

Lunenburg Progress.

LUNENBURG, N. S., SEPT. 14, 1882.

American Inventions in the Egyptian War.

Among the supplies for the British army in Egypt mention is made of driving apparatus, tubing, and pumps for two hundred "Abyssinian wells," by which many American drive wells are known in England...

This, however, does not exhaust the indebtedness of the British forces to American inventors. The great warships of England are supplied with the Brush electric lamps invented at Cleveland, and as every reader will recall, it was by means of the powerful lights of the fleet that Arabi's attempts to strengthen the forts about Alexandria, under cover of night and contrary to agreement, were detected and frustrated.

The machine gun, another American invention, has proved an extremely efficient arm for the invading forces. One vessel fired 6,000 pounds of shot from Gatling guns the first day of the bombardment.

In the subsequent skirmishing with Arabi's troops about Alexandria, and later in the capture of Shaluf and other fortified places along the Suez Canal, the same guns on the gubans and on shore have been in constant use.

It is not so well known that the small arms of the British soldiers are but slightly modified American guns, made with machinery patterned after that developed in the shops of Springfield, Mass.

THE ENGLISH HARVEST.—It looks as if all, or nearly all, of the crop forecasts, are going to be falsified by the event. So excellent an authority as the Mark Lane Express publishes this week elaborate returns from several districts of every county in England, and from ten of the Welsh counties, in confirmation of the favourable view taken by that organ some weeks ago.

THE EARLY TRAINS.—The early trains Saturday morning took up a hundred or so of people to see the four-oared laptrac race between the Morash crew of Lunenburg and the West End crew of Boston.

MORMONISM.—A writer in the Herald states that a Cornwallis Captain became a convert to Mormonism and that he has succeeded in converting two others, at Pictou.

VENUS is the glory of the evening sky. On the 27th inst. she will be at her greatest eastern elongation. After that date she will hasten upward and cross the sun as a little black dot on the 6th Decr.

The Halifax Regatta.

The Regatta at Halifax on Wednesday and Thursday of last week was on the whole a success, though not to be compared to the great Carnival of 1870.

1st.—Fishing boats 10 tons and under—won by Stephen Smith, Elias S. C. Nickerson's Fairy Queen, second and Schuarr's Ringdancer third.

2nd.—Wherries and square-stern boats. Three entries. As none put in appearance the race was declared off.

3rd.—Man-of-war gigs—won by Torpedo, Johnson and Wanner; Daisy, Cross and Jenkins, second and Nance, W. Housage, third.

4th.—Fishing flats, two pairs of paddles—won by B. McLennan's Little Buttercup followed in order by Alexander Bunker's Swift and Mr. Lyuch's Daisy.

5th.—Fishing sailing whalers not over 20 feet long—won by Alice Maud, James Gray, with Blue Jacket; I. Hayes, second and Green Limit, M. Downey, third.

6th.—Cutters pulled by soldiers—the three contestants came in in the following order—G. G. Llewellyn and flying Sapper.

7th.—Four-oared Labrador whalers—Result was the Joe McLellan first and the Can't Help It second.

8th.—Fishing dories pulled by fishermen. Mr. McNeil was the only starer and took the money.

9th.—Man-of-war dingies—Dolly first Not Expected second.

10th.—Merchant ships jolly boats—won by the Golden Rule. The Duke crew in the Delta second.

11th.—Racing whalers—Mr. D. McNeil's boat played a lone hand and took the prize.

The silver cup presented by Messrs M. S. Brown & Co. for two pair wherries rowed by amateurs, was not awarded as only one of the three boats entering came to the front, and the conditions made it necessary that three should start.

The programme gave prizes for oarsmen rowed by Indians, but none entered.

In the afternoon the four-oared race was rowed and was a beautiful and exciting race. The Lunenburg crew broke an oar a few yards from the start and had to retire.

The race finished with the West End (Boston) first in 20 m. 18 s., second by the Williams (Dartmouth) in 20 m. 37 s. The others were closely followed.

There was a severe struggle for third place between the Enterprise (Salem, Mass.), the Griswold and the Riley-Ferguson but they came home in the order named. There was a severe struggle for third place between the Enterprise (Salem, Mass.), the Griswold and the Riley-Ferguson but they came home in the order named.

The signal was then given for the double scull race. There were three entries, but Lee and mate had not arrived and Smith and mate had no boat so Hamn and Conley rowed over the course, giving the 8400 pairs. They rowed a turn in 9m. 45s., and finished in 20m. 45s.

On Thursday evening the professional double scull race was rowed. Six started and came home in the following order: P. H. Conley, H. Hamn, Smith, Driscoll and McInerney. Driscoll won the consolation race.

After the four-oared race was over on Wednesday the Lunenburg crew pulled alongside of the Boston boat and exhibited an oar with half the birds broken off. They said it had been broken during the night by some scoundrel, and examination proved that another oar had been similarly treated.

In view of the unsatisfactory termination of the race to them our boys issued a challenge to the winning crew to row them in a four-oared race, for \$100 a side, on the following Saturday morning. The following is the Chronicle's account of the race:

The early trains Saturday morning took up a hundred or so of people to see the four-oared laptrac race between the Morash crew of Lunenburg and the West End crew of Boston.

It was taken aboard the Three-Mile House, and large numbers visited it. The boat is certainly a marvel, considering that it was built by the crew themselves in three days.

It is a genuine laptrac, not shell boat, and is too short and the apparatus for steering with the foot is of the crudest description. The seats are stationary and the stretchers very slight and fully three feet from the thwart.

In a word the crew who could row that boat against the Boston crew in their boat and beat them would be a four that would probably hold the championship of the world against all comers for many years.

After waiting about an hour at the Basin the representatives of the two crews and the referee agreed to row the race on the harbor at 3 p. m. The course was to the Dartmouth side, as the East wind gives smooth water over there.

As three o'clock drew near large numbers went over from the city by ferry and in row-boats, while two or three steamers hurriedly picked up loads and went across the harbor within easy view of the race course. The two crews were on hand very shortly after three o'clock.

The Lunenburg boat had the inside position, but the water was quite smooth all over the race course. About 3:20 a start was made and the Lunenburg crew at once got the lead, but were rowing a

short, quick stroke which would have worn out any ordinary crew in ten minutes, and was a mere waste of strength gained even with the best of boats.

The Boston crew followed half a dozen lengths behind, appearing to work very hard, in reality pulling an easy stroke. At the end of the first quarter of a mile these positions were unchanged. At the half mile the gap between the two boats was somewhat lessened. At the end of the mile the Lunenburg men were pulling the same stroke and seemed able to do so all day, as they showed no signs of fatigue.

The Boston men, however, had quickened their strokes and were almost even with them. At the mile and a half the Lunenburg men were leading slightly, yet were pulling a more practice stroke.

Both boats were steering badly, keeping too far west. As the turn was reached the West End men saw the Lunenburg boat. They made a wide star, but the Lunenburg people made one infinitely worse.

From the turn to the finish it was evident that the West End crew were only playing with their opponents. Questions of one or two feet would row with only one or two feet of their opponents.

At times they were literally waiting for the crew behind, who were still laboring away at their thirty strokes to the minute. It was merely a question now as to how far the little can would beat them, and it is safe to say they could have done so nearly half a mile if they had rowed very hard.

About a quarter of a mile from the finish the Nova Scotians met with an obstruction in the shape of a row-boat, which crossed their bow, and they had to stop rowing.

The Yankees, fifty or sixty yards ahead, saw the mishap and gallantly stepped rowing till the Lunenburg men finished, winning by about a dozen boat lengths. Of the Lunenburg men it must be said, they showed more pluck than prudence in challenging the West End crew, which is regarded as one of the best professional working boat fours known.

In the losing crew there was a fair proportion of rowers of unusual strength and endurance, and that they could pull well through a rough sea was proved by the fact that they were not only out of trim, but the bow rising from the water at every stroke, but, if from the fact of not having sliding seats, was quite unfit to compete with one that had. A good sliding seat boat is fully a minute and a half faster on a four mile course than the best stationary seat boat made, and the Boston Lunenburg men were not prepared for the tuition of some one knowing a little of professional oarsmanship, it is not probable we may have a more satisfactory race to add to their record even with the saw files. The best of the crew have intended training a single sculler, so it is evident Lunenburg means to come to the front in matters aquatic.

The Speed of Modern Steam-Ships.

Thirty years ago sixteen days was a fair allowance for the passage between England and New York by steam. By gradual steps the point was reached when eleven days was the minimum, and this started the world.

Then began a rivalry between the Lunan and White Star lines, attended by a succession of runs showing a gradual increase of speed, which proved a great advantage for these lines. In 1871 the average time of twenty-four coast voyages by these lines was eight days, fifteen hours and three minutes.

The Atlantic's best westward time was fifty-three minutes less. It should be remembered that the westward passage is generally longer than in the other direction, owing to westerly winds and the Gulf Stream. In emulation of this speed in 1877 the City of Berlin, of the Inman line, made the trip to Queenstown from New York in seven days, fourteen hours and twelve minutes, and in the same year the Britannic, of the White Star line, crossed from Queenstown in seven days, ten hours and fifty-three minutes.

In 1879 a new rival appeared in this field, the Arizona of the Union Line. This steam ship made the eastward passage in 1880 in seven days, ten hours and forty-seven minutes, and in one trip in 1881 this vessel was to be about the best that could be expected of these steamers.

"Alaska," after a number of astonishing runs, accomplished the westward passage between the two ports, on April 18, 1882, in seven days, six hours, and twenty minutes, a feat which has never since been equaled.

In a subsequent trip eastward she ran the distance in six days and twenty-two hours, actual time. In this, the quickest passage made across the Atlantic, the "Alaska," traversed 2805 knots per day at an average of 418 knots per day for seven successive days. It will be observed that the increase of speed has been graduated in proportion to the gradual increase in size. The ships of 1850 were rarely much over 2500 tons, and the average length of ocean steamers is upward of 400 feet, while 500 feet is not uncommon. The "City of Rome" is 586 feet long and registers 8226 tons; the "Servia" is 530 feet, and 6932 tons. The "Austral," intended for the Australian trade, is 474 feet long and 48 feet 3 inches broad, and registers 9500 tons.

The measurements of this vessel and of the new Queensland, which is 440 feet long by 46 feet beam, indicate that the reaction against extreme length has already commenced in the great shipyards of Great Britain, being in each of these cases less than ten beams to the length.

John Estlin, Esq., a well known prominent agent of the Peace, residing at Vogler's Cove, Lunenburg Co., N. S., purchased a pint bottle of "Wolsey's Catarrh Antiphlogist," about a month since, and after using the same, felt like another man. I went to Liverpool and procured another of Lotie, and if this one acts like the first, will send the entire quantity to G. A. Foster, Esq., a certificate attesting to its wonderful curative powers, as a rare and speedy remedy for the cure of all Catarrhs.—CATARRH. For sale by John McAnley, E. L. Nash and James McLellan, Lunenburg, and by druggists generally. August 22nd, 1882.

Slate Mantels and Register Grates at Manufacturer's prices. Samples and prices furnished or sent to any address on application to Frank Powers, Head of Eisenhaur's wharf. If

General Intelligence. The Dominion Exhibition is to be opened at Kingston, Ont., on the 18th inst.

The steamers running between Halifax and Boston have reduced the fare to \$6.00.

It is reported that valuable mixed gold and silver ore has been discovered in Westmoreland County, New Brunswick.

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In Queens Co., N. S., over one hundred tons of maple sugar have been destroyed by the recent fire, besides thousands of acres of valuable timberland.

On and after the 15th inst. the mails from Halifax, Shelburne and Annapolis will arrive here in the night time, and be delivered at 8 a. m. The mails for these places named will be also despatched in the night time.

At the Dominion Rifle Association Matches held at Ottawa this week the Nova Scotia marksmen figured well in every competition and will come home with honor and a considerable number of dollars in their pockets. Three Nova Scotians have secured places on the Wimbledon team.

The value of hired labor in Manitoba, the Times says, is rising with rapidity unprecedented in its history. Agricultural laborers are in big demand at from \$15 to \$50 a month and their board and washing. They are scarce at that, and farmers are acquiring Winnipeg in a vain attempt to get more.

A recent law of Congress imposes a tax of 50 cents on each alien passenger landing in the United States from a foreign port. This tax has to be paid every time a foreigner lands on American soil, no matter how often. The Nova Scotia S. S. Co. pay this tax for their passengers under protest, it is said, and the legality of the imposition is likely to be tested in the courts.

A BURNED CHURCH.—A man and woman, who returned from St. John yesterday morning, travelled on a new-fashioned passenger car, which was a card of admission to the Senate Gallery, Ottawa, and the Indian informed the conductor that Mr. Snowball gave in to him and told him it would pass him his faith in Mr. Snowball by refusing to honor the "pass" or "word."

Inspector Rogers has received from Paris a letter from the Secretary of the Paris Commission of France, asking for sketches and plans of his patent fish-way. The Secretary saw a model last year at the Edinburgh Fisheries Exhibition, and was very pleased with it. One of Mr. Rogers' fish-ladders is now used in a dam at Hubbard's Cove, and in the reconstructed Rhin dam across Indian River, and is being placed under the Inspector's personal supervision. The latter will be 100 feet long.

Great bargains at J. A. Hirtle's. 40 pieces of Summer Tweed, mostly Scotch which he will make up at a reduction of 15 per cent, for cash only. Call at once as he will only offer this inducement for 1 month.

Egyptian Affairs.

It is reported that Arabi Pasha is ill with dysentery. The British Government has decided to fortify Aten at once.

Wolsley is now in direct telegraphic communication with London. It is reported that the Egyptians have flooded the country around Zagazig by cutting the canal.

A battle with artillery at long range took place on Saturday at Kassassin. Arabi's loss, 200, British loss 50 wounded, none killed.

There is no further danger of prisoners being tortured. Sir Edward Malet, British Consul-General, having taken measures for the protection of the prisoners. He says he had difficulty in persuading the Arabi that use of thumb screw was unnecessary in conducting the examination of prisoners.

The only of the murder of the English Major-General and Dobson, who was executed yesterday, was left hanging in charge of twenty native policemen. Late last p. m. an Arab mob overpowered the guard and carried off the body, together with the rope with which the man had been hanged. They intended to send the murderer's clothes and rope to the Mosque as relics, and the body is to be embalmed and put on guard.

A most important general order has been issued by Sir Garnet Wolsley to the troops under his orders. In this document the Commander-in-Chief warns all soldiers that, corporal punishment being now abolished in the British army, there is no medium between amenability to the punishment awarded for minor offences and that of death. He confidently trusts however, in the good sense and the honor of the soldiers, who are now fairly started to do battle for their country, that they will respect the inhabitants of the districts they pass through, refrain from plundering, pay for whatever they have, and respect the religious opinions of all.

He further expresses his desire for any active assistance in quelling the rebellion, the object of the expedition being to assist the Khedive in restoring order and peace to the country and re-establishing his authority. Concurrently with this General Wolsley has issued a proclamation to the inhabitants, stating that the English are not fighting against the Egyptian people, but the rebels only, and with no other view than to restore the authority of the Khedive.

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E. L. NASH, Stationery, Books, Stationery, Watches, Clocks, Jewelry, Fancy Goods, Fruits, etc., etc. Lunenburg, June 8, 1882.

New Autumn Goods Arriving Weekly at S. FINCK'S. Dress Goods, in all the Fashionable Shades, Mourning Goods, Lustras, Boys' Tweeds, Flannels, White Shirting, Sheetings, Grey Cottons, Prints, etc., LADIES' TRAVELLING TRUNKS, VALISES & SATCHELS. ALSO CARPETINGS IN TAPESTRY, WOOL, UNION, COTTON AND HEMP, FLOOR OIL CLOTH, ROOM PAPERING, PAPER BLINDS, &c. READY-MADE CLOTHING A SPECIALTY. HATS & CAPS, BOOTS & SHOES, GROCERIES, ETC. WHITE & COLORED WARPS, AND CARPET WARPS. Remember the Motto: "Quick Sales, Small Profits." S. FINCK. Sept. 7th, 1882.

Just Received. Joseph Rudolf, Jr., HAS RECEIVED PART OF HIS SPRING AND FALL STOCK, CONSISTING OF Clothing, Blankets, Black and Colored Cashmeres, Grey, White and Printed Cottons, Woolen Goods, Ladies' Mantles, &c. These Goods will be Offered very Low. JOSEPH RUDOLF, JR. SEPTEMBER, 1882. OXFORD AND CANADIAN HOMESPUN, From 50c. to 85c. per yard. SCOTCH and CANADIAN TWEEDS, WORSTED & DIAGONAL COATINGS, BLACK AND BLUE BROADCLOTH AND DOESKINS, SPRING AND SUMMER OVERCOATING, Call and Examine. SATISFACTION GUARANTEED. JAS. A. HIRTLE. Cheap Boot and Shoe Store. Buy Your BOOTS AND SHOES H. M. JOST. The Largest, Cheapest, and Best Assorted Stock ever opened in Lunenburg. Call and examine before purchasing elsewhere. HENRY M. JOST. LUNENBURG, March 21st, 1882.

THE CHEAPEST Tin-ware and Stove Store IN LUNENBURG TOWN, IS NEWTON DAUPHINEE'S, Where a full assortment of the Best Quality and Material can be obtained at the Lowest Possible Prices, such as: Plain and Fancy Tin-ware, White Wire Goods, Hanging Flower Pots, Flower Stands, Brackets, Vases, Etc. Stovepipe and Sheet Iron Ware. Kitchen Sets, Flat Irons, White Enamelled Mangle Kettles, Sauce Pans, Tea Kettles, Pots, Boilers, Spiders and Castings to suit all kinds of Stoves. THE DENMARK RETORT SOFT COAL BURNERS, 2 SIZES, Ranges, Cooking, Parlor Office and Hall Stoves. Agents for the Marbleized Slate Mantels, Table Tops, Register Grates, &c. Old Iron, Lead, Copper and Brass taken in exchange for the above goods. N. B.—Country Merchants and Peddlers will do well to give me a call before purchasing elsewhere. pub21

J. F. HALL, HARNES MANUFACTURER, LUNENBURG, N. S. PARTIES VISITING THE CITY ARE REQUESTED TO CALL AT THE ARGYLE BOOT & SHOE STORE, where they will receive good value for their money. N. B.—We refund money if goods do not suit. Bank P. E. I. Notes taken in exchange for goods. Now is your chance. E. BOREHAM, 147 Argyle Street (corner Jacob St. Halifax, N. S. Oct 14