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NO. 85.

THE ST. JOHN YACHTS WERE BEATEN AT DIGBY.

The Viking Proved Too Fast for the Canada and the Gracie M.--Fears That a Halifax Boat Has Been Lost.

Digby, June 2.—Dominion day at the pretty Nova Scotia town of Digby was as fine as any person could wish. From early morning until noon visitors to this summer resort flocked from neighboring towns, villages, and cities.

The chief event of the day was the yacht race between yachts representing the Royal Kennebecasis Yacht Club of St. John and the Yarmouth Yacht Club.

The yachts Windward, Canada and Gracie M. sailed from St. John Sunday morning with a free sheet and danced before a northwester which took them to Digby in quick time, the Windward making the run under five hours. The trip could not be termed one of the greatest pleasures as there was a very rough sea running and a large number of the fresh water sailors were very seasick.

On arrival they found another yacht there and one that is well known to St. John yachtsmen, the Viking, owned by Commodore Grantlath, of the Yarmouth Yacht Club.

The yachtsmen spent a quiet but pleasant Sunday at Digby and were nearly all on the D. A. R. pier yesterday morning to meet friends who arrived from St. John on the D. A. R. steamer Prince Rupert.

The crowd from St. John was large and the trip across the bay was fine.

The chief topic about hotels and other places was on the yacht races and considerable money was wagered on the result of the race between New Brunswick and Nova Scotia yachts.

Just before noon the racing committee had the double scull race between Neptune Rowing Club members rowed. It was a poor time for the race and many missed the contest.

The crews were Brennan and Ellis against McShane and Frith. The course was about a mile with a turn. Ellis and Brennan had matters mostly their own way and won the contest as they liked.

No time was taken, as the course had not been measured. The winners will receive medals.

At 1 o'clock, the time announced for the yacht races, the river bank and wharves were crowded with an anxious crowd of spectators.

The yachts set mainsails and jibs and were soon manoeuvring about the starting point, which was opposite the club house of the Digby Yacht Club.

The course laid out was a triangular one of five miles and was to be sailed twice to make a 10 mile race. From the starting point the course lay to a buoy off the Digby bar, thence to a buoy off the point of Bear Island, thence to starting point; then back to Bear Island, thence to the bar buoy and home.

The yachts were measured in the morning under the rules of the Massachusetts Yacht Squadron and when the measuring was finished it was found that the Canada had to allow the Viking 2 minutes 17 seconds and the Gracie M. 4 minutes 47 seconds, while the Viking gave the Gracie M. 1 minute and 30 seconds.

After some little manoeuvring the starting gun was fired and the yachts crossed the line in the following order:

Table with 2 columns: Yacht Name, Time. Includes Viking, Canada, Gracie M.

The yachts turned the bar buoy in the following order:

Table with 2 columns: Yacht Name, Time. Includes Viking, Canada, Gracie M.

were taken in for a long stretch home. The Canada still carried her gaff topsail, but it did not seem to be doing very much sailing. Again the Viking outpointed the St. John boat and opened a greater gap between her and the Canada. The yachts were now pointing toward the steamship wharf and made a very pretty picture as they tore through the water. The Viking was holding her windward position when the wharf was passed and the yachts turned the club-house buoy as follows:

Table with 2 columns: Yacht Name, Time. Includes Viking, Canada, Gracie M.

Having finished the first five miles of the race the yachts started on the second round. The first buoy to be turned now being the Bear Island. The boats again shook out their light sails as the sheets were eased. No time was lost in this work the boats being handled by perfection.

The yachts romped away in good style, taking advantage of all the wind possible. The wind lightened some and again the Canada gained on the run. The turning of the Bear Island buoy was as follows:

Table with 2 columns: Yacht Name, Time. Includes Viking, Canada, Gracie M.

It was now a long stretch to the bar buoy and the Viking as before began to get in her windward work. The wind had decreased considerably. The fight between the commodore yachts was a beautiful one. The Gracie M. still steadily losing ground, but was pluckily fighting in the rear. On nearing the bar buoy the yachts were forced to make a couple of short tacks to get round and crossed in the following order:

Table with 2 columns: Yacht Name, Time. Includes Viking, Canada, Gracie M.

The yachts were now running with easy sheets for the home line and the Canada had set her gafftopsail and gained slightly. On coming home the yachts crossed in the following order:

Table with 2 columns: Yacht Name, Time. Includes Viking, Canada, Gracie M.

The Viking gallantly won her race from the St. John yachts and as she crossed the line the St. John yachtsmen on board the Canada and Windward gave the Nova Scotia a hearty cheering. The Gracie M.'s crew were evidently not discouraged by their defeat, and the sound of music could be heard from her as she came across the line a badly beaten boat.

The race was one of the prettiest ever seen on Digby waters, and the yachtsmen of the Digby club feel they were next to compete and in this race all of the boats were of a small class. There were seven entries and a ten mile course was sailed. The yachts were Pejus, Dordly, Gytia, Majorie, Dewey, Surprise and Jubilee.

At last season's race the Dordly was the champion, but that was changed in today's race, as the Dewey won after a beautiful fight, winning from the Dordly by only eleven seconds. The Majorie was surprised fourthly, Gytia fifth, Jubilee sixth and Pejus last.

Commodore Fred Heus of the R. K. Y. C., St. John, wanted a second race against the St. John yachtsmen on board the Canada and Windward gave the Nova Scotia a hearty cheering. The Gracie M.'s crew were evidently not discouraged by their defeat, and the sound of music could be heard from her as she came across the line a badly beaten boat.

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WONDERFUL DEVELOPMENT OF THE INTERCOLONIAL RAILWAY.

From an Expense It Has Been Turned to a Profit—The Service Has Been Improved, the Line Extended and the Maritime Provinces Provided With an Up-to-Date Railway—Hon. A. G. Blair's Speech.

Ottawa, June 29.—Owing to the late hour at which Hon. A. G. Blair delivered his statement on the canals and railways of the dominion it was only possible to give a brief reference to what he said on the first evening he spoke. The importance of the subject deserves that it should have a more extended notice. The member for the question of canals first made his point, and then he turned to the first evening he spoke. The importance of the subject deserves that it should have a more extended notice.

order to extend, enlarge and improve the canals, know nothing at all or very little, in regard to the business importance of the Intercolonial railway and the extent to which that railway has added to the business of the older provinces and has increased the trade.

Between the East and West. I think that if hon. gentlemen, when votes are invited in aid of this railway, were to stop to consider the conditions under which it became the property of the government of the country, if they were to stop to consider the effect of the construction of the railway upon the many business interests of the maritime provinces, if they were to stop to consider how important a contribution the Intercolonial railway has made to the improvement of business and the extension of prosperity in the upper provinces, they would not be unwilling to treat that railway system with the same consideration that they extend to that which they are more familiar with, and which passes through their own section of the country. I said a moment ago that if hon. gentlemen would stop to reflect upon the conditions on which this railway came to be the property of the country, and to put it in a proper and efficient manner, and to put it on as good a footing as the railway which belongs to the province, and that the railway system traverses another. But I would call the attention of the hon. gentlemen to a consideration which ought to lead the minds of members of parliament to regard both services in an equally favorable light. I think if hon. gentlemen would reflect upon the fact that the Intercolonial railway came into the possession of the government and the important place that it occupies in the country, they would be disposed to consider the part of the government to deal as generously with it as it deals with the canal system. It traverses a section of the country not so fertile or so industrial as the portion traversed by the canal system, but still an important section of the country which depends for its prosperity and its efficient operation of this railway, and in supplying that section of the country with means of transport to and from the sea, and in doing so to do as for the confederation compact. Under these circumstances I think that parliament should consider these expenditures as being for the benefit of the country, and not as being for the benefit of the province.

Field for the Extension of the Business of Ontario and Quebec, and it placed the maritime manufacturers at a disadvantage. He expected that they would find a ready market in this portion of Canada for the products of the maritime provinces, but what happened was that it enabled the perhaps more successful manufacturers of Quebec and Ontario to displace, to some extent, the products of the maritime provinces. It opened up a new

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THERE IS NO RELIEF FORCE MOVING ON PEKIN.

A Terrible Announcement Made in the British House of Commons--The Last Appeal Was Made Nine Days Ago--China Breaking Up.

London, July 3, 3.30 a. m.—The allies are not advancing for the relief of Peking. This announcement to the House of Commons by Mr. William St. John Broderick, under secretary of state for foreign affairs, was received with exclamations of astonishment and dismay.

Sir Ellis Ashmead Bartlett inquired if any information had been received from the legations at Peking or as to the composition and command of the relieving force and its present position.

Mr. Broderick read the despatches received today and said the total allied force available is now about 13,000, as troops have been rapidly arriving, adding:

"We do not yet know what arrangements have been made locally regarding the command of an expedition, but it has not yet been thought possible to attempt a further advance. The consuls have been in communication with the viceroys in the Yangtze region and they are quite aware that support will be given by her majesty's government in preserving order. It is obviously impossible that the representatives of the powers at Peking should be consulted, as no communications are passed with them.

"The situation is desperate. Hasten." These words from the message from Von Bergen, a member of the German legation at Peking, countermanded by Sir Robert Hart, inspector general of customs, and dated nine days ago, are the theme of all private comment. They are preparing for news of a frightful tragedy. Nine days ago the ammunition of the little garrison defending the foreigners was running low and their food was nearly exhausted, while around them was a horde of Kan Su braves having at their service Krupp guns and repeating rifles. Peking was in the hands of the revolutionaries.

While nothing but sinister news comes from northern China, southern China is seemingly breaking away from the empire. All the provinces south of the Yellow River, whose viceroys and governors maintain friendly relations with the powers through the consuls, have been informally constituted into a federation with Nankin as the capital.

According to an Express cable from Shanghai, dated July 2, the southern viceroys wholly disavow Prince Tuan's government. They have practically constituted an independent state, extending from the Hoang Ho to the British and French frontiers. Little else to illuminate the profound obscurity of the situation, reaches cable points. The Chinese wires to Che Foo appear to be interrupted.

Last night St. Petersburg was informed, over the Siberian wires that the destruction of the Russian railways in Manchuria continues; and it seems not improbable that Russia will be fully occupied for a time in suppressing the insurrection among its subject Chinese and may be unable to send more troops immediately to Taku. The powers look more and more to Japan to supply the force necessary at once to grapple with the formidable rebellion.

THE TALE OF DEATH AT THE SMOKING DOCKS.

Sixty-seven Bodies Have Been Recovered--More are Being Received Hourly--Identification Difficult--Some Steamers May Be Repaired.

New York, July 2.—Sixty-seven bodies, given up by the waters of the North River, is the horrible evidence tonight of the disaster at the docks of the North German Lloyd Steamship Company in Hoboken. Each hour that passes witnesses additional recoveries of bodies, seared, maimed and burned beyond all semblance of human flesh. And the half has not yet been told, as all of the bodies brought to the surface today were caught on grappling hooks. About the first of next week people will realize the appalling loss of life, as it will then be time for the bodies that are now lying at the bottom of the river to come to the surface of the water through natural agencies. The list of missing is still placed just below the three hundred mark.

The bodies recovered up to 11 o'clock tonight include forty-one, now in O'Donnell's undertaking establishment in Hoboken; ten at Hoffman's, of the same city; twelve in the morgue in New York, and four on the decks of the Saale, which were recovered too late tonight to be brought to either city. Of these thirty-seven have been either positively or partly identified, most of them, so far as has been discovered, being victims from the steamship Saale.

Twenty-one of these identifications were made by Second Officer Sanders, of the Saale, who was helped in the task by firemen, coal passers, machinists and other employees of the five vessels. Those who will undoubtedly swell the list of the dead are the two hundred and forty odd men from the steamships, including officers, sub-officers, seamen, oilers, machinists, coal passers and trimmers. The greater loss, of course, being among men who were below decks and could not get to the open decks the flames choked them back and the heavy falling debris beat them down to their death. Of these the greater part are foreigners and the lists of their names are being checked off by the steamship company officers as soon as any identification can be made. Then, too, there are some thirty-five people who were on canal boats, lighters and about the docks in various capacities.

The North German Lloyd Company today was a great, hopeless cripple for the time being. Her two ships, the Bremen and Mainz smoked all day long; the Saale was just beginning to show the effects of the wrecking steamers' struggles; but the

four great docks smoldered in the hot sun, giving off the stifling odor of its burnt wood and smouldering merchandise. The company's four docks, with that of the Thingvalia line, reached out into the river like long, charred arms of some great body, which still steamed and smoked in its last hours of life. Rising above the whole mass is still a heavy cloud of smoke that tells of much fire and heat remaining in the ruins.

The general agent of the North German Lloyd, Gustav H. Schwab, was at his temporary office in Hoboken most of the day trying to straighten out the seemingly hopeless situation.

He could not form any exact estimate of the losses as yet, but the company was doing all it could to get itself out of the tangle.

It sent money down to the docks and dished it out to the survivors as if it had been so much water. Over \$14,000 in cash was given to the men today, and suits of clothing, cheap, but new and clean, was given to every man that asked for them. Food and shelter was also provided for the company's men.

Superintendent Moeller, of the North German Lloyd line, later tonight returned from his trip to the various vessels that lay in the river. Concerning the general situation at this hour he said:

"The steamship Bremen can be repaired, without a great outlay. She burned until 6 o'clock tonight when the last trickle of flame was stifled.

"The steamship Mainz is still on fire and is burning in holds No. 4 and 8. I believe the ship will be a total loss.

"The Saale lies deep in the water. The wrecking boats started at work at her right away and she will probably be floating in seven days. Her port holes were shut and water was pumped out of her as fast as possible. She was raised about twelve feet, but is still so far under that there can be no estimate as to how badly she is damaged. We cannot tell just now how far she is burned, but all above is practically wrecked.

"All of the steamers are now in charge of the wrecking companies, and they, of course, have instructions to save as much of the ships as they can. It is very hard now to tell what our losses will amount to.

ago the ammunition of the little garrison defending the foreigners was running low and their food was nearly exhausted, while around them was a horde of Kan Su braves having at their service Krupp guns and repeating rifles. Peking was in the hands of the revolutionaries.

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According to an Express cable from Shanghai, dated July 2, the southern viceroys wholly disavow Prince Tuan's government. They have practically constituted an independent state, extending from the Hoang Ho to the British and French frontiers. Little else to illuminate the profound obscurity of the situation, reaches cable points. The Chinese wires to Che Foo appear to be interrupted.

Last night St. Petersburg was informed, over the Siberian wires that the destruction of the Russian railways in Manchuria continues; and it seems not improbable that Russia will be fully occupied for a time in suppressing the insurrection among its subject Chinese and may be unable to send more troops immediately to Taku. The powers look more and more to Japan to supply the force necessary at once to grapple with the formidable rebellion.

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