, struck on No insurance.

Scammell Bros. have received word sidered dangerous, and he was able to strong against the prisoner. take charge of his vessel. At one time Capt, Pearce and family resided on Paradise Row, but they afterwards removed to New York. Deceased was Stephen Illsley has been appointed take charge of the Alex. Keith.

which she will reload her cargo of deals and proceed on her voyage across the Atlantic.

The big Nova Scotia bark Angola is back from Bristol for another cargo of deals. When she left here early in the season the "Sun" spoke of the enormous quantity of lumber that she took away, there being over 1,650,000 feet in it. She got the whole lot over safely and when the Bristol stevedore began to discharge her he asked Capt. Lockhart if the owner stowed her. Capt. Lockhart replied in the negative, saying that his cargo was put in by Nevin Cameron, of this city, and enquired of the English stevedore why he asked such a question. "Well," said the Bristol man, "because of the way his deals were put in. They are packed so tight that I will have trouble to get them out." This speaks well of the work done by our stevedores. Bark Ashlow now loading here for

Cork, gets 40s. Barkentine P. J. Palmer gets 45s on deals to Dundalk. Bark Buda loads lumber at Savanah

for Parahyba at \$16 and raisins at 95c per barrel Advices from New York are to the effect that oil freights have taken a

decided advance. Bark Mary A. Troop is now on her way from Sydney to Bay Verte where she will toad deals for W. C. England at 37s 6d.

Schooner John Stroup, Capt. Myers, from Moncton for Havre de Grace, with pulp wood, was out in the squall on Tuesday, and had her jib blown away. She is also leaking. She put in here yesterday for repairs.

Bark Fairmount, Capt. King, at New York for Dublin reports Aug. 8, lat. 45 02, lon, 39 57, passed a whistling buoy adrift, painted red, with black band and letters "Fi," apparently in good condition and blowing strong blasts at intervals (probably the Fire Island buoy, before reported).

A Mobile despatch of the 18th says, Bark Rothiemay, which sailed from ing down the channel Tuesday afterdamage reported.

Bark Low Wood, from New York at Melbourne, 7th, experienced a heavy course. gale June 22, and had a portion of her deck stove in, lost sails and sustained Aug. 15. for Manila.)

charge.

brokers, that Capt. George J. Pearce, men were arrested today. the presentation was made.

TELEGRAPHIC.

QUEBEC Quebec, Aug. 22.-Various rumors are afloat here regarding the alleged resignation of Hon. J. S. Hall, provincial treasurer. Mr. Hall has desired to retire for some time past, but it was thought he had decided to remain and now it is said that some slight differences of opinion as to the future financial policy of the government and Mr. provinces are here first. Last night | Hall's dislike of pub ic life have led to his final step. Neither the premier nor treasurer will say a word as to whether the rumor is or is not true, but this probably owing to the ches tomorrow. The outlook is much lieutenant-governor's absence from open and the offer dropped; so that, better than on Friday, a change in town. The English speaking members the wind having driven the smoke away of the house are disappointed at Mr.

Hall's probable retirement and do not view with favor as his successor Mr. White, Q.C., of Sherbrooke, whom it where she now lies. is said Mr. Taillon has decided upon without consu ting them, though this may be premature.

materially shorten the distance between Quebec, Halifax, and St. John. Some one thousand two hundred men tral Railway, which leaves the last miles of rails are already down and

early in the spring. Montreal, Aug. 22.—The recorder gave his decision today in the case of Norman Murray accused of disturbing ling the peace. He will go to appeal. Ship Coringa, which has been an- the ordinary expenditure of Quebec begun. A couple of hours were conchored off Partridge Island for some province for the last fiscal year :- sumed in this work, but at last the

Chegoggin Point, six miles above Yar- Samuel St. Maurice, farmer, aged 60, lashed alongside was towed up to the mouth Light, on Tuesday morning and was run down by a Grand Trunk train slip above the Union wharf, Carleton. have engaged in a number of yacht committee who had charge of the conbecame a total wreck. Crew saved. going east today and killed almost in- Then the men on the scow set to again races. My boat carried about two and test for the corporation cup and was stantly.

of the death at Rosario, South Ameri- pected murderer of Theodore Myre was considerably ca, of Capt. Pearce, of the bark Alex. arrested this morning on a farm ten maritime provinces in a few days on Keith. No particulars are given, miles from the scene of the tragedy official business. He will visit the Some time ago Capt. Pearce met with by the chief of police. The accused camp at Levis and make a careful in-spection of the citadel walls with a revolver. The wounds were not con- an inquest was begun. The proof is

Montreal, Aug. 24.-Wm. Snell, commercial traveller, aged 47, who has been complaining for weeks past of insomnia, arose from bed this morning ent military properities owned by the the father of Capt. Pearce, of the bar- about 2 o'clock and cut his throat from quantine Canning. Capt. Coonan will ear to ear. The insane man then at-Barkentene Icarus has gone on but his wife screamed for help and sail. live.

Montreal, Aug. 26.—Hon. John Hall that the present treasurer will remain tion of health it is known that Mr. Hall insisted before withdrawing his resignation that the pruning knife must be more largely felt in several of the departments. It is believed the deficit will be about \$250,000. A cablegram received here today

from Chester, Eng., conveys the gratimuch better and will soon be able to proceed to London. Montreal, Aug. 27.-There is a big sensation in Sutton, Brome county, over the arrest of Walter Kelly, in Marlborough, Mass., who was induced up" W. Smith, station agent, and the

president of the Brome Co. Alliance. It appears that the saloon keepers agreed to give Kelly \$150 for his job, but only \$75 being forthcoming, the rascal squealed, and now several accomplices are also in jail.

AMERICAN.

Oswego, N. Y., Aug. 23.-At the firemen's tournament today the Brockville ,Ontario, hose company won first prize for throwing the longest stream. The Rescue Hook and Ladder company of Walton, N. Y., captured first

prize for running and coupling. Washington, Aug. 24.-In fulfillment of its pledge that the valuable Columbian relics now in the custody of the state department shall be returned to the vatican on a ship of the navy, the department has decided that the Machias shall perform this service. The Machias is at the New York navy yard, where she has been many months undergoing the operation of being cut in two and lengthened, to correct instability. She is nearing completion, and will go into commission Sept. 15, the lower bay for Fleetwood, when go- under command of Capt. Houston, and it is expected will sail about Oct. 1st. noon, struck the bank near cluster 2 She was chosen because she will be the and remained until Wednesday, when first vessel available for the service. she came off and proceeded. No and as she is going to China by way osition was substantially as follows: I fore the squall sprung up. We kept all

at Rosario. Capt. Pearce was in com- of the Illinois Trust and Savings Bank Patrick Egen, our sailing master, how mand of the British bark Exile when said today that the officers of that in- the main sheet was, and he replied man steamer Sophie. The Maritime will loan the whiskey trust sufficient Association of the port of New York money to pay the taxes on its goods, halyards, gaff topsail sheet and tack. raised a purse of \$1,112 for the rescuers Several representatives of the Chicago and Capt. Pearce was present when bank were in Peoria and Pekin, Ill., today arranging the deal, which must Captain Baker, who was taken sick be made within the next two days. Mr. with typhoid fever two weeks before Mitchell refused to say what banks the Mary A. Troop reached Sydney, were making the loan, but said it is about \$6,000,000.

No Bodies Recovered but the Yacht Raised and Towed up to Sand Point.

Diver Henrion Will Make Another Search at His own Expense.

Evidence Given at the Inquest Monday Night Before Coroner Berryman.

(From the Daily Sun of the 28th.) The yacht Primrose was raised yesterday and towed up to Sand Point.

The efforts of the diver and the large crowd which went down on the Lillie Quebec, Aug. 26.—It is not generally yesterday morning were directed chiefknown that a few months will see the ly to the saving of the boat, as there completion of a road that will very were lots of people who refused to believe that she did not contain some of the missing bodies. The Lillie went master of the Primrose. He was a boat that had no headwoy on would are now at work upon what is known down early in the morning with the competent man in that capacity. She as the Ting Branch of the Quebec Cen- large schooner-rigged scow Northern named line between Point Levis and Light in tow. Soon after arriving at not taken off. I was down in the tug to ship water and sink. Sherbrooke, joining the Canadian Pa- the scene of the disaster, Diver Hen- Lillie at the time that the body of cific Short line at Lake Megantic, a rion donned his diving suit and went Harry Hoyt was found. Witness gave distance of 57 miles. Over twenty down seventy two feet to the place the contractor states that the road will where the yacht was. He first made vicinity of the boat, but could see no bodies. Then he placed two lines under the boat, one near the bow and the the procession of St. Jean Baptiste on other at the stern. When everything tained some damage, her topmast he-Dorchester street. The court held was made secure, Henrion signalled to that this charge had not been proved, be pulled up, and he was soon in his but fined Murray five dollars for troub- boat again. Then the scow was towed over near the buoy attached to the Montreal, Aug. 23.—The following is yacht and the work of raising her was 1892-93, \$3,952,258; 1893-94, \$3,884,520. boat was brought almost to the sur-Total payments as per public accounts: face. Part of her mast, bowsprit and ried the sails he had named just be- or twelve yacht races. some of her sails were above water. St. Anne de Bellevue, Que., Aug. 23.- The scow with the sunken yacht

STRAINED, HER SEAMS

being opened up. Her mainsail is badly torn. This was done by the trawlers. The main sheet was off, showing that it had been let go before the boat went down. The jib sheets are flat, however. Strange to say the jib is down, but it is apparent how this occurred. The rigging having shrunk up, something had to give way, and the block by which the jib was held was drawn tempted to tear open the gaping wound from its fastenings and down went the

been severed, but he is not expected to at low water. There is no telling what will be done with her. Henrion says he found a big rock returned home today and it is well near the stern yesterday. This is the understood that the crisis is over and only rock he discovered on the bottom in the many times he has gone down. in the cabinet. Apart from the ques- This rock is probably one that slipped off the lines used to ascertain the depth of water where the boat sank. Henrion did not go down again, although he held himself in readiness to make a couple of dips whenever the

committee called upon him.
On the way up, Henrion told Mr. Ross that as he had been unsuccessful fying news that Sir Charles Tupper is so far he would visit the scene of the wreck again and make

ANOTHER ATTEMPT to recover some of the bodies without making any charge for his services. This is a generous offer. It was at to come to Sutton in June last to "do once accepted, and the Lillie will be engaged for another day in attendance upon the seekers after the victims of the sad accident.

While the diver was adjusting the lines by which the yacht was raised his life line got caught in some of the rigging. Finding it impossible to clear it, he pulled out his sheath knife, cut his life line and after getting it out of the snarl, tied it together again.

Mayor Robertson and Judge King went over to see the yacht on her ar-Subscription lists have been placed in the following places: T. H. Hall's, C. P. Clarke's W. A. Magee's, H. Clark's the chamberlain's office, and G. S. de

Forest & Sons'. The enquiry into the circumstances connected with the death of Harry Hoyt, one of the victims of the disaster, was begun last night by Coroner Berryman, who had for a jury: Robert Freeze (foreman), Pilots Henry Spears, Thomas Trainor and William Quinn, S. T. Golding, A. J. Stewart and Fred Langan. A large crowd of people listened attentively to the evidence given. It is understood that some twenty or thirty witnesses will be put on the stand.

GEORGE CATHERINE of the Mediterranean and Suez Canal, was one of the crew of the yacht sail on her. She was carrying mainshe will not be diverted from her Sunol, which started in the race in sail, jib, flying jib, jib topmast and Tucker, father of Herbert Tucker, who no life buoys. There were no pieces of it was. All this canvass was on when other damage. (The Low Wood is re- was assassinated near here some time wood on board, nothing of that kind the squall struck us. The jibs were ported sailed from Newcastle, N.S.W., ago. assisted by Scott Van Meter, a but a bucket. Our sheets were well pulled down and the main sheet well-known farmer, yesterday captured looked after. The main sheet was held pulled down and the main sheet Ship Sultan, built at Summerville, Andy Martin, a negro, 65 years old, by the sailing master, and when he slackened out two points. I then held N. S., in 1879, registered at Windsor, and at the point of a pistol tried to did not hold it another man did. Only the main sheet in one hand and the and owned by Geo. Armstrong, has make him tell about the murder of one turn was taken round a cleet. tiller in the othr, keeping headway on been sold on the other side. She was young Tucker. The negro knew noth- The other sheets were made fast, but as best I could. My attention was reported the other day as having sail- ing of the murder and could tell noth- men stood ready to let them go. I called to the fact that a boat was caped from Eastham for this port with ing. The men took him to an orchard did not think it was necessary to have sizing outside of us. I saw her go her old commander, Capt. Mosher, in near town, dug a grave, pinioned his the other sheets held. Our boat was arms and legs, and buried him for the off shore one, but she was to the The New York Herald of the 22nd nearly twenty minutes. They told him windward of the whole fleet. I saw says: Information was received yes- they would kill him if he told on them. the black clouds fully half an hour terday by Scammell Bros., the ship- The negro is in a bad condition. The no precautions to save the lives of the Now I consider that they should be our jib topsail, let go our gaff topsail Some of the halyards got caught and the mainsail. The Sunol got off before the wind and ran under the jib. That got clubbing pretty heavily and it was taken in. All the sail we had

THE PRIMROSE DISASTER. was hoisted up again, but when we thought of getting life buoys. There found the wind blowing so hard we is an air tight compartment in my lowered it. I did not see the Primrose after the squall struck her.. I was too even if she filled with water. Don't busy looking after our own boat, Have think the Primrose required twelve sailed in yacht races before, but do men to run her. Seven men would not know of any laws that govern such races. I do not consider it safe to weather. I should judge that the compete in yacht races without hav- other five were intended for use as ing life buoys on board.. Know of no shifting ballast. made of wood. At the time of the acrose did not draw nearly as much so. water as the others did. The Gracie M. would draw four or five feet and comes on I always get the head sail Primrose drew two feet. She had sheet up and keep headway on the greater breadth of beam than either boat. Then if it comes too heavy I of those boats, though. She was can luff the boat up to the wind and longer than them, too. I believe the pull the mainsail down. I did not Primrose would go over before either think the squall was going to amount of the others in a heavy wind. She to anything. My boat had good headwas not as safe as they were. The way on when the gale struck her. She Clytie was a shallow boat, but I am could not therefore be handled. If the told that she carries a big ballast fin, Primrose had had an iron keel on her which would make her a stiffer boat. she would have gone over, but she I knew Samuel Hutton, the sailing would not have gone so quickly. Any could not have been upset if she was sails set. The Primrose is an open cident to the fact that the sails were boat and thefore all the more liable some evidence relative to the recovery

of the body. To Foreman Freeze-It was after be open for traffic either this fall or an examination of the bottom in the the squall struck the Sunol that the after the squall struck us I looked back order was given to lower the mainsail, or rather after the worst of it had passed over. The light sails had been taken in previously. The Sunol susbing carried away as a result of the breaking of an iron band. This was Leaf. . I think there were seven of due to our not getting the topsail down quick enough.

The witness, when the deposition was read over to him, said he could not say what sail the Primrose had on at the time of the accident. She carfore the squall came up. PATRICK EGEN.

the Sunol's sailing master said: I

Ste. Barbe, Que., Aug. 24.—The sus- level with the surface. The boat is cured so that it will not move. There the referee and other officials on Friare times when it would be of advan- day last. I was one of the men who tage to be able to shift the ballast. | measured the yachts. The Primrose Last year we could shift our ballast in the races and we had about the same water, and I should say was overcrew as when this accident occurred, masted and over-sailed. She carried We had one or two men more last Tuesday. They were used as shifting dimensions. She was sailed by a man ballast, that is they sat to windward. of experience. I think seven or eight when the boat was on either tack. men would have been sufficient to We carried no life saving apparatus handle her at any time. I am of the had no life buoys at all. I saw the opinion that all the men over that black cloud which came up before the number she had on board were for use squall struck us. I took it for granted as shifting ballast. The Sunol was that there was "wind in it." and gave almost as shallow a boat as the Primorders for the taking in of the gaff- rose. There are no laws that I know Quinn's blocks, where she will relead her cargo was found that the artery had not flats, where she will relead her cargo was found that the artery had not flats, where she will be high and dry a little slow in getting in the gaff-top- the boats. The races were to have sail and I ordered the mainsail let go. been sailed under the sailing laws of The main sheet was not fastened at the Royal Nova Scotia yacht squadron. any time. I held it but the other sails but that club's rules had nothing to do were fastened. That is the common with the outfitting of the contesting practice. All the sheets are secured boats. The first threatening of the except the main sheet. When the squall that came on was rain, bot there squall slackened we pulled up the peak was not much wind. The heavy of the mainsail and ran up towards the squall followed almost immediately harbor under it. The last I saw of the after. Where we were in the tug it Primrose was about five minutes be- came gradually and soon developed fore the squall came upon us. Witness into a strong gale. At that time the told what sail the Primrose had on tug was lying to the eastward of the when he saw her last, corroborating Maple Leaf, and the Gracie M. to the the previous witness' evidence. The southward of her. Primrose draws about two feet of water, is between 8 and 9 feet beam and her head sail and at the same time the 27 feet long. The Sunol is of about Maple Leaf was having her jib topsail the same dimensions. The two boats taken off. The parting of the down carried about the same amount of can- haul allowed the sail to run aloft again vass in the race. The Primrose got | One of her crew went out on the bowthe squall before we did. The accident was due to the fact that sail was it caught in the water and carried kept on the Primrose too long. In St. away her topmast. I then looked in John the sailing master of each yacht the direction of the other boats and does what he thinks best in all mat- saw the Primrose careening over. I ters. I did not suggest that life pre- saw the men on the side of the boat servers be put on board, although I do or something dark which I took to consider them necessary. Life buoys be the men. I called out to the man

> found by Elijah Ross and some other men. They were in two small boats dragging with trawls. Saw the body but did not know the young man. To Foreman Freeze-It would have been better for the Primrose if she had had shifting ballast that day. It would have made her stiffer and she would have carried her sail better. That gale would have laid her over just the same however., with shifting ballast. Some of the ballast would have shifted over to leeward, too.

I don't think any lives would have

them in the boat I had charge of, how-

ever. Was on board the Lillie when

Hoyt's body was recovered. It was

been lost. Never thought of carrying

CHAS. E. ELWELL. who owns and sailed the Gracie M. in Tuesday's race, said: My boat draws five feet of water. She measures ten feet on the beam and is 24 feet 9 inches long on the water line. I saw the was the first witness called. His dep- threatening clouds fifteen minutes bewhich the Primrose sank. There were gaff topsail. That was all the canvass Lexington, Ky., Aug. 24.—Robert eight men on board, but we carried we could put on her with the wind as over, but did not know what yacht it was. Our mainsail and gaff topsail were on the boat all through the gale. We carried no life buoys and never thought of having them on board. of the bark Alexander Keith, had died Chicago, Aug. 24.—President Mitchell crew in case of accident. I asked carried. I had five men and two boys as a crew. The boys were not to act as shifting ballast. My boat is larger she was wrecked in 1891, and he and his stitution are acting as trustees for a that everything was all right. When than either the Sunol or Primrose. entire crew were rescued by the Ger-syndicate of New York bankers, who we saw the squall coming we lowered. The Gracie M. is two and a half feet we saw the squall coming we lowered. deeper than the Primrose, and has 14 inches of a keel, with a shoe weighing 900 pounds. I think the Primrose had orders were given for the lowering of too much sail on and no headway at the time the squall struck her. That is what caused the accident. It is hard to tell whether her entire crew would have been saved if they had life preservers. Still their chances pairs, and forbids the sale to such ships | W. Gordon, Sydney, and is improving dollars, as the value of the collateral mainsail. We ran up towards Part- would have been better. I have been ridge Island. A part of the mainsail caught in squalls before, but never inoculating several suspected animals.

boat, and I don't think she would sink have been sufficient in any kind of

law which would compel the owners of Foreman Freeze-Do you think the yachts to carry life buoys. The Prim- same precautions were taken by the rose was a good yacht. She was a Primrose crew that day that would shallow boat. Think her keel was have been used if her crew were out on a pleasure trip?

cident she was carrying mainsail, jib, Witnss-When I am out for pleasure gaff topsail and jib topsail. That was and see any indications of a storm, I all the canvass that could be put on take in all sail till it is over. That is, her the way the wind was. The Primof course, if I am in a position to do

To the Coroner-When a squall the Sounol three feet. Don't think the off, that is the jibs, start the main have capsized in such a gale with all

HENRY ERVIN, one of the Maple Leaf's crew, said: Mr. Ross, the owner of that boat, sailed her. She carried eight of a crew. Just and saw a boat go over. I took it to be the Primrose from the fact that her bottom was painted black. Could not say what sails she had on. Our boat passed her while she was becalmed. Life jackets were carried on the Maple them. We had shortened sail before the gale came on us, but the baloon jib got caught somehow. Our topmast was broken off. The down haul of the jib topsail broke and that is what cost us our topmast. I have sailed in ten

JAMES O. STACKHOUSE was next called. His evidence was about as follows: I was one of the and hoisted the yacht's deck almost a half tons of ballast. That is se- on board the tug Lillie, which caried was a shoal boat. She drew very little too much canvas for a boat of her

I saw the Gracie M.'s crew taking in sprit and hauled the sail down, but should always be carried, it is unsafe at the tug's wheel to steam towards to sail a race without them. If the the capsized yacht. The tug was Primrose had been provided with them driven to the spot as fast as she could steam. I don't think it took more than four minutes to get there. As she flew along the life jackets were got ready and they were thrown to the swimmers as we met them. I at first saw what I took to be 8 or 10 men, but found out afterwards that I had mistaken hats for men in some cases. Saw one man going down. I threw a rope out to him but he took no notice of 1.. Some one else threw a life buoy to him but he sank without an effort to catch hold of either. The tug picked up three men and the fourth was rescued by the yacht Clytie and she brought him alongside the tug. It was harder to get the men from the tug than it would have been from a small boat. I believe all the yachts should have carried life buoys. Don't know whether the committee who had charge of the contests had power to call upon the owners of the yachts to provide their boats with life preservers or not. If the Primrose had had life jackets on board and her crew had put them on no lives would have been lost. I did not consider the Primrose a perfectly safe boat under the circumstances.

The coroner-If anyone is to be blamed for the accident, who is it? The witness-I would not like to say. As I have already stated, the boat was in my opinion over-masted and oversailed, but her owner might have thought different. The accident, I think, was the result of the over-masting and over-sailing. An iron or lead keel is a great improvement on a yacht. Do not consider a centre board boat any safer than a keel boat.

To the foreman-The life jackets were thrown as quickly as possible to the men in the water and the tug's boat was launched as soon as it could be got out. The boat on the tug was a good one. There was a little water in her but nothing to speak of. The inquest was then adjourned till this evening. Mr. Stackhouse will be put on the stand again.

CATTLE DISEASE.

Amherst, Aug. 27.-The rumor that tuberculosis had broken out at the Experimental farm, Nappan, has proved correct, ten cows having been found infected, necessitating their being slaughtered. The test was made by