

SUBMARINES ARE OPPOSED

Explosion on the Holland Adds to Dissatisfaction Among Naval Officers.

ALL LAID TO GASOLINE FUMES.

This Declared to Be a Standing Menace to Crews of Such Vessels.

Washington, Aug. 4.—Bitter dissatisfaction with the submarine type of torpedo boat is expressed in the Navy Department because of the explosion on the Holland in the New York yard last Wednesday. Lieut. H. H. Caldwell, who commands the Holland, has sent a report to the department, which was read to-day at the meeting of the Board of Construction...

The impression in the department is that the explosions were both caused by fumes of gasoline fuel, and that this constitutes a standing menace to any crew which undertakes to operate the boats. Many officers say the Holland boats will never be of any use to the navy.

Attributed to a Spark. The Holland was lying at the cob dock in the New York Navy Yard when the explosion occurred. An enlisted man was the only person aboard. It is supposed he went below to put in operation a fan to blow out the gas fumes, and that when he tried so an electric spark at the switch caused the fumes to explode. The man was seriously burned and the boat so badly injured that it had to be conveyed to the League Island Navy Yard.

Rear Admirals Bradford, O'Neil, Bowles and Melville and Captain Sigsbee are members of the Board of Construction. Rear Admirals Bowles, Melville and Bradford are opponents of the submarines before the Congressional committee on naval affairs. The Holland manufacturers attributed the accident on the Fulton to an explosive mixture of gas generated by the strogne batteries. Rear Admiral Melville scouted the idea that the explosion could have been caused by gas generated by the storage battery.

"It is highly improbable anything but gasoline caused the explosion," he said. "In starting the gasoline engines some of the gas is likely to escape thru stuffing boxes, check valves and joints. As a matter of fact, the crew of the Holland were once ordered to escape thru stuffing boxes, and a leak in the engine exhaust. "If gasoline fumes are allowed to accumulate it would hardly be possible to prevent an explosion. Where storage batteries and electric lights are in operation a spark is likely to be caused by the throwing off or on of a switch."

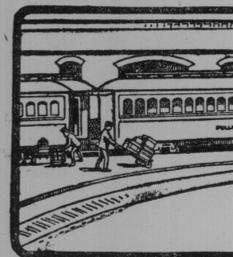
Another thing which adds to dissatisfaction with the submarine boats is the fact that for eight boats which were to have been completed by the Nixson and Union Iron works between February and November of this year, extensions of nearly a year each have been given. The application for extension was not referred, as is customary, to the Board of Construction. None of the members of the board were aware that an extension had been granted till they saw it in the papers.

Special Excursion to California Over the Washburn. At less than the one way first-class fare, tickets on sale July 28th and August 1st to 15th, inclusive, good to return until September 30th, 1902. Good going and returning via all direct routes.

On August 1st to 14th, round trip tickets will be sold at single fare, to Denver, Colorado Springs, Pueblo, Glenwood Springs, Colo., Ogden and Salt Lake City, Utah, good until October 31st, 1902. The Washburn is the short and true route to the above points. Finest equipped passenger train in America. Full particulars from any R. R. Agent, or J. A. Richardson, District Passenger Agent, northwest corner King and Yonge-streets, Toronto.

To the Woods, Lakes and Rivers. Everyone should have a vacation. A week to a month enjoying the pure, invigorating atmosphere of the "Highlands of Ontario" is money well spent. The Grand Trunk will take you there cheaply, quickly and comfortably. City Office, northwest corner King and Yonge-streets.

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is a sure cure for Diarrhoea, Dysentery, Colic, Cramps, Pains in the Stomach, Seasickness, Cholera, Cholera Morbus, Cholera Infantum, Summer Complaint, and all Fluxes of the Bowels in Children and Adults. Its effects are marvellous. It acts like a charm. Relief is almost instantaneous. Does not leave the Bowels in a constipated condition.

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ARGONAUTS WON THE FOURS Ottawa and Winnipeg Beaten in Intermediate and Senior Finals at Brockville.

MARSH BROTHERS' SENIOR DOUBLES Winnipeg Secured Intermediate Singles—Prizes Presented and Officers Elected.

Brockville, Aug. 4.—The second day of the C.A.A.O. regatta opened under very favorable conditions. The wind was very fresh during the morning, and it was feared the water would be too rough for sailing. In fact, it was found necessary to postpone the canoe races, which were on the program for the forenoon. However, the water was calm before 2:30, and the water was in very fair condition for the first event, which was a senior double scull between Winnipeg and Dons. The two Marsh boys of the Dons were favorites. The crews were on equal terms till near the turn stake, but Winnipeg turned slightly ahead of Brockville. The latter, however, forged ahead and finished three lengths in the lead, time 2:25.35.

The great event of the day was the intermediate fours, in which were entered Brockville, Ottawa and Argonauts. The Brockville led very slightly till the half-way mark was reached, but Argos made a better turn, squared first and obtained a slight lead, which they increased to a length at the finish. Ottawa forged ahead shortly after the turn at the finish, and was in danger of being fouled by Argos. The race was one of the prettiest ever seen. Time 3:17.25.

There were four entries in the intermediate single sculls, and captured the Ottawa was first to turn the half-way mark, closely followed by Richards. Park of Argos followed Richards, and the Ontario of Dons considerably in its rear. Richards had it all his own way soon after turning, and led at the finish by about six boat lengths. Several lengths separated each of the others at the finish, and second and Motherhill third, and Reynolds fourth. Time 3:29.25.

Winnipeg Turned Both Boats. The last and most interesting event of the regatta was the senior fours, between Argos and Winnipeg. Winnipeg was favored, and a good deal of money was staked on them. A good start was made, and Winnipeg got a good lead before one hundred yards had been run. However, when near the turn they lagged the shore and were aware of their position and turned the Argos' bow. After getting square they discovered their mistake and started back for their own bow, which they also turned, and gave the Argos an opportunity to get well on to the home stretch. Winnipeg made a brave fight to recover their position, but were unable to do so. Argos crossed the line several lengths ahead. It was generally conceded that the race would have gone to Winnipeg but for their blunder at the turning stake. Time 3:07. The intervals between the sculling events were filled with canoe races, the first of which was a four-paddle, between Britanians of Ottawa and Y.M.C.A. of Brockville, which was won easily by Britanians. The second was a tandem, which was also won by Britanians. This race afforded great amusement, as the winners were holding third place when within one hundred feet of the stake, but they gave spurt they gained first place, when just as the howl of the crowd reached the stake the paddler tumbled out and the other man paddled over the mark, when he fell out. The next was a canoe single, which Brits also won. Y.M.C.A. being second and Britanians third. The war canoe race between Britanians and Y.M.C.A. afforded great entertainment than any event on the program. Brits had difficulty in their canoe, and had to start with four men short. It was taken for granted they would be defeated, but to the surprise of everyone, they won by about two feet.

Summary of the Races. Senior or double sculls. Donk, H. Marsh (bow), L. Marsh (stroke), 1. Winnipeg, Bole (bow), Ripley (stroke), 2. Time 3:23.35. Intermediate Four Oars. Argos, Dixon (bow), Hoyle (stroke), 1. Time 3:29.25. Senior Four Oars. Argos, Dixon (bow), Hoyle (stroke), 1. Time 3:29.25. Senior Four Oars. Argos, Dixon (bow), Hoyle (stroke), 1. Time 3:29.25.

Football in August. Listowel, Aug. 4.—Galt played an exhibition game with the local team, with the Listowel Marlboros, the score being 2 to 0 in favor of the Marlboros. The game was in good form, and played fast, ball up around Galt's goal, the ball was kept scored their goal goal on a rush. The distance was 100 yards, and on about 100 yds. Clair Wilson returned the game.

Games at Ingersoll. Ingersoll, Aug. 4.—The Old Boys' regatta and Sons of England and Sons of Scotland held here to-day proved one of the biggest days of the season. In the morning several thousand old boys arrived, and a special train from Hamilton and London, accompanied by the Ladies' band of London and the S.O.S. band of Hamilton.

A bicycle race was held at 10:30 a.m. in which there were 15 starters. The result was as follows: Tackell, J., Lapenierre, 2. Lawson, 3. Arbitrage, J., Smith, 4. Asson, 5. Smevitt, 6. Mann, 7. Land, 8. Sutherland, 10. Kennell, 11. Hoyle, 12. Axton, 13. Time 22 minutes. In the afternoon between 7:00 and 8:00 crowded to Victoria Park to witness one of the best field days of golf ever for some years, consisting of a base ball game between the McPhersons and Washingtons. The home team won. The golf was by 8 to 7. Free-of-all race—Dolphy, W. J., Charlie, P. 2. Vivian Wilkes 3. Time of heat, 2:27. 250 trot or pace—Star 1, Dick 2, Fly 3. Time 2:04. 2500 ft. 250 ft. 100 yds. Running race—Representative 1, Beauty 2, Victoria 3. Pony race—Queen (owned by Miss Branbury) won.

850.00 Round Trip to California. Chicago and Northwestern Railway from Chicago, Aug. 2 to 10. The new Overland Limited, the luxurious evening day train, leaves Chicago, 8:00 p.m. Only three days en route. Unrivalled scenery. Variable routes. New Drawing-Room Sleeping Cars, Observation Cars, Buffet Library meals in day-coach. Buffet Library meals in day-coach. Buffet Library meals in day-coach. Buffet Library meals in day-coach.

DEWAR'S WHISKY.—Maintains the reputation of the "North Country." DEWAR'S WHISKY.—It has all the marks of a pure and well-matured article.

GREAT DAY ON THE WATER

Steamboats Carried Record Crowds to the Many Lake Pleasure Resorts.

EXTRA BOATS PLACED IN COMMISSION And Even Then Hundreds Were Turned Away—Glorious Weather for Excursioning.

Never in the history of Toronto have the steamers carried such crowds as they did on the holiday. It was the biggest day in traffic ever experienced here and one that will long be remembered. The rush was so heavy that the steamers could not carry the people on their regular trips, and even when extra trips were made all the excursionists could not be accommodated. It was long after midnight when all the people had been carried to their homes after a holiday's enjoyment seldom if ever equalled. Excellent arrangements had been made for the safe transportation of their patrons by the various steamboat companies, and also it meant a crush all the way people were satisfied to put up with it in order to have the trip.

Long before 7 o'clock crowds began to gather for the excursion of Youngs' steamer wharf, eagerly awaiting the departure of the first boat. Police Com. G. J. Irvine, who was in charge of the day at the Amalgamated City. About the same time the Argyle cleared for the wharves, and the city employees and their friends on board. Then followed the Garden City with the members of the members of the Holywell Order of Oddfellows, who held their annual picnic at St. Catharines and Niagara Falls. The White Star went out with the members of the Holywell Order of Oddfellows, who held their annual picnic at St. Catharines and Niagara Falls. The White Star went out with the members of the Holywell Order of Oddfellows, who held their annual picnic at St. Catharines and Niagara Falls.

There was another rush in traffic when the early boats came in with their complement of passengers. The visitors came from many American points, Niagara Falls, Hamilton, St. Catharines, Whitby, Oshawa and Bowling Green. The day was a success, and the wharves were given an appearance that is seldom presented in Toronto. At times the crowds were so great that it was with difficulty that people could be supplied with their tickets. At times the crowds were so great that it was with difficulty that people could be supplied with their tickets.

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