

PROGRESS.

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PRICE FIVE CENTS

THE CREWS FOR RACING.

ST. JOHN AND HALIFAX FOURS AND THEIR DESCRIPTION.

Where the Halifax Men Are Training—They are Larger Men than those Representing St. John, Averaging About 164 Pounds.—What a St. John Man Said.

When PROGRESS mentioned the training of the crew destined to uphold the reputation of St. John in the regatta at Halifax there was no intention to do other than bring a few of many facts to light in order that the remedy might be applied at once. The fact that the regatta committee went out to Torryburn that afternoon and made themselves more thoroughly acquainted with the work of the men is perhaps the best evidence that PROGRESS' hint was not wasted.

Everyone who knows anything of boat racing will agree that it is just as important to have a good and wise trainer as it is to have good men and that he must be their constant companion from the time they begin work until the contest is over. It has not been possible perhaps for Mr. Ross to give his time to boat building and training at the same time and this has caused much of the comment that has been heard around town to the effect that the men were left to get themselves in condition the greater portion of the time. Still Mr. Ross says that he is satisfied with their condition and he should know more about that than anyone else.

The average weight of the men is less than 150 pounds and while size is not considered as necessary to athletic success in these days as it was in the olden times, still there are many competent critics who think that this is a weak feature of the crew and it will be noted that PROGRESS' Halifax correspondent quotes so good an authority as Mr. George Smith upon this point.

Still in spite of these facts the great majority of those keenly interested in aquatic sports think that the crew from this city has a fair chance of winning. Hundreds of citizens will go from here prepared to cheer them over the course and to give them an ovation should they cross the line ahead. Excursions on both the I. C. R. and bay and valley routes are already announced and the 62nd Fusiliers band has seized what should be a golden opportunity and are conducting a cheap excursion to the Nova Scotia capital. Mr. Ross is completing his arrangements for the transportation of the crew and it is likely that they will go the early part of next week.

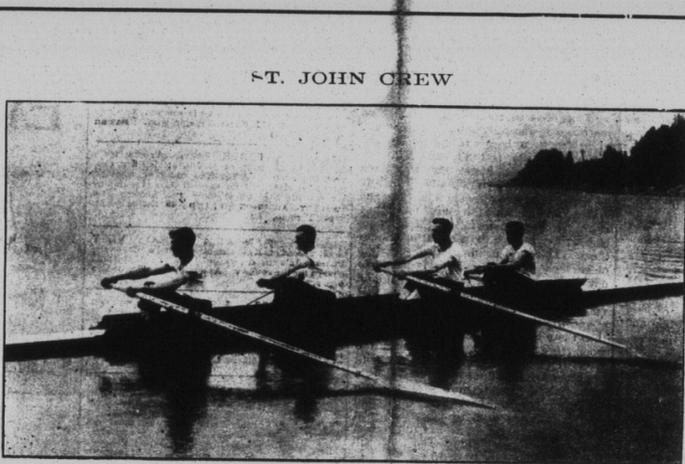
HALIFAX, July 16.—The personnel of the Halifax carnival four-oared crew was definitely agreed upon on Saturday afternoon, and PROGRESS gives today a picture of the men as they appear in their boat on the waters of the North-West Arm. Patrick Hayes and John Holland were the two men who remained to be decided upon, and Holland was the man selected, Hayes being paid off on Saturday. The crew are now without a spare man; but under all the circumstances the trainer and committee deemed it best to dispense with Hayes services, thus cutting themselves off from the possibility of availing of him in the future even in the case of sickness or accident. The crew is a "fisherman crew" The lightest man is Luke Shea the stroke who weighs 162 pounds. John Holland the aft amidship oar, is a cousin of Trainer Jerry Holland and weighs 167 pounds. John Brennan forward amidship weighs 163 pounds and the bow oar is Mark Lynch 164 pounds.

The time to select and train the crew was too short, as has already been pointed out by PROGRESS but good use has been made of the two months or less at the disposal of the Halifax men. The crew is under the control of Jerry Holland, than whom a better trainer could not be secured. It was he who trained the Halifax fishermen crew who won the world's championship at Philadelphia in 1876, and twenty years added to his age have not lessened his ability in the slightest. Neither the methods of boat construction nor the principles of training have changed since then. It is a fact worthy of mention that not only is the Halifax trainer the same today as he was twenty years ago, but the crew's headquarters are at the same place—Miss Lawson's on the North West Arm.

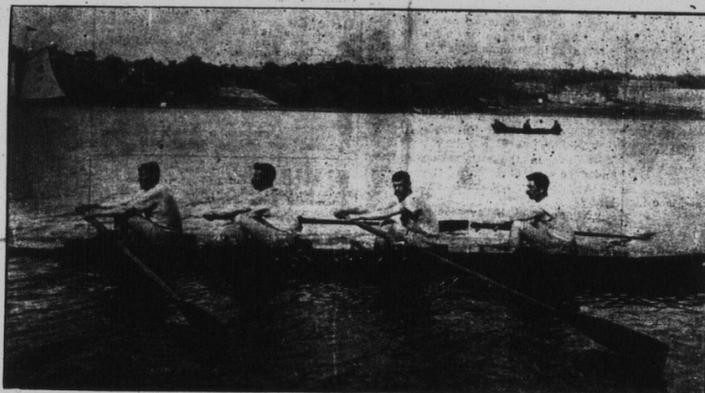
The sabbath observance people might get a few pointers from Trainer Jerry Holland if they cared to go after them. Holland will not allow his crew to do a stroke of work on Sunday. He gives several reasons for this. First, he says, he never did allow Sunday work in training, and he does not intend to begin now. Secondly, he believes that better results will follow from six days work and one continuous day of rest, than from any attempt to keep up even a brief practice on Sunday. Six days' work per week, Holland believes to be the maximum that can profitably be done. In the third place Miss Lawson asks that no such practices be held while her grounds are used, and thus furnish no temptation for crowds of curious sightseers

SAINT JOHN AND HALIFAX CREWS.

The Men who are to Row in the Four-oared Race, as they Appeared in Practice Form.



HARRY DALEY. WM. PATCHELL. GEO. CLARK. ALLEN LAMBERT.



LUKE SHEA. JOHN HOLLAND. JOHN BRENNAN. MARK LYNCH.

to throng to the headquarters on Sunday. The average age of the Halifax crew is between 25 and 26 years, and their present average weight 164 pounds. The rowing weight of the champion English crew is about 145 pounds. William Ross, one of the committee, and a member of the once well-known Ross-Foley crew, is fairly well satisfied with the advancement made by our raw fishermen since they have been taken in hand by Holland. He is prepared to say they row like a winning crew, but he thinks that by the end of the month, when the race for the \$1,000 cash prize comes off they will be in condition to give a good account of themselves.

"A St. John rowing man," who is understood to be George Smith, after seeing the Halifax crew at work on the Arm, thus stated his impression, to a reporter which is given for what it is worth:

"The Halifax crew are heavier than the St. John four, who average about 162 pounds; taking everything into consideration Halifax ought to win from St. John in the big race. The Halifax men are not only heavier built than the St. John crew, but they will be better boated, and will have the advantage of everything modern, whereas the St. John crew will have to row their race in a boat built for the Paris crew. The Paris crew were all big men and consequently a boat was built to carry a heavy weight, whereas the present St. John crew are a small lot, and the heavy boat will act as a handicap. He also stated that the New Brunswick crew row well. They have a finished, clean stroke, but the stroke seems to lack power. In his opinion the men are too slight."

Would Prefer the Clapboards. The people of Indiantown North End are at a loss to understand why the school authorities have ordered the removal of the fairly good clapboards from off the Peel

street school building being replaced by a much inferior grade of shingles costing about 75 cents per thousand. The school now looks much worse than before and the ratepayers in that district have not yet found out why the work was ordered done as the building showed few signs of needing repairs.

BURIED IN THE DEEP.

Some Things That Have Been Lost While Crossing the Ferry.

A little girl of perhaps five or six years was crossing from Carleton to the city the other afternoon with a pretty black and white kitten clasped affectionately in her arms; pussy showed a strong desire to explore other parts of the boat, but the little girl leaned over it and in a reproving tone remarked, "you must stay where you are till we get home kiddy; because if I let you down you might fall into the water."

Whether that followed was an accident or a premeditated suicide the bystanders were unable to decide but with a leap the kitten disappeared over the rail and its little owner ran wildly back and forth calling, "my kitten! be drowned, make them stop and get it." Everybody had a word of sympathy for the grief-stricken little one, and one or two persons recalled incidents in which various personal possessions had "drifted away with the tide."

A well known society lady told of a lunch basket dropped carelessly into the water when she and two others were on their way to enjoy a quiet afternoon at the Bay shore; and a gentleman who has been prominent in civic affairs related how one evening he and a young lady friend were crossing the ferry when a brisk shower accompanied by a strong breeze came upon the lady's sunshade which she had opened for protection was whisked suddenly out of her hand, and while all were leaning over

to watch its antics in the waves a hat was noticed on its way to join the sunshade. It proved to be the property of another lady passenger. Another story of a lost purse containing tickets and a little silver was just getting under headway when the boat reached the city, with the little maiden mentioned above peering into the water to see if by any chance "the kitten had swummed ashore."

MAKING MONEY BY TALKING.

How The Quacks on The Squares Please The Gullible Public.

St. John is indeed a quack doctor's paradise. During the last couple of weeks no less than two of these blatant dose peddlers have been holding forth on the public squares to large numbers of people and they always manage to carry away a large roll of bills with them. One yearly visitor the "German" doctor with his colored entertainer talking dolls, and sure-to-cure-remedy was on hand as usual, but found his market square stand occupied by a short round medic with a white plug hat, a trio of musicians and a small melodion. This doctor's lecture lasts for over two hours during which time he points out the ills, pains and aches of suffering humanity on an oilcloth chart. Having the credulous crowd worked up to an excited pitch, the mixture of herbs etc., is sprung on them at so-much a package. A few friends of the combination in the crowd take the first half dozen packages and once the ball is set in motion away it goes. Another halt is spent in gathering in the money and handing out the herbs until the last purchaser is served when the quack packs up and drives away. The "German" doctor on King Square, despite this year's strong opposition took away a very fat roll of greenbacks which he had no

hesitancy in showing when paying the coachman at Indiantown on Monday last.

A Clean and Wholesome Show.

Bad weather is supposed to spoil the attendance at any theatrical performance and in this city it usually does, but in spite of the pouring rain Monday and Wednesday evenings of this week Rufus Somerby secured surprising audiences at his Monkey Theatre. It is certainly a unique entertainment, one of those that please all the people but more especially the children who crowd to the Opera house every afternoon in such numbers that the house is always well filled. Perhaps one of the reasons for this is the wholesome character of the show for there is nothing in it to prevent any parents from sending their children to see it. Mr. Somerby has brought many attractions to St. John and this but serves to add to his reputation as a theatrical manager in this city.

He Wanted to Fight.

A captain of one of the river steamers and a clerk in an Indiantown grocery store are decidedly at loggerheads, in fact whenever they come near enough to one another, a fistic carnival ensues. About a month ago the steamboatman was about to annihilate the grocer in the warehouse of his steamer and had it not been for the interference of friends a police court story would have resulted. On Monday evening of this week the captain walked boldly into the North end grocery in which the clerk works and commenced abusing him and daring him to fight. The clerk refused to make any disturbance, whereupon a more dashingly employed of the firm, peeled off his coat and was about to clear the store of the fighting captain, who showed the yellow streak and departed.

Chairs Swatted, Oms, Splint, Perforated by Duval, 11 Waterloo Street.

WHY NOT THIS TENDER?

MR. MAYES' TENDER NOT ACCEPTED BY THE CITY.

Which Entertains the Idea of Building the Wharves Itself—The Proposal is a Dangerous one—What Influence is at Work Against Mayor.

The fact that Mr. Mayes of Carleton tendered the lowest to construct the wharves at the west side should have been sufficient to secure the contract for him but it would almost seem from the backing and filling of the council that there is some influence at work to prevent the work going to Mr. Mayes. The latest feature is the tendency of the city to become contractors themselves and after calling for the tenders to accept none of them, but build the wharves by day work. The taxpayer may well protest against such a proposition. It is dangerous and should not be considered for a moment. Experience has taught this city what it is for the corporation to construct any public work. The people will feel better satisfied if the contract is awarded to some responsible contractor who can carry it forward to completion. It is hard to understand why Mr. Mayes' tender was not accepted. It is ridiculous to suppose that he is not in a position to secure a dredge, and yet the point is taken that because he has not a dredge that he cannot get the work completed in time. The city has no dredge either, but it is intimated that if one is to be built that a gentleman connected with civic affairs would probably get the job. It is said that the aldermen have not been left to themselves in deciding this matter but that department influence has made itself felt. However true or untrue this may be it should have no bearing upon the case. The city has called for tenders and if the lowest offer is backed up by sufficient security to insure the fulfillment of the contract, then it should be accepted. So far as PROGRESS knows Mr. Mayes has always carried out his contracts to the letter. He has done much work of a similar character and there is no reason to suppose that he cannot do this in an energetic and satisfactory manner.

HIS SUCCESSFUL CAREER.

A lucky Star has Ever Shone Over Hon. W. S. Fielding's Head.

HALIFAX, July 16.—The Nova Scotia legislature and government are losing the services of Hon. W. S. Fielding. He is a Halifax boy, and Halifax people esteem him highly. Mr. Fielding's political career has been a continuous success. A lucky star has shown over his head since his entrance into politics. Before him such an old and tried war-horse as Hon. A. G. Jones has now had to take a second place, and yet no man in Nova Scotia has rendered the liberal party anything like the yeoman service given by Hon. Mr. Jones. It was Hon. A. G. Jones who introduced W. S. Fielding to public life, and in that introduction John H. Barnstead is a humble citizen of Halifax who also has the credit of "discovering" Mr. Fielding. It was at a small meeting of liberal leaders in this city. The party was at its wits end for a liberal candidate to combat Halifax against the conservative ticket. The meeting was about breaking up without coming to any conclusion when young Mr. Fielding, then a writer on the "Morning Chronicle," made a speech which did not appear to leave any particular impression. It had struck two men, however, and one of these was John H. Barnstead, a man who is now looked on with half suspicious glances by a strong section of liberal wire-pullers and leaders in this city. Next day Barnstead went to Mr. Jones and told him that he believed Fielding was the man the party needed for its ticket. The same idea had occurred to Mr. Jones. That "discovery" by John H. Barnstead and Hon. A. G. Jones proved the making of W. S. Fielding. He was nominated and elected. Then he was given a place in the government and he became premier. Now we find him in the Dominion cabinet, while John H. Barnstead is rather off color with the ruling spirits of the liberal party in Halifax, and Hon. A. G. Jones is not much better off. Indeed Mr. Jones' erstwhile followers are saying that his chances are slim of securing the vacant senatorship for Nova Scotia, a position which if ever earned by any man has been doubly earned by that same A. G. Jones.

Why Not Draw Lots?

In spite of the fact that all the parties seemed willing to arbitrate, as it were, their claims upon the aldermanship of Prince ward yet no such happy and amicable understanding was arrived at on nomination day and Messrs. McPherson, Wallace and Nickerson are all contesting for aldermanic honors; outside of their intimate friends there does not appear to be any great interest in the contest. All of them seemed willing to save the city the expense of holding a poll but they could not find a suitable method to determine their claims. Had they drawn lots no doubt any of them would stand as good a chance of being an alderman as by depending upon the voice of the people.

al Railway.

JAY, the 22nd June of this Railway will be excepted, as follows.

LEAVE ST. JOHN

to Pugwash, Pictou, Lunenburg, and other points.

LEAVE AT ST. JOHN:

to Pugwash, Pictou, Lunenburg, and other points.

IANIFIC RY.

er Tourist Tickets

West, North West, and the Coast.

SION TICKETS

Atlantic Division.

Information enquire at and at station.

H. NOTMAN, District Passenger Agent, St. John, N. B.

Atlantic R'y.

1896, the Steamer and run daily (Sunday Ex-

PRINCE ROBERT.

ary Digby 8 30 a. m., to St. John, 1 00 p. m., to Digby 4 00 p. m., to St. John, 6 45 p. m.

TRAINS

in Digby 10 15 a. m., to Yarmouth 1 20 p. m., to Digby 4 10 p. m., to Yarmouth 6 15 p. m., to Digby 10 04 a. m., to Halifax 4 40 p. m., to Digby 4 00 p. m., to Halifax 8 00 p. m., to Digby 8 20 a. m., to Annapolis 6 00 p. m.

ly each way between Flying Bluenose.

th trains at Digby, between St. John, intermediate points on City Street, and from the time-table and all

EL, Gen. Man'gr. rintendent.

NATIONAL S. Co.

LINE

STON.

AMENING June 20th

Sept. 21st, Steamers of company will leave St. MONDAY, 9 p. m., to St. John, 2 p. m., to St. John, 6 p. m., to St. John, 8 p. m., to St. John, 10 p. m., to St. John, 12 p. m., to St. John, 2 p. m., to St. John, 4 p. m., to St. John, 6 p. m., to St. John, 8 p. m., to St. John, 10 p. m., to St. John, 12 p. m.

at all Railway Stations.

AGENTS, Agent.

TEAMERS

odstock.

ARD TIME.

ID WESTON" and St. John every day, for Fredericton and every day (Sunday excepted) will leave Fredericton MONDAY, 9 p. m., to St. John, 2 p. m., to St. John, 6 p. m., to St. John, 8 p. m., to St. John, 10 p. m., to St. John, 12 p. m.

date citizens having river and to give them and other points on St. John EVERY 5 00 o'clock, for landing. Returning them at 6 o'clock, for G. F. BAIRD, Manager.

CLIFTON.

ell 18th, the steamer men's meetings leaving Sunday and Saturday at intermediate points between same days as