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NO. 7.

A DRIFTING MATCH.

Second Attempt to Bring Off the Race More of a Failure Than the First.

New York, Oct. 5.—The weather conditions during the early morning hours were decidedly more favorable for a race than those of Tuesday morning. The wind was light from the west-southwest and the sky cloudy when the Columbia and the Shamrock, towed by the tugs Wallace Flint and James Lawrence respectively, left their moorings in Sandy Hook Bay about 9 o'clock and proceeded direct to Sandy Hook light-tower, holding their mainmasts and clubmasts on the way out and getting everything in readiness for a prompt start.

Clearing for Action. The Columbia cast off from her tug at 9.50, the Shamrock five minutes later. Soon after the Columbia changed clubmasts, setting the largest one on board and throwing overboard the steel jacks which had been used on the first topmast set. This jockeying was supposed to be the water by about 25 life preservers. It was picked up by the Lawrence and lashed on her starboard side. A wooden club topmast spar was also thrown overboard from the Columbia and two from the Shamrock, which were picked up by her tender.

On board the Shamrock besides her skipper, Hogarth and Wringe, were Navigator Hamilton, Captain Ben Parker, sailing master of Emperor Yacht Club, Nat. Herreshoff, Herbert Leeds, Saltmaker Hathaway and Hugh Kelly, representing the Royal Ulster Yacht Club. Captain Charles Barr steered the yacht and the crew wore white working suits with watch caps bearing the Iselin colors.

The committee's tug, the Walter Luckenbach, established the starting line at 10.40 by anchoring a cable's length southwest of the light tower. The course signal was immediately hoisted.

The wind at the start, the wind being very light from the opposite quarter, northwest by north. Under mainmasts, clubmasts and jib, the American yacht (topmasts and staysails in tops on the respective stays, the two yachts played for places for a good start during the intervals between the preparatory and starting signals. The former was given at 10.45.

At 11.55 the wind freshened a bit, causing the same time a couple of points to the eastward. Captain Hogarth saw it first and his crew took in the spinnaker smartly. Columbia's men leaving it on her port hand at about one minute before the signal. When 30 seconds were left Capt. Barr rolled his wheel over to port, eyed the Columbia and broke out her balloon jib topmast and headed for the line.

Shamrock's balloon jib topmast blew out at the same moment as the Columbia's. She was on the latter's starboard hand and nearly a length astern when the starting signal was given. Her spinnaker was broken out while she was crossing the line. The Columbia's men rigged out her spinnaker boom while they were approaching the line, hoisted the sail and broke it out in just 45 seconds. The Columbia had the better of the start. The official time of the start was—

Columbia..... 11 00 55 Shamrock..... 11 01 07

These first ten minutes after the start were anxious ones for those directly interested in the Shamrock and Columbia. From the Associated Press tug, located between the two yachts it was noted that in two minutes Columbia's bowsprit began to creep past Shamrock's bow, and in ten minutes Columbia was clear ahead of the Shamrock. Both took in following sail a little later and setting their foresayls at the same time.

Finally at 12.05 the Columbia, still being 500 yards ahead, kept broad off for her course again, the Shamrock immediately following suit. Wind Backset to the North. The wind held in the same quarter until 12.40, the Columbia meanwhile gaining on her rival. At that time the wind backed around to the north-west and the Columbia gybed, the Shamrock following two minutes later. At 1.13 the Columbia's crew sent her spinnaker out to starboard and a minute later the Columbia gybed, the Shamrock following two minutes later. At 1.13 the Columbia's crew sent her spinnaker out to starboard and a minute later the Columbia gybed, the Shamrock following two minutes later.

posed that Mr. Teelin wanted to call the race off, but those on the Shamrock would not consent, and so the Columbia kept on sailing and drifting. The Shamrock went about to port, the Columbia following suit 20 seconds later. The Shamrock then appeared to have all at her advantage. The wind was very light and the Shamrock in this smooth water seemed to be doing very well, her larger sail plan proving a little too much for the Columbia.

When the latter went about to starboard at 3 o'clock, the Shamrock three minutes later the latter had increased her windward advantage by a few lengths. She went about again at 3.12 on the port tack and again to starboard in 10 minutes, the wind from the southwest having increased a trifle. Columbia seemed to be walking out from under the Shamrock's lee. Their positions at 3.30, when the Columbia tacked to port, were as follows:—The Columbia about an eighth of a mile on the Shamrock's lee bow, both heading about southeast, the latter having sailed to about south-south-east.

Shamrock Ahead at the End. This last tuck of the Columbia was about the most interesting feature of the race outside of the start. The question was whether she could cross the Shamrock's bow or not; the latter being read from the committee boat the right of way. It took just 80 seconds to decide which boat was ahead; the Columbia being ahead about 100 yards close under the green boat's lee bow and two minutes later the signal being read from the committee boat the right of way. The race of both yachts were around, hauled down their staysails and headed for home, the great excursion fleet preceding them.

Thus ended another unsatisfactory attempt to finish the 30 mile race within the time limit. Nothing more was proven today regarding the merits of the yachts than on Tuesday, it is simply known that both yachts gave a fair trial of the balance trade in favor of Columbia.

The Columbia and the Shamrock, both low, passed the light and came to an anchorage in Sandy Hook at 6.30.

STOMACHS THAT WON'T WORK. That Retains the Food and Refuse to Digest It, Make the Head Heavy and the Nerves Weak, Need Stuart's Dyspepsia Tablets.

There is a cure for dyspepsia. Sufferers who will not believe that a medicine will probably be skeptical, but skepticism vanishes when Stuart's Dyspepsia Tablets are tried. Whether the trouble is a simple case of indigestion, relief is prompt and pronounced. The less the trouble the more relief is obtained. As indicated by belching, fatigue with slight exertion, or with no exertion, a general feeling of nervousness, constipation, depression, "bites," these things can commonly be set down as symptoms of dyspepsia. And dyspepsia, if neglected, leads to indigestion in an aggravated form.

By promoting perfect digestion, Stuart's Dyspepsia Tablets produce strong nerves, restful, refreshing sleep, pure blood and good, sound, healthy flesh. They make the skin clear, the eyes bright, the mind cheerful.

Stuart's Dyspepsia Tablets are a medicine and more than a medicine. They digest the food and make it easy of assimilation, and they relieve the inflamed, diseased condition of the membranes lining the stomach and bowels. They help the digestive organs over the hard places, and put them into a healthy, active condition. They give you a good appetite, and drive out the bile, and make you feel as you like if you take a tablet afterwards. Tablets are sold by all druggists at 50c. For full sized package, send to F. A. Stuart Co., Marshall, Mich., for little book on stomach diseases, mailed free.

THE BAY STATE A LOSS. She Went Ashore Near Cape Race—One Boat Load of Men Missing. St. John's, N. F., Oct. 3.—The Warren line steamer Bay State, Capt. Walters, from Liverpool, Sept. 25, for Boston, with 100 passengers, is ashore near Cape Race and will likely prove a total wreck. Her crew and several gentlemen who were passengers, are adrift in boats which are lost in the fog, except one boat which reached Cape Race.

AN ULTIMATUM.

THE TRANSVAAL'S EUROPEAN AGENT AUTHORITY FOR A STATEMENT. That Kruger on Monday Demanded the Removal of British Troops from the Border Within Forty-Night Hours—Parliament Has Been Called.

BLOEMFONTEIN, O. F. S., Oct. 4.—The government publishes a telegram from Bloemfontein stating that the British forces have crossed the border, and that fighting has commenced. Another telegram says the troops have crossed the border, but that no fighting has occurred. The government discredits the report.

LONDON, Oct. 4.—The most interesting announcement in connection with the Transvaal crisis today is that the chartered steamer, the "Eden," has sailed for the Transvaal with 2,000 troops and 100 tons of supplies. The steamer is expected to arrive in Cape Town on October 10, and to proceed to the Transvaal immediately.

WHERE THE FIGHTING WILL OCCUR. Transvaal crisis today is that the chartered steamer, the "Eden," has sailed for the Transvaal with 2,000 troops and 100 tons of supplies. The steamer is expected to arrive in Cape Town on October 10, and to proceed to the Transvaal immediately.

Imperial house of commons now in Canada have received cablesgrams summoning them to attend a meeting of parliament on October 10. The meeting will be held in Cape Town.

It is stated today that the war office has decided that the army corps for service in South Africa shall be much larger than originally estimated, and that it now consists of over 40,000 men. The preparations for the despatch of this force, including the chartering of big colliers, is steadily and swiftly proceeding.

On the other hand a telegram from Bloemfontein, a "well informed source," says that Dr. Leyds, the representative in Europe of the South African Republic, has received information of the report that President Kruger had addressed an ultimatum to Great Britain demanding the withdrawal of British forces from the frontier within 48 hours and that it was delivered on Monday. This report, however, still lacks official confirmation.

The confidence of the military authorities at the Cape is shown by a despatch received tonight from Cape Town, which stated that a conference between the military authorities there and Gen. Sir George Stewart White, V. C., who will command the British forces in Natal, and Lieut. Gen. Sir Frederick Walker, held to consider the situation. General White expressed himself as confident that the British would be able to present a force sufficient to repel any attack.

A despatch from Volksrat says the Boer camp on the Natal border now comprises 8,000 men and is growing daily. The camp breathes a religious fervor. The commissariat arrangements of the Boer forces are defective. One of the largest corps lay in the veldt without shelter during a heavy thunder storm.

Commandant General Jonbert is momentarily expected to assume command of the Boer forces. The Boers have left the larger at Volksrat and are moving toward the frontier. The situation is most critical. The commissariat and medical officers have assembled in the town hall to concert measures for the defense of the town against an unexpected attack. All the women and children have been ordered to leave for the frontier of Natal.

The Daily Mail's correspondent at Volksrat reports that E. M. S. Philmel has gone to Darban for the purpose of landing 100 men and a gun. The Daily Mail says it considers the action reported indicates grave danger and it thinks it probable that other British warships are converging silently upon the theatre of action.

A CANADIAN CONTINGENT.

GREAT BRITAIN WILL ACCEPT ASSISTANCE FROM CANADA. A Unit Will Be Sent—Other Colonies Will Also Contribute Troops to Show European Nations the Unity of the Empire—Other Canadian Military News.

MONTEREAL, Oct. 3.—The Star's special cable from London says: I learn the British government is to-night to accept Canada's loyal offer of troops for South Africa. Acceptances have already been cabled to Queensland and New Zealand.

The British government does not desire any large number of troops, such as a thousand, but only enough to add a fighting unit from each colony to the present united empire force in the South. Ottawa, Oct. 3.—A cable was received at the militia department yesterday from Lord Lansdowne, secretary of war, stating that Great Britain was not requiring any service in Africa.

Major W. W. White has been appointed second in command of the 3rd New Brunswick Battalion Infantry—Provisional 1st Second Lieutenant J. T. White has failed to qualify, his name is removed from the list of officers of the active militia. To be second lieutenant provisionally—C. S. March (gentleman), vice J. T. White, retired. To be second lieutenant provisionally—Sergt. H. Metzler, vice F. R. Sumner, promoted.

WOULD SEND VOLUNTEERS. Sir Charles Tupper in Favor of Troops for South Africa—Endures the Annexation of Newfoundland. YARMOUTH, Oct. 5.—There was a large attendance at the exhibition this afternoon, when addresses were given by Sir Charles Tupper, Chief Justice Killam, Mr. Charles Tupper, Chief Justice Killam, Mr. Charles Tupper, Chief Justice Killam, Mr. Charles Tupper, Chief Justice Killam.

Remedy for Burns and Scalds. Griffiths' Menthol Linctament gives immediate relief in cases of Burns or scalds. Its soothing and healing properties are felt the minute applied. It should always be kept in every home in cases of emergency. Your druggist sells it, 25c. only.

Christian Endeavor Convention. MONTEREAL, Oct. 5.—The Dominion Convention of Christian Endeavor Societies opened tonight in St. James Methodist church with a large number of delegates from all parts of Canada. Ferguson of Toronto, presided and an address of welcome delivered by Rev. Dr. Sparling of Montreal. Responses were made by Rev. Dr. Ross of Ottawa and Mr. C. J. Atkinson of Toronto.

TO CURE A COLD IN ONE DAY. Dr. Cassell's Bromo-Quinine Tablets. A Druggist refund the money if it fails to cure. See Dr. E. W. Groves' signature on each box.

