

The Semi-Weekly Telegraph

VOL. XXXVIII.

ST. JOHN, N. B., WEDNESDAY, JULY 4, 1900.

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.

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.

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.

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.

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.

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.

It was now a long stretch to the bar buoy and the Viking as before began to get in her windward work.

The yachts were now running with easy sheets for the home line and the Canada had set her gaff topsail and gained slightly.

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.

At last season's race the Dorothy was the champion, but that was changed in today's race, as the Dewey won after a beautiful fight.

Commadore 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.

After sailing over the five mile course they turned the club buoy and started the last course as follows:

The yachts turned the bar buoy in the following order:

As soon as the yachts turned sheets were eased and light sails were broken out for a run on the Bear Island.

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.

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.

To Maintain Its Railway System in a proper and efficient manner, and to put it on as good a footing as the railway system which belongs to the country, and that the railway system traverses another. But I would call the attention of the country to a consideration which ought to lead the minds of members of parliament to regard both services in an equally favorable light.

Heavy Maintenance Charges. From 1868 to 1881 inclusive the revenue from canals exceeded the expenditure upon canals. The expenditure upon consolidated account, in round figures, was \$902,000; or for the 14 years within the dates I have mentioned, an average of \$64,400 per year.

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The deficit attributable to the maintenance and operation of canals for the last 18 years, from 1882 to 1899, has averaged, year by year, a very large sum, namely, \$1,235,000, or for the 18 years within the dates I have mentioned, an average of \$68,611 per year, varying from year to year, the two sums I have named being the lowest and highest deficits during that period.

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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."

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, countersigned 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.

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.

Two great docks smoldering 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.

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.

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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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 disbursed it to the survivors as if it had been so much water.

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.

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.

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; and 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.

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.

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

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THE SEMI-WEEKLY TELEGRAPH, ST. JOHN N. B., JULY 4, 1900.

Dr. Briggs' Compound Blackberry Syrup for Dysentery and Diarrhoea Cordial.

This is the Most Certain Cure for Looseness of the Bowels of Whatever Name or Nature, Chronic or Acute, in Man, Woman or Child.

It is a Purely Vegetable Compound, Free From All Mineral Salts, Dangerous or Otherwise; and While Being Moderate and Not Sudden in Its Action, is Yet Invariably Sure in Its Results.

THE CANADIAN DRUG CO., LTD.

SOLE MANUFACTURERS AND PROPRIETORS.

Private James Johnson Tells Some Experiences.

Since Private James Johnson's return home he has consistently declined to be interviewed as to his experiences in South Africa, but last night he granted a short interview with a Telegraph reporter.

During the heavy marching Private Johnson said he had not been troubled with sore feet as he carried two pairs of socks, after a day's march he would take his socks off, put them in his haversack and dry them and would put the pair that was in reserve on his feet.

Speaking of the different boys from Company "G," Private Johnson said that Redman, French, Robinson and Chisholm had been drafted with the French company, but before the boys from Company "G" were drafted with the French company they were slightly underweight.

Speaking of other members of the company he said that Bruce, who suffered from a severe attack of malaria, was very weak and had to be carried on a stretcher.

Private Johnson said that he had been wounded in the leg, but that the wound was not serious and that he was able to continue his march.

Admiral Seymour Gives Details of His March.

London, June 29, 3 a. m.—The adventures of the hard-fighting allies under Admiral Seymour, their reaching Anting, retreat, the capture of rice and immense stores of modern arms and ammunition, affording material for a strenuous defence until relieved, this is told in a despatch from Admiral Seymour, received by the Admiralty at midnight, which runs as follows:

"On June 19, the Boers attacked the train at Lang Yang, in large numbers and with great determination. We repulsed them with a loss of about 100 killed. Our losses were five Italian rifles.

"The railway at Yang was made further advance by rail impossible, I decided on June 16, to return to Yang Tsin, where it was proposed to organize an advance by Ten Tsin and two trains, left to follow on, were attacked on June 18, by Boers and Imperial troops from Pekin, who lost from a party of 400 killed. Our casualties were six killed and 48 wounded. These trains joined me at Yang Tsin the same evening.

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French Legation Going South.

Paris, June 29.—The minister of foreign affairs, M. Delcasse, informed the cabinet council today that the viceroys of Yunnan had telegraphed that Mr. Frenois, the French consul, and his party who left Yunnan on June 24, had reached Tongking on June 27, via Chefoo, June 29, 10.45 p. m.—Having returned to Tien Tsin with the forces, having been unable to reach Pekin by rail, on June 13, two attacks on the railway were made by the Boers, who were repulsed with considerable loss to them and none to our side.

"On June 14, the Boers attacked the train at Lang Yang, in large numbers and with great determination. We repulsed them with a loss of about 100 killed. Our losses were five Italian rifles.

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Queensland Offers a Gunboat.

Brisbane, Queensland, June 29.—The government of Queensland has offered the British admiralty a gunboat for service in the Pacific.

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Legations Still at Pekin.

London, June 29, 6 p. m.—The British consul, the French viceroys, the foreign office today that a message from Pekin to the Taotai of customs at Tien Tsin, says the foreign legations are still at Pekin.

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Dr. J. Collis Browne's Chlorodyne

Coughs, Colds, Asthma, Bronchitis. Dr. J. COLLIS BROWNE'S CHLORODYNE. Dr. J. COLLIS BROWNE (late Army Medical Staff) DISCOVERED A REMEDY, to denote which he coined the word CHLORODYNE.

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HEADQUARTERS For Wall Paper and Window Blinds. All the latest spring patterns in Wall Paper. Window Blinds at a big bargain. Special attention given to out of town orders, A. McARTHUR, 548 Main Street.

Dr. J. Collis Browne's Chlorodyne. IS THE GREAT SPECIFIC FOR Diarrhoea, Dysentery, Cholera, THE ILLUSTRATED LONDON NEWS, Sept. 28, 1895, says:— "If I were asked which single medicine I should prefer to take abroad with me, as likely to be most generally useful, to the exclusion of all others, I should say CHLORODYNE. I never travel without it, and its general applicability to the relief of a large number of simple ailments forms its best recommendation."

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\$2.00 FOR \$1.00. Read Carefully This Great Offer.

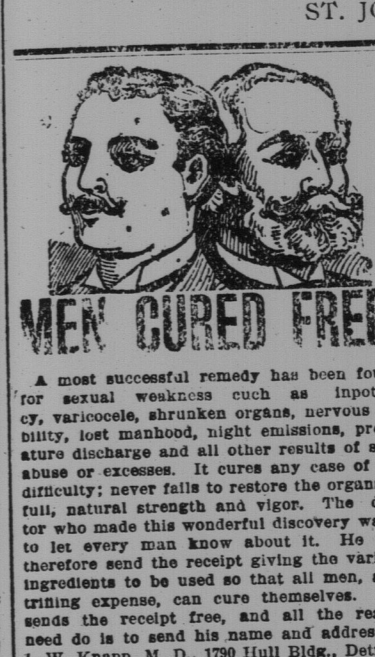
The Gentlewoman

America's Greatest and Best Journal for Women. MONTHLY in New York City.

The Gentlewoman is filled each month from cover to cover with delightful reading matter of the highest quality. Its editorial and short stories, sketches and poems are all original and by the most popular authors.

Special Departments, Cooking, Home Dressmaking, Fashions, Fancy Work, Music, News, Correspondence, Art, are conducted by authorities in their respective lines, are full of interest to the entire family.

TELEGRAPH PUBLISHING CO., ST. JOHN, N. B.



WATER CURED FREE. A most successful remedy has been found for sexual weakness such as impotence, varicocele, strabismic organ, nervous debility, lost manhood, night emissions, premature or excessive. It cures any case of this disease; never fails to restore the organs to full, natural strength and vigor.

AGENTS—OUR NEW BOOK ON THE WAR in South Africa, containing its complete and authentic history will be issued as soon as the war ends in our large, handsome volume, at the low price of \$1.75 in cloth, and \$2.75 in full morocco gilt. In point of authorship this book is excellent and, by honest comparison will be found the most complete and valuable war book on the market. It is the only book giving prominence to our maritime province volunteers who went to the war, and contains special portraits of many of them. We want Agents everywhere to sell this superb work. Special terms guaranteed to those who act now. Large sample prospectus book and full particulars mailed for 25 cents in postage stamps. Address R. A. H. Morrow, 50 Garden Street, St. John, N. B.

EPPE'S COCOA. DISTINGUISHED EVERYWHERE for its Quality and Highly Nutritive Properties. Specially grateful and comforting to the nervous and dyspeptic. Sold in 1 lb. tins, labeled JAMES EPPE & CO., Ltd., Homeopathic Chemists, London, England.

The German Minister Known to Have Been Killed.

London, July 2.—Official despatches received by the consular body at Shanghai...

It is Incontrovertible!

The Editor of the "Christian Million," under the heading of "General Notes,"...

BEECHAM'S PILLS

It is a fallacy to imagine that anything will be lost because it is advertised...

declared because they would have gone out in certain massacre by the forces of Boxers outside. Another is that they declined to leave until the other foreigners were removed...

Small Attacks and Many Demonstrations.

London, July 2.—General Botha is showing increased activity. His patrols cover wide stretches of country, approach near the British outposts and engage in skirmishes...

A Nova Scotia Girl Punished the Man Who Betrayed Her.

Boston, June 29.—Goaded to desperation by the deceit and indifference of the man, who she alleged betrayed her under a promise of marriage...

American Successes in Northern Luzon Last Week.

Manila, June 30, 12 p. m.—A week's scouting in northern Luzon resulted in 50 rebels being killed and 40 wounded. One American was killed.

Official confirmation of this ghastly business has created the utmost consternation, among the consular general of the powers, who expressed fears that war is on the verge...

A despatch to the Express from Nankin, June 30, says: "French priests here have received reports that the public execution of foreigners has been in progress since June 20."

Nankin cables dated Sunday say that Viceroy Liu Hsun Yi has received a telegram from Gen. Yuan on Saturday stating that the German minister has been murdered at Pekin...

Foreign troops victorious at Tien Tsin. They will enter Pekin immediately. Outbreaks of the Boxers appear imminent at Canton. The feeling of unrest steadily increases...

Shanghai, July 1.—The German minister in Pekin, Baron von Ketteler, was killed at Pekin on June 20. On the 23rd of June three of the legation buildings were still standing...

London, July 2, 12.45 a. m.—A despatch from Admiral Bruce to the admiral, sent via the Coo under date of June 30, says: "The conduct of Commander Stewart, of the Albatross, in the attack on the German gunboat Hiss, at the bombardment of the Taku forts was magnificent and elicited the admiration of the allied ships."

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Benj. Benson, was born in Mandala, Norway, in 1874. Next of kin Mrs. Anna Benson, mother, living at Mandala, Norway.

Washington, July 1.—Two important cables were received by Secretary Hay from United States Consul Goodnow at Shanghai. The date is understood to be that of last night. The text is withheld but the consul states in substance as follows:

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Washington, June 30.—The following despatch was received at the navy department this morning, relative to the grounding of the Oregon: Chee Foo, June 29.

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Berlin, June 30.—The Reichsanzeiger today publishes the text of two telegrams sent by Emperor William to Vice-Admiral Bendemann, the German commander in the Chinese waters, expressing his majesty's appreciation and thanks for the gallantry of the commander and crew of the second class on the night of the fighting at Taku and requesting the bestowal of decorations on the officers and crew.

London, July 1, 3.35 a. m.—The fate of the minister is as obscure as ever and the London news agencies are endeavoring to find light in other European capitals. One states that the Chinese legation at Berlin declares that there is every reason to believe that the powers are willing to accept the intervention of Li Hung Chang and others.

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Philadelphia, June 27.—Today's session of the convention of Roman Catholic priests and educators was devoted to a discussion of the routine working of seminaries. As the consensus of opinion favored the return of Latin as the language of the church, so the trend of opinion was strongly in favor of continuing to give greater attention to this matter and urges the denomination's ministers to greater faithfulness in the temperance cause.

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WONDERFUL DEVELOPMENT OF THE INTERCOLONIAL RAILWAY.

(Continued from Page One.) speak of the capital outlay was something in the neighborhood of half a million dollars a year, taking one year with another...

Another Deficit Period. From 1884-5 to 1891-2 a period of eight years, the deficits averaged \$300,000 a year, some more and some less...

But, it depends on the methods pursued to bring about that result, whether it conformed to a legitimate business...

Now, Mr. Blair—My honorable friend smiles as if he had accomplished some feat. I am prepared to meet his criticism...

That is the point I am trying to make. The ties furnished in 1891-2 cost \$113,000; in 1892-3 they cost \$84,500, or \$28,500 less...

Mr. Powell—There is a reduction of only \$12,000 represented by the train hands.

Effect of Extension. I would first give you the gross earnings of the year 1896-7, which were only \$2,960,028.

and with the maintenance and proper business management of the Intercolonial Railway, to bring these deficits to an end...

He did not go over the road to see in what condition it was. He did not go over it to see whether or not the amount which had been expended from year to year on maintenance and repairs were larger than the needs of the road...

But, it depends on the methods pursued to bring about that result, whether it conformed to a legitimate business...

Now, I suppose it will be said that times were good during the last year or two...

The Wisdom of the Policy of the government in making all possible haste to get into the city of Montreal with our railway...

Operating the Road for a Short Time, and any person who has had any experience in any business, and more so, any person who has had any experience in railway business...

Mr. Haggar—Do you know the exact amount you expended over and above the \$100,000?

Now, Mr. Blair—I am informed it was about \$15,000.

not going to claim that it is I am not putting it in evidence that...

We have Made a Large Expenditure. I am not unmindful of the fact that comparisons are always made between two different periods...

Mr. Powell—Do you include trainmen in the car case?

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that the minister takes no interest in it, they take less interest, they become less careful and more lax, and you do not get the results that you would if the minister followed matters up closely...

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upon the Intercolonial. I will make a comparison between the expenditure in that particular under the late government and the expenditure under myself down to the present date.

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three bridges, and spending some \$300,000 in practically renewing bridges. What are we doing? We are replacing one-half nearly of those bridges by new bridges.

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LOCAL MATTERS.

HAVE YOU TRIED DOWNSING'S FAMOUS LEMONADE TABLETS? One tablet will make a pint of lemonade. The best thing for picnics or during parties.

There were 23 marriages and 40 births registered in St. John last week.

Tenders are being asked for the building of a new Catholic church at St. Martins. Mr. H. H. Mott is architect.

The river steamer May Queen had one of her tubes blown out yesterday at Capraux and was delayed three hours.

At Barabados on Friday night a fire advanced one two cents higher than it was two weeks ago.

Friday, lightning destroyed John Miller's barn at Chapel Grove, with hay and machinery. There was no insurance.

During the year ending June 30 there were imported 10,384 packages of molasses and 10,038 packages of sugar to St. John.

The board of health issued five burial permits last week, the deaths being one each by pneumonia, consumption, natural causes, injuries, congestion of lungs.

During June the customs receipts here were \$71,774.11, an increase of over \$15,000 as compared with June, 1899.

Mr. William Simonds of the C. P. R. returned Saturday via Rimouski from a visit of a couple of months to his former home in England.

The deposits at the St. John branch of the Savings Bank for the year ending June 30, as compared with last year, were: 1899-1900, \$10,885.50; 1898-99, \$8,253.13; 1897-98, \$7,377.57; 1896-97, \$5,811.49.

The New Election Bill Under Discussion Saturday. Ottawa, July 1.—(Special.) The Dominion election bill was under discussion all day in the house yesterday.

An Admiral's Death. New York, June 30.—Admiral Philip died at his home today. An organic affection of the heart was the cause of his death.

More Evidence of Growth. Ottawa, July 1.—The customs revenue still goes up. The receipts for the financial year ending yesterday show an increase of \$2,218,429 over the preceding year.





