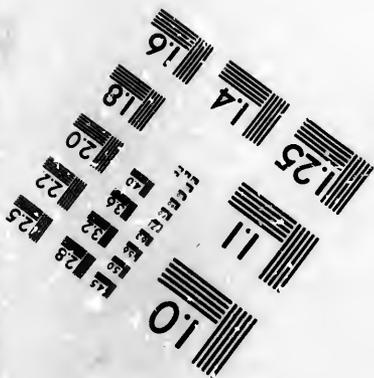
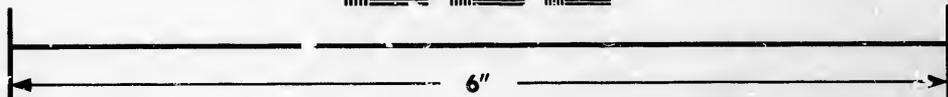
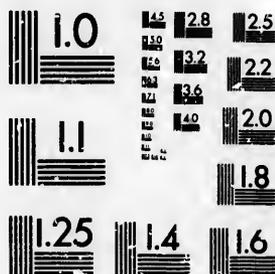


**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

© 1982

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured covers/
Couverture de couleur
- Covers damaged/
Couverture endommagée
- Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée
- Cover title missing/
Le titre de couverture manque
- Coloured maps/
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur
- Bound with other material/
Relié avec d'autres documents
- Tight binding may cause shadows or distortion
along interior margin/
La reliure serrée peut causer de l'ombre ou de la
distortion le long de la marge intérieure
- Blank leaves added during restoration may
appear within the text. Whenever possible, these
have been omitted from filming/
Il se peut que certaines pages blanches ajoutées
lors d'une restauration apparaissent dans le texte,
mais, lorsque cela était possible, ces pages n'ont
pas été filmées.
- Additional comments:/
Commentaires supplémentaires:

- Coloured pages/
Pages de couleur
- Pages damaged/
Pages endommagées
- Pages restored and/or laminated/
Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées
- Pages detached/
Pages détachées
- Showthrough/
Transparence
- Quality of print varies/
Qualité inégale de l'impression
- Includes supplementary material/
Comprend du matériel supplémentaire
- Only edition available/
Seule édition disponible
- Pages wholly or partially obscured by errata
slips, tissues, etc., have been refilmed to
ensure the best possible image/
Les pages totalement ou partiellement
obscurcies par un feuillet d'errata, une pelure,
etc., ont été filmées à nouveau de façon à
obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
			✓								

The copy filmed here has been reproduced thanks to the generosity of:

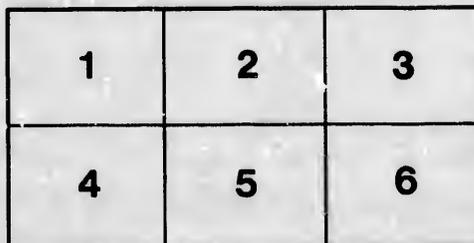
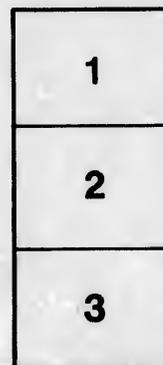
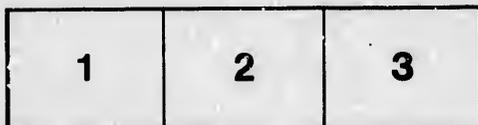
Izaak Walton Killam Memorial Library
Dalhousie University

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol \rightarrow (meaning "CONTINUED"), or the symbol ∇ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

Izaak Walton Killam Memorial Library
Dalhousie University

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole \rightarrow signifie "A SUIVRE", le symbole ∇ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

ails
du
difler
une
page

rata

elure,
à

32X

THE

D. J. S. Pam. Box F5

Aquatic Carnival

HANDBOOK,

Issued under the auspices of the Royal Halifax Yacht Club, and containing the full programme of the Grand Aquatic Carnival, to be held at Halifax, Nova Scotia, on the 29th, 30th & 31st of August, 1871, with the only official list of entries, etc. Also useful hints to visitors and a variety of interesting information, &c.

(COPYRIGHT SECURED.)



CAN
F
1039.5
.H17
.A66

HALIFAX, N. S.
BY BLACKADAR BROS., GRANVILLE STREET
1871.

65



Dalhousie College Library

The

JOHN JAMES STEWART
COLLECTION

Rgn

H A

ed under t
nd containi
Carnival,
29th, 30
official
visi

PRINTED

THE

Aquatic Carnival

H A N D B O O K,

ed under the auspices of the Royal Halifax Yacht Club,
and containing the full programme of the Grand Aquatic
Carnival, to be held at Halifax, Nova Scotia, on the
29th, 30th & 31st of August, 1871, with the only
official list of entries, etc Also useful hints to
visitors and a variety of interesting infor-
mation, &c.

(COPYRIGHT SECURED.)



HALIFAX, N S
PRINTED BY BLACKADAR BRCS GRANVILLE STREET
1871.

6593 - July 18/21

TO THE PUBLIC.

It is hoped this little pamphlet may contribute in some degree to the success of the Halifax Aquatic Carnival, by serving as a safe and useful guide to visitors and others. It will also enable strangers to take with them to their near or distant homes a memento of what we trust may prove a pleasant visit to the Capital of Nova Scotia.

THE EDITOR

NOVA SCOTIA.



THE early history of Nova Scotia, or Acadia, is full of interest and rich in materials for romance. England claimed the country from its discovery by Cabot in 1479, but retained no permanent hold, and in 1604 the French were in possession. For more than a century the Acadians were alternately the subjects of England and France: but in 1710 the English captured Port Royal, which they re-christened Annapolis Royal, in honor of Queen Ann, then on the throne of England, and Nova Scotia has ever since remained a dependency of the British Crown. Haliburton's history of Nova Scotia was long a standard work, but is now out of print. A later and much more voluminous history by Mr. Murdoch, embodies all that the student could desire; while in Parkman's "Pioneers of France in the New World," and Cozzin's "Acadia," may be found sketches of romantic incidents of the alternate French and English occupations of Nova Scotia, unencumbered by the dry details of history.

The Province consists of the Peninsula of Nova Scotia proper, and the Island of Cape Breton. The length of the Peninsula is about 350 miles; and its greatest width 100 miles; it is connected with New Brunswick by an isthmus only twelve miles in width between tide waters, and divided from the Island of Cape Breton by the Strait of Canseau (or Canso) 10 miles long, and from half a mile to three miles in width, affording a safe and convenient passage for ships between the Ocean and the Gulf of St. Lawrence. Its area is nearly 18,000 square miles, or about 12,000,000 acres; of which Cape Breton forms about 2,000,000 acres.

There is no country in the world of the same extent so well

CAN
F1039.5
H17
A66

watered as Nova Scotia. It has a coast line of nearly 1,000 miles indented by numerous inland basins, bays, and excellent harbors, of which Halifax is the principal on the Atlantic. Massive bulwarks of slate and granite protect the whole coast, and enclose many a snug harbor where shipping may ride out the fiercest gales in safety. Of lakes there are no less than 400, while the rivers, though small, are numbered by scores. There is sufficient water power to move the machinery of a continent. The value of the fisheries is well known. The lakes and streams abound with salmon and trout, and the forests with game, making this a veritable sportsman's paradise. Mineral wealth is abundant. Cape Breton contains vast and apparently inexhaustible beds of coal. The gold mines yield largely, and are increasing in productiveness yearly. The gold is the purest mined, and the yield per ton of quartz greater than in California or Australia. The Londonderry iron mines produce a quality of metal greatly esteemed in England for the manufacture of fine cutlery—razors, knives, and scissors; and the grindstones for sharpening this cutlery are also furnished by Nova Scotia. She has slates, granite and many kinds of freestone, in great abundance. The latter is extensively used for building purposes in many American cities. Plaster and lime rock have long been exported in large quantities. Clay for bricks and pottery is abundant, as well as material for finer ware. Copper, lead, manganese and marble are also found in this favored land, whose natural resources are as yet but imperfectly developed.

The people on the Atlantic coast are principally engaged in the fisheries; and trimmer schooners, or a finer race of seamen, than those sailing from Nova Scotia ports, it would be difficult to find. Ship building is another great branch of Nova Scotia industry. If we leave the Atlantic coast and journey inland we find a soil unequalled for fertility. Marsh land, reclaimed from the sea by dykes, where grass grows (and has grown for more than a century without the aid of fertilizers), higher than the head of the tallest man; rich fields of luxuriant clover; and two of the finest

valleys the sun shines on—those of the Annapolis and Cornwallis rivers—one being devoted to fruits and the other to potatoes. The apples and potatoes of Nova Scotia are unsurpassed. This section is known as the "Garden of Nova Scotia," and embraces the site of the ancient village of Grand Pré and the scene of "Evangeline."

To the American tourist Nova Scotia presents many attractions, some of which will be enumerated in another place. Those wishing to read up her early history, or to enquire more particularly into her resources, will find every facility in the library in the Province Building.

HALIFAX,

The capital of Nova Scotia, was founded in 1749, by the Lords of the Board of Trade, and named after the President, George Montague, Earl of Halifax. St. Paul's Church, which is still standing, was built by Government in 1750. It has, however, been enlarged and improved. Between the years 1751 and 1758 a number of German settlers arrived and settled at the North End, now called Dutch Town. The "Dutch Church," so called, which now stands on Brunswick Street, was erected in 1761, and remains as originally constructed. The Town of Dartmouth on the opposite side of the harbor, was settled in 1750. The Dock Yard was established in 1758. An interesting sketch of the early history of Halifax may be found in the life of Sir Brenton Haliburton, by the Rev. G. W. Hill. The Citadel, which crowns the city with its fortifications, was commenced by Edward, Duke of Kent when commander-in-chief of the garrison. Martello towers were built about the same time at Point Pleasant, George's Island Eastern Battery, Meagher's Beach and York Redoubt. These towers have given way, and all but the three latter points to more modern fortifications. From the summit of the Citadel an extended view may be had of the city and its surroundings.

Halifax is one of the healthiest of the English military stations

and is free from malarious diseases. The *annual* mean temperature is 43.48 Fahrenheit; and the mean summer temperature 62. The summer climate is almost invariably beneficial to those who have become debilitated by residence in tropical countries. The autumn months are particularly delightful.

Royal Halifax Yacht Club.

This flourishing institution was established 23rd March, 1857, under the title of the "Halifax Yacht Club." During the visit of H. R. H. the Prince of Wales to Halifax in 1860, the Club took a prominent part in the splendid reception given him by the Haligonians, the Regatta which then took place under their management forming one of the most interesting features of the celebration. His Royal Highness signified his appreciation of the efforts of the Club by becoming their Patron, and presenting the magnificent Challenge Cup for which the yachts of the Club now contest annually on the 1st of August, the anniversary of the Prince's visit. In 1861 Her Majesty the Queen conferred upon the Club the title of "Royal;" and in 1862 the Lords of the Admiralty granted them a Warrant to fly the Blue Ensign of H. M. Fleet. The Club now numbers 200 members on the active list (to which they are limited), and has already a goodly show of yachts, which is yearly increasing. Their Club House is beautifully situated on the water-side at Richmond, in the North Suburbs of Halifax, and commands a fine view of the most picturesque part of its noble harbor. It is a well-appointed building, containing all the requisites of a first-class Club House. The water-front is occupied by piers, slips, boat-houses and all the accessories for keeping yachts and boats. A capital Bowling-alley on the premises offers an additional means of recreation for the members.

The Grand Aquatic Carnival,

To be held on the 29th, 30th and 31st of August, 1871, was projected soon after the race between the Tyne and Paris crews at

Lachine, last year, under the auspices of the Royal Halifax Yacht Club. It was felt that a race between two crews was not the best way to decide the championship of the world; and so arrangements were made for a contest, open to all, in which the prize offered, aside from the honors at stake, is sufficient to bring together the best oarsmen of the Old and New Worlds. Other races were arranged that the spectacle might be one worthy of the anticipated throng of visitors. These, with other particulars concerning the Carnival, we give in the following pages.

ean tempera-
 perature 82.
 o those who
 ntries. The
 .
 arch, 1857,
 ng the visit
 0, the Club
 him by the
 nder their
 res of the
 eciation of
 presenting
 the Club
 ersary of
 conferred
 e Lords of
 Ensign of
 the active
 dly show
 House is
 he North
 most pic-
 ed build-
 House.
 and all
 l Bowl-
 f recre-

as pro-
 ews at

Grand Aquatic Carnival.

FIRST DAY.—Tuesday August 29th, 1871.

Regatta Committee.

Chairman.....HON. R. ROBERTSON.
Starter.....D. M. STORY, Esq.
Signals.....R. F. ARMSTRONG, Esq.
Time-Keeper.....H. CROSSKILL, Esq.
Captain of the Course..JAMES KERR, Esq.
For arranging positions.JOHN MUIR, Esq.
Honorary Secretary ...ALEX. W. SCOTT, Esq.
Distinguishing badge.—Club ribbon in button hole.

Sailing Courses.

No. 1.—From the Committee's vessel to and around Sambro Island and back to the starting point.

NOTE.—Directions will be given on the morning of the race, how to pass and leave said Island, and also how to cant on starting.

No. 2.—From the Committee's vessel to and around Mar's Rock Buoy, thence, leaving the said Buoy on the port-hand, to the starting point.

No. 3.—From the Committee's vessel to and around a Flag Boat off the Lunatic Asylum, passing inshore and leaving the Flag Boat on the starboard hand, thence passing to the eastward of George's Island to and around the Point Pleasant Buoy, leaving the said Buoy on the port hand, thence to and passing inshore of the Flag Boat off the Lunatic Asylum, leaving said Boat on the port hand, thence to and ending by passing between the Committee's vessel and the western shore.

Regulations.

When 2 vessels on opposite tacks are likely to run foul of each other, the Vessel on the Port must give way for the one on the Starboard tack; but if she keep her course and run into her, the owner of the Vessel on the Port tack shall forfeit his claim to the Prize.

If 2 Vessels on the same tack, be standing for the shore or any

vessel, and the vessel to Leeward be likely to run aground or foul of the vessel and not able to stay without coming in contact with the Windward Vessel, the Windward Vessel must put about on being hailed by the Helmsman or other person or persons on board of the Leeward vessel,—the Leeward Vessel must, however, in this case, tack at the same time as the one she hails, but should a collision take place, the Vessel causing the same will be liable to all damages occasioned thereby and forfeit all claim to the prize.

Any Vessel bearing away, or altering her course to Leeward, and thereby compelling another Vessel to bear away, shall forfeit claim to the Prize.

Any Vessel receiving assistance, under any circumstances, during a race, will forfeit all claim to the Prize.

Any ballast thrown out, during a race, will forfeit all claim to the Prize. No Scouting will be allowed.

No oars to be used except in cases of necessity, to shove off, if aground.

All objections to be made to the Committee in writing, within one hour after the Vessel making the objection comes in, and all disputes to be decided by the Umpires.

The Vessels will not be limited to any quantity or character of Sails—the proprietor of each Vessel in that respect to exercise his own skill and judgment, and in all cases where not otherwise specified, the Royal Halifax Yacht Club Rules will be adhered to.

Vessels to be at their stations within one quarter of an hour after the Starting Signal is made, and to hang to their moorings—their sails ready but not set.

Courses for Rowing Boats.

No. 1.—From the Committee's Vessel to and around a Flag Boat off the north end of George's Island, leaving the said boat on the Starboard hand, and back to starting point.

No. 2.—From the Committee's Vessel to and around a Flag Boat off Anderson's Point, leaving said boat on the Starboard hand, thence to and around a Flag Boat off Cunard's wharf, leaving said boat on the Starboard hand and back to starting point.

No. 3.—From the Committee's Vessel to and around a Flag Boat off Cunard's wharf, leaving said boat on the Starboard hand, thence back to starting point.

No. 4.—From the Committee's Vessel to and around a Flag Boat off Anderson's Point, leaving the said boat on the Starboard hand, thence back to starting point.

NOTE.—The rear boats are to give room for the leading boat's oars in rounding the Flag Boats, and intentional fouling will forfeit all claim to the prize.

LIST OF RACES, & C.

(See page 27.)

No. 1. First-Class Provincial Coasting and Fishing Vessels over 50 tons. 1st prize, \$200; 2nd \$100; 3rd prize \$50. Entrance, \$5.00.

Course No. 1. *Starting Signal*, Red Ensign. Time allowance 30 seconds per ton.

No.	Name of Vessel.	Tonnage.	Entered by.	Distinguishing Flag.
1	Amy Carter	59	Thos. Carter	Red & White Burgee with ball.

No. 2. Second Class Provincial Coasting and Fishing Vessels, 20 to 50 tons inclusive. 1st prize, \$150, and a Silver Watch presented by J. D. Nash, Esq. 2nd prize, \$75, and an Ensign presented by Dr. Wickwire. 3rd prize, \$40, and a Silver Watch presented by Joseph Wier, Esq. Entrance, \$3.

Course No. 1. *Starting Signal*, White Ensign. Time allowance 30 seconds per ton.

No.	Name of Vessel.	Tonnage	Entered by.	Distinguishing Flag.
1	Dart	44	Captain Vinot	White Burgee with <i>Dart</i> in red lettr's
2	W. E. Wier	50	W. E. Wier	White Flag with blue border
3	Flash	40	Aaron Heison	Blue and white diagonal

Blue
Yellow

Andrew Gray
Carter

Entered by.
 44 Captain Vinot
 50 W. E. Wier
 40 Aaron Heison

1 Dart
 2 W. E. Wier
 3 Flash

Distinguishing Flag.
 White Burgee with *Dart* in red letr's
 White Flag with blue border
 Blue and white diagonal

4 Daring
 5 Martha
 6 Libbie
 7 Guardian Angel
 8 Rival
 9 Zephyr
 10 Rosanada.
 11 Daisy,

Andrew Gray
 Obediah Gray
 John Wilson
 Joseph Higgins
 William Hays
 Samuel Martin
 John Wilkie
 James Hanrahan

24
 36
 20
 30
 37
 33

No. 3. Third Class Provincial Coasting and Fishing Vessels, over 5 and under 20 tons. 1st prize, \$40, and a Silver Watch presented by W. Myers Gray, Esq. 2nd prize, \$20, and an Ensign presented by J. D. Nash, Esq. 3rd prize \$10, and a Spy-glass presented by John Pugh, Esq. Entrance, \$1.

Course No. 2. *Starting Signal*, Blue Ensign. Time allowance 45 seconds per ton.

No.	Name of Vessel.	Tonnage	Entered by.	Distinguishing Flag.
1	Matilda	15	John Currie	White with red border
2	Arabian Horse	10	James Fleming	White
3	Water Lily	10	William Whelan	Blue

No. 4. Fishing Sail Boats under 5 tons. 1st prize, \$20; 2nd, \$10; 3rd, \$5. Entrance, \$1.

Course No. 3. *Starting Signal*, Bordered Jack. Time allowance 60 seconds per ton.
 No. Name of Boat. Tonnage. Entered by. Distinguishing Flag.

1	Mayflower		Michael Davidson	White
2	Quickstep		J. R. Davidson	Blue
3	Komp		James Scott	Red

NOTE.—The above Races are open to Nova Scotian vessels and boats only.

No. 5. Fishing Squids pulled by Fishermen. 1st prize, \$20; 2nd, \$10; 3rd, \$5. Entrance, \$1.

Course No. 1. *Starting Signal*, Red Burgee.
 No. Name of Squid. Paddles Entered by. Distinguishing Flag.

1	Emerald	3 pr	James Fitzgerald	Green
2	Faugh-a-Ballah	3	William Power	Red
3	Fancy	3	John Quan	White

No. 6. Wherries and square-sterned Boats, 2 pairs paddles. 1st prize, \$10; 2nd, \$5. Entrance, \$1.

Course No. 2. *Starting Signal*, White pennant with red ball.
 No. Name of Boat. Paddles Entered by. Distinguishing Flag.

1	Elk	2 pr	Wm. McRae	Red
2	Charles Henry	"	Henry Suckling	Blue

White
 Yellow
 Frank Purcell

1 Elk Entered by. Distinguishing Flag.
 2 Charles Henry 2 pr Wm. McRae Red
 " " Henry Suckling Blue

3 Ripple " Frank Purcell White
 4 Undaunted " John Beazley Yellow
 5 Meteor " John Beazley Magenta

No. 7. Gigs of 4 oars, pulled by young men under 21. 1st prize, \$20; 2nd, \$10.
 NOTE—Out-riggers allowed. Entrance, \$1.

Course No. 2. *Starting Signal*, Blue pennant with white ball.

No.	Name of Gig.	Oars.	Entered by.	Distinguishing Flag.
1	Sport	4	Joseph Tufts	Red
2	Neptune	4	Joseph Mann	Blue

No. 8. Actual Fishing Whalers, 4 Oars, pulled by Fishermen. 1st prize, \$30; 2nd, \$15; 3rd, \$10; 4th, \$5. Entrance, \$1.

Course No. 1. *Starting Signal*, Red pennant with white ball.

No.	Name of Whaler.	Oars.	Entered by.	Distinguishing Flag.
-----	-----------------	-------	-------------	----------------------

No. 9. Man-of war Gigs. 1st prize, \$12; 2nd, \$8; 3rd, \$5. Entrance, \$1.

Course No. 2. *Starting Signal*, Yellow and blue pennant.

No.	Name of Gig.	Oar.	Entered by.	Distinguishing Flag.
1	Whaler Gig	6	H. M. S. Raccoon	Blue
2	1st Gig	6	H. M. S. Royal Alfred	White
3	2nd Gig	6	do.	Red
4	3rd Gig	6	do.	Yellow

No. 10. Gigs of 4 oars, pulled by Mechanics. 1st prize, \$30; 2nd, \$10. Entrance, \$2. NOTE—Outriggers allowed.

Course No. 1. *Starting Signal*, White and red flag (vertical.)

No.	Name of Gig.	Oars.	Entered by.	Distinguishing Flag.
1	Neptune,	4	Chas. Roche,	Red
2	Lavinia.	4	Henry Heffler.	Blue

No. 11. Man-of-War Cutters. 1st prize, \$20; 2nd, \$10; 3rd, \$5. Entrance, 1\$.

Course No. 2. *Starting Signal*, Blue white and blue flag (horizontal.)

No.	Name of Cutter.	Oars.	Entered by.	Distinguishing Flag.
1	Cutter	10	H. M. S. Raccoon	Blue
2	1st Cutter	12	H. M. S. Royal Alfred	Red

White

do

Entered by.
 10 H. M. S. Raccoon
 12 H. M. S. Royal Alfred

3 2nd Cutter do White
 4 3rd Cutter do Yellow
 5 4th Cutter do Blue crossed white
 6 5th Cutter do Red crossed white

No. 12. Racing Whalers of 4 oars (open to all.) 1st prize, \$50; 2nd, \$20; 3rd, \$10. Entrance, \$1.

Course No. 1. Starting Signal, Yellow and blue flag (vertical.)

No.	Name of Whaler.	Oars.	Entered by.	Distinguishing Flag.
1	Waverley	4	James Williams	Yellow
2	Restless	4	Edmund Hefler	Blue
3	Mayflower	4	William Kennedy	Blue and White
4	Moonshine	4	James Griffin	White
5	Kate	4	William Horton.	Red
4	Fly Low	5	Chas. Robson,	White crossed Red.

No. 13. Yachts, 1st class, exceeding 12 tons (open to all.) 1st prize, Silver Cup, valued at \$100; 2nd prize, Marine Glass, presented by Commodore Wyde. Entrance, \$4.

Course No. 2. Starting Signal, Yellow and blue flag (in squares.) Time allowance, 30 sec. p ton.

No.	Name of Yacht.	Tonnage.	Entered by.	Distinguishing Flag.
1	Cambridge	25	Commodore Wyde	Commodore's flag
2	Whisper	17	Vice Commodore Wood	Blue crossed white
3	Squirrel	20	Frank Stevens	White
4	Petrel	15	M. B. Almon	Red

No. 14. Racing Whalers, 4 oars, pulled by Gentlemen Amateurs, members of any organized Rowing, Sailing, or other Club, or Officers of the Army, Navy, and Dominion Forces. Prize, Silver Cup, presented by His Excellency Sir Hastings Doyle, Lieutenant-Governor, &c., &c. Entrance, \$2.

Course No. 1. *Starting Signal*, Blue flag crossed white (diagonally.)

No.	Name of Whaler.	Oars.	Entered by	Distinguishing Flag.
1	Ah Sin	4	Howard Symonds, R.H.Y.C.	White
2	Narneless	4	Lieut. Harrison, R.N.	Blue and Gold Naval Crown
3	Blue Nose	4	John Hutton, H.B.C.	Blue and White
4	Gradatim Vincimus	4	Lt. S. H. Thompson, R. N.	Red
5	Victory	4	Lt. Sargent, 78th, Highland's.	Dark Blue.

No. 15. Yachts, 2nd class, from 6 to 12 tons, inclusive. 1st prize, Silver Cup, value \$60; 2nd prize, Marine Glass, presented by J. McCulloch, Esq. Entrance, \$3.

Course No. 2. *Starting Signal*, White and blue checkered flag. Time allowance, 30 sec. per ton.

No.	Name of Yacht	Tonnage	Entered by	Distinguishing Flag
1	Cloud	9	Alexander W. Scott	White with Blue Star
2	Gazelle	6	A. McLean	White
3	Falcon	7	F. W. Bullock	Red
4	Kate	9	G. W. Callender, 78th High's.	Blue with Castle and Key, & G.Y.C.

Ships' Jolly Boats, 4 oars.

1st prize, \$12; 2nd, \$6. Entrance \$1.

9 F. W. Bullock White
 G. W. Callender, 78th Hig's. Blue with Castle and Key, & G.Y.C. Red

No. 16. Merchant Ships' Jolly Boats, 4 oars. 1st prize, \$12; 2nd, \$6. Entrance \$1.

Course No. 2. *Starting Signal*, Blue flag with white square.

No Name of Boat Entered by Distinguishing Flag

No. 17. Yachts, 3rd class, under 6 tons. 1st prize, Silver Cup, presented by J. Cornelius, Esq.; 2nd prize, Aneiroid Barometer, presented by Vice Commodore Wood. Entrance, \$1.

Course No. 3. *Starting Signal*, Yellow flag. Time allowance, 60 sec. per ton.

No	Name of Yacht	Tonnage	Entered by	Distinguishing Flag
1	Viola	5	C. H. Longard	Red White and Blue (vertical)
2	Alice M. Lockhart	2	W. M. Lockhart	Red square with White Star
3	Dreadnought	4	John Beris	White
4	Topsey	3	Edward Mosely	Blue Burgee
5	Evadne	3	John E. Butler	Red and White Burgee
6	Little Anna	3	F. A. Liebman	Black White and Red
7	Wavelet	3	Roderick McDonald	Blue with White Border
8	Glide	2	John Osman	Bordered Jack
9	White Swallow	2	Thomas Dryden	Red
10	Eva	4	M. C. O'Brien	Red and Blue Burgee
11	Boneta	4	Samuel Norris	Blue Burgee
12	Bertha	4	F. M. Passow	Black White and Red
13	Scorpion	3	W. W. Howell	White Burgee, Blue Star

No. 18. Gigs of 4 oars, pulled by Officers of the Army, Navy, and Dominion Forces.
Prize, Silver Cup, valued at \$30. Entrance, \$2.

Course No. 1. *Starting Signal*, Red flag crossed with yellow.

No	Name of Gig	Oars	Entered by	Distinguishing Flag
----	-------------	------	------------	---------------------

No. 19. Fishing Flats, 2 pairs of paddles. 1st prize, \$12; 2nd, \$6. Entrance, 1\$.

Course No. 2. *Starting Signal*, White flag with blue square in the centre.

No	Name of Flat	Entered by	Distinguishing Flag
1	Tormentor	Thomas Beazley	White

No. 20. Actual Market Flats, 2 pairs of paddles, pulled by Market Women. 1st prize, \$20; 2nd, \$10; 3rd, \$5. Free.

Course No. 3. *Starting Signal*, Flag with red white and blue vertically divided.

No	Name of Flat	Entered by	Distinguishing Flag
----	--------------	------------	---------------------

No. 21. Rob Roy Canoes.

Prize, a Marine Glass. Entrance, \$1.

Prize, a Marine Glass. Entrance, \$1.

Entered by
Distinguishing Flag

No. 21. Rob Roy Canoes. Prize, a Marine Glass. Entrance, \$1.

Course No. 2. *Starting Signal*, White flag crossed with red stripes (diagonally.)

No	Name of Canoe	Entered by	Distinguishing Flag
----	---------------	------------	---------------------

No. 22. Man-of-War Launches. 1st prize, \$25 ; 2nd, \$15 ; 3rd, \$10. Entrance, \$1.

Course No. 2. *Starting Signal*, Blue flag with red square in center with white border.

No	Name of Launches	Oars	Entered by	Distinguishing Flag
1	Launch	16	H. M. S. Raccoon	Blue
2	1st Launch	16	H. M. S. Royal Alfred	Red
3	2nd Launch	16	do	White
4	3rd Launch	14	do	Yellow

No. 23. Government Boats, pulled by Soldiers of the Garrison. 1st prize, \$20 ; 2nd, \$8.

Course No. 1. *Starting Signal*, Red, White and Blue pennant.

No	Names of Boat	Oars	Entered by	Distinguishing Flag
1	George's Island	8	Bombardier W. Nott, R. A.	Blue
2	Head Quarters	8	" J. Stannas, R. A.	White
3	Royal Engineers	8	Corporal R. Dane, R. E.	Red

No. 24. Canoes, paddled by Squaws. 1st prize, \$8; 2nd, \$4; 3rd, \$2. Free.

Course No. 4. *Starting Signal*, Red burgee.

No	Name of Canoe	Entered by	Distinguishing Flag
----	---------------	------------	---------------------

No. 25. Canoes, paddled by Indians. 1st prize, \$15; 2nd, \$6; 3rd, \$3. Free.

Course No. 4. *Starting Signal*, Blue pennant with white ball.

No	Name of Canoe	Entered by	Distinguishing Flag
----	---------------	------------	---------------------

No. 26. Man-of-War Copper Punts and Stages. Prize, \$8. Free.

Course No. 4. *Starting Signal*, Red Pennant with white ball.

No	Name of Stage or Punt	Entered by	Distinguishing Flag
1	Copper Punt	H. M. S. Raccoon	Blue
2	do	H. M. S. Royal Alfred	White
3	do	do	Red
4	do	do	Yellow

No. 27. Gig and Punt Chase. Prize, \$10.

No. 27. Gig and Punt Chase. *Y. R. C. 1871.*
 Course No. 4. Starting Signal, Yellow and Blue pennant.

Distinguishing Flag

Entered by

No. Name of Gig or Punt

No. 28. Tub Race. (Sculls.)

Distinguishing Flag
 Black & White, chequered
 Green and White
 Red White and Yellow
 Red Black and White

Entered by
 Commodore Hook
 Jack Spanker
 Badger
 Plumper

No. Name of Tub
 1 Tub
 2 Tube
 3 Tubercle
 4 Tubular

During the afternoon a Fig and Greasy Pole Competition will be tried for from the wharf next the Club Piers.

SECOND DAY.—Wednesday, 30th August.

Great 4-Oared Race for the Championship of the World.

Distance 6 Miles.

HIGHEST PRIZE, \$3,000.

Second Boat (if 4 start) to save her entrance of \$100. Prize given by the Provincial Government for the first Nova Scotian crew, \$250. Gold watch for the first Nova Scotian crew, presented by John Herbin, Jeweller. Race to start (weather permitting) about 10 o'clock, A. M., from off the Club Piers.

Name of Crew	Name of Boat	Distinguishing Flag	Name of Rowers	Weight
Renforth	England	Blue and White	James Percy, Robert Chambers, Henry Kelly, James Renforth,	bow 148 No. 2. 157 No. 3. 156 stroke 161
Pryor	Nova Scotia	Blue	George Brown, Thomas Hays Warren Gray, James McGrath	bow 154 No. 2. 168 No. 3. 168 stroke 168

average brown, bow 154
Thomas Hays No. 2. 168
Warren Gray, No. 3. 168
James McGrath stroke 168

E. Stone,
Leonard Young, No. 2. 170
Ezra Weeks, No. 3. 170
Edward Tracey, stroke 164

Bernard Biglin, 151
Henry Coulter, No. 2. 166
John Biglin, No. 3. 153
Henry Kaye, stroke 145

William Beckwith, 135
Louis Hefer, bow No. 2. 152
David Parker, No. 3. 152
John Young, stroke 144

George Price, 154
Samuel Hutton, bow No. 2. 163
Elijah Ross, No. 3. 163
Robert Fulton, stroke 169

James Taylor, 142
J. H. Sadler, bow No. 2. 154
Robert Pagnall, No. 3. 158
Thomas Winship, stroke 156

Tangier;

America

Red with White Diamond

Lillian

Barton

Biglin

Roche

Paris Crew of St. St. John
John, N. B.

Taylor—Winship Coaly Tyne
Crew of New-
castle-on-Tyne.

THIRD DAY.---Thursday, 31st August.

AT 10 A. M. THERE WILL BE A

Champion Scull Race, open to the World.

First Prize, \$500; Second Prize, \$100. Third Boat (if 5 start) to save her entrance of \$20. Medal for the first Nova Scotian crew, presented by J. B. Bennett, Jeweller.

Name of Sculler	Name of Boat	Weight	Distinguishing Flag
James Renforth		160	
George Brown		154	
Henry Coulter		166	
J. H. Sadler		158	
Robert Bagnall	Duke of Beaufort	152	
Edward Tracey	Ouseburn	164	
Thomas Hays	Camilla	168	
Charles Nickerson	Fidget	170	
Henry Kelly		156	
George Lovett	Shoo Fly	160	

Yacht Race Open to the Commodore of the

1st Prize. a Viennese Marine Clock, manufactured to order, and presented by Fredk. R. Starr, Esq., of Philadelphia. 2nd Prize, a Silver Cup. 3rd Prize, a Marine Glass. Time Race—to be sailed for under the Regulations of the Royal Halifax Yacht Club.

No	Name of Yacht	Tonnage	Entered by	Distinguishing Flag
1	Cambridge	25	Commodore Wyldel	Commodore
2	Whisper	17	Vice Commodore Wood	Blue crossed White
3	Cloud	9	Alex. W. Scott, Secy.,	White with Blue Star
4	Falcon	7	F. W. Bullock,	Red
5	Kate	9	G. W. F. Callender, 78th	Blue with castle & key & G. Y. C.
6	Wavelet	3	Roderick McDonald	Blue with white border
7	Topsy	3	Edward Mosely	Blue Burgee
8	Squirrel	20	Frank Stevens	White
9	A. M. Lockhart	2	W. M. Lockhart	Red with white star
10	Evadne	3	J. E. Butler	Red and white Burgee
11	Petrel	15	M. B. Almon	Red
12	Bonita	4	Samuel Norris	Blue Burgee
13	Bertha	4	F. M. Passow	Black, White and Red
14	Scorpion	33	W. W. Howell	White burgee, blue star
15	Viola	5	C. H. Longard	Red White & Blue (vertical.)

Swimming Matches.

The following swimming races will take place opposite the Yacht Club Piers on the third day of the Carnival (August 31st), races to start about noon:--

1st Race—Open to all over 21 years of age. Distance—200 yards.

1st Prize—A Handsome Turkish Hookhas, presented by Messrs. Colford & Brothers, Granville street, and \$15.

2nd Prize—A Case of Meerschaum Pipes, presented by Messrs. Clemen Brothers, Barrington street, and \$8.

3rd Prize—A Box of Cigars, presented by A. Paty, Esq., of Cuba. 4th Prize, do.do. Entrance, 50 cents.

2nd Race—Open to youths from 18 to 21 years of age. Distance—150 yards.

1st Prize—\$15; 2nd Prize, \$8. Entrance, 25 cents.

3rd Race—Open to youths under 18 years of age. Distance—100 yards.

1st Prize—\$8; 2nd Prize—\$4; 3rd Prize—\$. Entrance, 15 cents.

The courses for all races will be from a raft opposite the Club Piers, to and passing under a line between the two piers. The decision of the Umpire to be final.

Any one wilfully fouling will be disqualified.

The Regatta

Will commence at 9 A. M. with firing a gun from the Committee's vessel.

The Committee request that vessels engaged in the respective sailing matches will carry their distinguishing flags at the *mast-head*, and that all other vessels will carry their flags at the *peak*, and keep out of the way of the racing vessels.

As the Regatta will proceed according to the order in the Programme of the day, and from which no deviation will be permitted, except for the sailing matches, the Committee request that competitors will be prepared to take their stations when their respective signals are made.

The Committee will be prepared to award the prizes on board their vessel immediately after the Regatta is over.

COMMITTEES.

Executive Committee.

John T. Wylde, Esq., Commodore; J. Taylor Wood, Esq., Vice Commodore; Augustus Allison, Esq., Rear Commodore; Alexr. W. Scott, Esq., Secretary; Albert Pilsbury, Esq.; John Pugh, Esq.; James Pryor, Esq., W. Myers Gray, Esq.; J. Wier, Esq.

Public Arrangement Committee.

John McCulloch, Esq.; H. W. Blackadar, Esq.; Dav. McPherson Esq.; Lieut.-Col. Clerke; F. W. Bullock, Esq.; T. J. Bentley, Esq.; Walter McFarlane, Esq.; William Compton, Esq.

Honorary Treasurer of Funds.

John Stairs, Esq.

Representative and Referee in England.

Chas. Cogswell, Esq., M.D., London.

Representative and Referee in Montreal.

J. C. More, Esq.

Secretary.

Alexander W. Scott, Esq.

Assistant Secretary.

S. Tupper, Esq.

Committee's Badge--Rosette of Club Ribbon.

Places of Interest, &c.,

The Citadel and other Forts.

By kind permission of Gen. Sir Hastings Doyle the Citadel will be open to the public during the Carnival. Visitors will enter their names with the Sergeant at the Gate.

The Dock Yard.

Here may be found trophies of the war of 1812, including the figure-head of the *Chesapeake*, placed here by the officers of the *Shannon*. The Dockyard will be open to the public on the 30th and 31st of August, from 10.30 a. m., to 5 p. m. The ships of war will be open for inspection as usual, except on the 30th of August, during the great four-oared race for the Championship. It will be necessary for persons desirous of visiting the ships to obtain means of embarkation outside of the Dockyard. Boats may be obtained at the Public Landing immediately to the southward of the Dockyard.

The Province Building.

Contains the House of Assembly and Legislative Council Rooms, Library and Public offices. Open to the public.

The New Provincial Building.

At present unoccupied, but intended for the use of the Post Office, Custom House, Provincial Museum, etc. Cost \$120,000.

Other Public Buildings.

The Poor Asylum, (new—cost \$260,000); Blind Asylum, (new); Military Hospital, (new—cost \$150,000); St. Mary's Cathedral, Dalhousie College, Supreme Court House, Halifax Club House, Admiralty House, Government House, Wellington Barracks, City Hospital, Penitentiary, City Prison, City Market-House, Asylum for the Insane, Dartmouth side.

Clubs.

Royal N. Y. Club, building and piers at Richmond; Halifax Club, Hollis Street; Albion Club, Poplar Grove. Strangers may be introduced at these Clubs by members, entitling them to all the privileges for fourteen days.

Places of Worship.

Church of England, 7; Roman Catholic, 4; Presbyterian, 5; Wesleyan, 3; Baptist, 3; Congregational, 1; Colored Churches, 2; Total, 25.

Pleasant Drives.

Head of the Basin, Round the Point, Head of the North West Arm, Dartmouth Lakes *via* Ferry, Cow Bay *via* Ferry.

Excursions.

From the Ferry Slip to the head of the Basin, on Monday, Tuesday, and Thursday of each week. Round trip 25 cts. Refreshments to be had at the Hotels at Bedford.

Horticultural Society's Gardens.

Spring Garden Road; a Military band plays every Monday and Friday afternoon from four until six o'clock. Admittance, 12½ cents. Special concerts will be given on the evenings of the two first days of the Carnival.

Downs' Zoological Gardens.

Head of North West Arm. A fine collection of birds and animals, native and foreign. Orders filled for specimens, live or stuffed.

Prince's Lodge.

Here, on the shore of Bedford Basin, 6 miles from the city, may be seen the ruins of the former residence of the Duke of Kent, the father of Queen Victoria. The "Music House," where the Prince's band were wont to play in days "lang syne," is still standing.

The Rocking Stone.

A natural curiosity, some six miles rear of the city, and beyond the North West Arm.

Melville Island.

Situated in the North West Arm, near its head. The site of the prison in which were confined the prisoners of the war of 1812.

Gold Mines.

The Laurencetown and Waverly Mines are accessible by carriage *via* Dartmouth Ferry, and the Mount Uniacke and Montague Mines, from points on the Windsor railway.

Cab Fares.

Half mile or less, 10 cts; mile, 20 cts; mile and a half, 25 cts; two miles, 30 cts; two miles and a half, 35 cts; three miles, 40 cts. For detention, when hired by distance, cabmen may charge 12½ cents per quarter hour. Half price to be paid for returning in same carriage. For distances within a mile, and half cwt. of luggage, 25 cts; less than 2 cwt., 50 cts.

Horse Railway Fares.

Single passengers, 7 cents.

Telegraphic.

For messages of ten words from Halifax, St. John or Charlottetown, to any point in Canada on the lines of the Montreal Telegraph Company, 50 cents. To Boston, from Halifax, \$1.15; to New York, \$1.45.

Postage.

To any part of the Dominion or P. E. Island, (letters) 3 cts. To the United States, 6 cents. To Great Britain, 6 cents.—Transient newspapers, as above, 2 cents. Drop letters for delivery, 1 cent.

Mails.

Notice is given at the Post Office and Reading Room, of the closing of the English, Bermuda, and Newfoundland mails.—There are three mails a week for the United States *via* Annapolis and St. John. Mail closes for steamers *via* Portland at 3 p. m., every Monday. Letters should be marked "per Carlotta."—Mail closes for steamer in Boston every Saturday at 3 p. m.—Letters should be marked "per Commerce."

Currency.

A uniform decimal currency is now in use throughout the Dominion of Canada. Sovereigns pass for \$1.87, and English shillings for 24 cents. Greenbacks may be exchanged for Canadian currency at the brokers offices of Huse & Lowell, Water Street, and Farquhar & Forrest, Hollis Street.

Sea Baths.

Elliott's, Freshwater. Accommodations for ladies and gentlemen. Single baths, six cents.

Boats.

Sail and row boats for hire, with experienced boatmen, may be found at the slip, South of the Dockyard, on Water Street.

American Consul.

M. M. Jackson. Office, 64 Bedford Row.

Merchant's Exchange Reading Room.

Hollis Street. Open to strangers, free, for a term of fourteen days.

Royal Halifax Yacht Club.

Club House, Victoria Street, Richmond. Secretary's Office, 117 Hollis Street, International Hotel Building.

TO TOURISTS.

It is hoped those who come to Halifax for the Aquatic Carnival, will embrace the opportunity of seeing something of Nova Scotia before their return. There are few pleasanter routes of travel than that from Halifax, by rail, to Annapolis, via Windsor, Wolfville, Kentville, and Bridgetown. A few days may be pleasantly spent at any of these towns. Between Windsor and Wolfville is Grand Pré, the home of the exiled Acadians, and the scene of "Evangeline." Annapolis has a memorable history and is the most ancient town in this part of the world after St. Augustine. It was the headquarters of the French in the new world, and was many times besieged. The remains of the old fortifications are still standing. On three days in each week there is a steamer from Annapolis to St. John, New Brunswick. The sail down the Annapolis Basin, touching at Digby, and the passage through Digby Gut, afford many charming views. A four hours passage across the Bay of Fundy brings the traveller to St. John. A steamer leaves Windsor, Nova Scotia, once a week for St. John, affording a pleasant sail down the Avon river, through the Basin of Minas, passing Cape Blomidon, and then down the Bay of Fundy to the point of destination.

The steamer *M. A. Starr*, leaves Halifax every Tuesday morning, at 6 o'clock, for the Western Shore ports, touching at Lunenburg, Liverpool, and Shelburne, and connecting at Yarmouth with the steamer *Linda* for St. John.

Pictou, 118 miles from Halifax by rail, is quite an important point of departure. Here the tourist may take a steamer for Shediac, New Brunswick, via Charlottetown, Prince Edward Island, connecting at Shediac with the railway to St. John.—Steamers for Charlottetown, depart every day or two. Every Tuesday a steamship leaves Pictou for Quebec, and every alternate Thursday for Montreal and intermediate ports, at 7 a.m. But before taking their final departure from Nova Scotia, tourists should visit the Island of Cape Breton. As pleasant a route as any is to take steamer at Pictou for Hawksbury, Strait of Canso. Hence you stage it to West Bay, a distance of 15 miles, passing *en route* the famous Marble mountain. The following morning you embark on the steamer *Neptune* and proceed to Sydney, through the celebrated Bras D'or and Little Bras

D'or Lakes. From Sydney many pleasant excursions may be made. The ruins of the great French fortress of Louisburg are well worth a visit; while of course the great coal mines will claim attention. To point out the attractions of Cape Breton in the brief space at our disposal, would be impossible. The tourist should discover them for himself. The day is not far distant when this portion of Nova Scotia will be one of the favorite summer resorts of North America.

may be
burg are
nes will
reton in
e tourist
distant
rite sum-

SPECIAL NOTICE.

The Renforth Crew.

We are without advices as to the intentions of this crew, though it seems hardly probable they will compete in the race for which they were entered, now that their leader has fallen. They may, however, conclude to man their boat with their reserve, John Bright. Under the circumstances we preferred to let the entries stand as recorded.

James Renforth.

As the preceding pages were going to press tidings came from New Brunswick of the death of Renforth, and the victory of the Paris crew. This intelligence came at an early hour, and many were inclined to regard it as a cruel hoax. Later, other telegrams were received confirmatory of the first, but still people doubted. No one wished to believe that the English champion had really departed this life in the full zenith of his powers; that the grand central figure in the aquatic events of the present season would no longer ply the oar; that for him were to be twined wreaths of cypress and not of laurel. Rarely has the great heart of Halifax been so deeply moved as when the fate of the gallant English oarsman became known.— When the pitiless telegrams extinguished the last spark of hope that Renforth might have tarried on this side of the dark river, and the sad tidings were flashed under the broad Atlantic that were to carry mourning and desolation and woe to a happy home on the banks of the English river Tyne, heartfelt expressions of sympathy for the afflicted and sorrow for the untimely end of the great oarsman were heard on every hand. Renforth's former comrades, Messrs. Taylor and Winship, and Sadler and Bagnall, all of the second Tyne crew, were deeply affected at the tragic fate of the man they had crossed the Atlantic to meet a few days hence in friendly rivalry upon the broad bosom of Halifax harbour, and the flag which floats over their quarters at the Atlantic hotel was promptly placed at half mast. The Royal Halifax Yacht Club also drooped their colors in respect to the memory of the dead.

That there should have been whispered about rumours of foul play when Renforth dropped his oar, and was rowed to shore while thousands of spectators were gazing upon a contest destined to so tragic a termination, is perhaps not surprising. Fortunately for all concerned, these suspicions have been proved to be without foundation. A *post mortem* examination, held by Doctors McLaren and Wade, of St. John, revealed the fact that Renforth died of pulmonary apoplexy or congestion of the lungs. His fate rests with God.— That man should have had agency in it was a supposition almost too horrible for credence.

James Renforth was about twenty-eight years old at the time of his death. He was born on Rapid Banks, Gateshead, near Newcastle. When a very young man he enlisted in the East India Company's service, and served in the Madras Fusileers until the transfer of the Company's forces to the Imperial Government: when, with others, he obtained his discharge, and returned to England. He was first known in athletic sports, at home, as a swimmer; and was unknown as an oarsman until 1866, when, having entered the employ of the Tyne River Commissioners, he became practiced with the oars while engaged in ferrying workmen who were taking down the old Tyne bridge, between the piers and the shores. His after career is well known on both sides of the Atlantic. In closing this brief sketch the words of a city paper recur as both eloquent and proper:

"We are speaking for St. John and Halifax most truly when we say that dead Renforth's memory will be cherished here across the Atlantic by those rival oarsmen he had hoped to conquer with a chivalrous regret and sorrowful regard, more deep and lasting than any renown he might have won upon our waters."



GOVERNMENT RAILWAYS.

1871. . . . NOVA SCOTIA. . . . 1871.

Connecting the Bay of Fundy and Gulf of Saint
Lawrence with Halifax.

The Morning Trains from Halifax
CONNECT AT TRURO WITH THE STAGES FOR LON-
DONDERRY AND AMHERST,

Connecting there with the Intercolonial Railway for

Sackville, Dorchester and Painsec Junction,

and with the E. & N. A. Railway for St. JOHN and SHEDIAC,
N.B., at NEW GLASGOW with Lindsay's & Co's Stage Line for
ANTIGONISH, GUYSBORO, STRAIT OF CANSO, ST. PETER'S, COW
BAY, SYDNEY, and all parts of CAPE BRETON, and PICTOU, (*during
the Navigable Season*) with PRINCE EDWARD ISLAND

STEAM NAVIGATION CO'S LINE OF STEAMERS

—FOR—

Port Hood and Hawkesbury, C.B., Charlottetown, Georgetown,
Summerside, P. E. I., and Shediac, N. B., and with

QUEBEC AND GULF PORTS STEAMERS

—FOR—

QUEBEC, MONTREAL, AND ALL PORTS ON THE ST. LAWRENCE,
Also—with Stage Lines for

RIVER JOHN, WALLACE, PUGWASH AND AMHERST.

At Windsor, with the Windsor and Annapolis Railway, running
through the Valley of Acadia; connecting at Annapolis with
the International Line of Steamers for Eastport, Portland
and Boston. Stages connect at Annapolis for Digby, Yar-
mouth and Liverpool, N. S.

For the accommodation of parties residing along the shores of
Bedford Basin, a train is run during the Summer months; leav-
ing Halifax about 6 P.M., and Bedford at 8 o'clock, A.M., calling
at Four Mile House, Sherwood and Prince's Lodge.

 For particulars see opposite page. 

Passenger Local Fares:

FIRST CLASS " " " Three Cents Per Mile.
 SECOND " " " Two " " "

Season Tickets, (three and six months) Family and Through Tickets, at reduced rates.

The City Railway Horse Cars connect with all Trains at Richmond Station, Halifax.

NOVA SCOTIA RAILWAY.

GENERAL OFFICES—HALIFAX, N. S.

GEORGE TAYLOR, General Sup't.
 THOMAS FOOT, Accountant.

ALEXANDER McNAB, Chief Engineer.
 W. JOHNSON, Locomotive Sup't.

MAIN LINE.

Halifax to Pictou.

Pictou to Halifax.

Halifax to Pictou.					Pictou to Halifax.				
Mis	STATIONS.	Exp	Mix	Mix	Mis	STATIONS	Exp	Mix	Mix
	Leave	a.m.	p.m.	p.m.		Leave	p.m.	a.m.	a.m.
0	HALIFAX.....	645	12 15	3 30	0	PICTOU BOAT....	1 45	6 00	....
8	Four Mile House.	653	12 28	3 42	1	Pictou Landing Ar	1 55	6 10	....
8	Bedford.....	707	12 46	4 05		Do. Train...Lve	2 00	6 15	....
11	Rocky Lake.....	715	.....	4 20	2	Fisher's Grant....	2 04	6 20	....
18	Windsor Junc., Ar	.....	1 08	4 30	9	New Glasgow.....	2 23	6 40	....
	Do. ....Lve	7 21	1 20	4 35	12	Coal Mines.....	2 30	7 02	....
20	Fletcher's.....	7 40	1 48	5 04	17	Hopewell.....	2 44	7 23	....
23	Grand Lake.....	7 48	.....	5 16	24	GLENGARRY.....	3 02	7 55	....
25	Oakfield.....	7 54	2 07	5 24	31	West River.....	3 22	8 29	....
28	Enfield.....	8 03	2 19	5 33	39	Riversdale.....	3 42	8 59	....
80	ELMSDALE... Arr	.....	.....	5 45	43	Union.....	3 52	9 13	....
	Do. ....Lve	8 08	2 27	5 55	52	Truro..... Arr	4 15	9 50	....
85	Milford.....	8 22	2 47	6 17		Do. ....Lve	4 30	10 10	6 30
89	Shubenacadie. Ar	.....	.....	6 35	56	Johnston's.....	4 41	.....	6 43
	Do. ....Lve	8 39	3 02	6 35	60	Brookfield.....	4 52	10 42	7 07
44	Stewiacke.....	8 47	3 22	6 58	65	Polly Bog.....	5 05	11 02	7 30
48	Polly Bog.....	8 58	3 39	7 16	69	Stewiacke.....	5 16	11 19	7 50
53	Brookfield.....	9 12	3 58	7 39	74	Shubenacadie. Arr	.....	.....	8 15
57	Johnston's.....	9 24	.....	7 57		Do. ....Lve	5 30	11 38	8 33
67	Truro..... Arr	9 35	4 30	8 15	78	Milford.....	5 41	11 54	8 52
	Do. ....Lve	9 50	4 45	.....	83	ELMSDALE... Arr	.....	.....	.....
	Union.....	10 14	5 22	.....		Do. ....Lve	5 55	12 14	9 14
	Riversdale.....	10 24	5 38	.....	85	Enfield.....	6 00	12 23	9 23
82	West River.....	10 45	6 11	.....	88	Oakfield.....	6 08	12 34	9 36
89	GLENGARRY... Lv	11 04	6 40	.....	90	Grand Lake.....	6 14	.....	9 46
96	Hopewell.....	11 23	7 10	.....	93	Fletcher's.....	6 22	12 53	10 00
101	Coal Mines.....	11 36	7 30	.....	100	Windsor Junc. Ar	.....	.....	10 30
104	New Glasgow....	11 44	7 42	.....		Do. ....Lve	6 41	1 30	10 35
111	Fisher's Grant...	12 02	8 10	.....	102	Rocky Lake.....	6 48	.....	10 44
112	Pictou landing Ar	12 05	8 15	.....	105	Bedford.....	6 54	1 49	10 59
	Do. Boat..Lve	12 10	8 20	.....	109	Four Mile House..	7 07	2 09	11 10
113	PICTOU.....	12 15	8 30	.....	113	HALIFAX.....	7 15	2 20	11 30
	Arrive	p.m.	p.m.	p.m.		Arrive	p.m.	p.m.	a.m.

WINDSOR BRANCH.

Hx. to Win. & Annapolis Annapolis to Win. & Hx.

Mis	STATIONS	Exp			Mis	STATIONS	Exp		
		a. m.	a. m.	p. m.			a. m.	a. m.	a. m.
	Leave					Leave			
0	HALIFAX.....	8 00	7 00	3 00	0	St. John, N. B, by			
3	Four Mile House..	8 10	7 12	3 13		steamer.....	7 00	.....	.....
8	Bedford.....	8 25	7 35	3 34	45	Digby.....	11 00	.....	.....
11	Rocky Lake.....	8 35	7 48	3 47					
18	Windsor Junc..Ar	.....	7 55	.....	0	Annapolis..Lv	1 00	6 00	.....
	Do.....Lv	8 41	8 00	3 56	59	Kentville . Ar	3 30	10 00	.....
16	Beaver Bank.....	8 50	8 11	4 09		Do. . Lv	4 00	10 35	6 00
26	Mt. Uniacke...Ar	.....	8 50	.....	84	W Windsor...Ar	5 30	12 30	7 50
	Do.....Lv	9 20	9 35	4 51					
33	Stillwater.....	9 41	10 45	5 21	6	Windsor.....Lv	5 40	12 45	8 00
33	Ellershous.....	9 51	11 00	5 34	3	Three Mile Plains.	5 48	.....	8 13
39	Newport.....Ar	.....	.....	5 47	6	Newport.....Ar	.....	.....	.....
	Do.....Lv	10 02	11 20	5 55		Do.....Lv	5 55	1 10	8 29
42	Three Mile Plains.	10 11	.....	6 08	9	Ellershous.....	6 05	1 30	8 38
45	Windsor.....Ar	10 20	11 45	6 20	12	Stillwater.....	6 15	2 00	8 50
					19	Mt. Uniacke...Ar	.....	.....	9 18
						Do.....Lv	6 37	2 30	9 20
70	W Windsor..Lv	10 30	1 30	6 30	29	Beaver Bank.....	7 09	3 10	10 00
	Kentville..Ar	11 40	3 30	7 50	32	Windsor Junc.Ar	.....	3 25	.....
	Do.....Lv	11 50	3 35	.....		Do.....Lv	7 18	4 30	10 12
120	W Annapolis....	2 30	7 30	.....	34	Rocky Lake.....	.....	4 40	10 21
					37	Bedford.....	7 34	4 50	10 33
145	Digby.....	4 00	.....	.....	41	Four Mile House..	7 51	.....	10 53
190	St. John, N. B, by	9 00	.....	.....	45	Halifax.....	8 00	5 20	11 05
	steamer.....	.....	.....	.....		Arrive	p. m.	p. m.	a. m.
	Arrive	p. m.	p. m.	p. m.					

Passenger Train between Halifax and Bedford. Leave Bedford at 8 30 a. m., arrive at Halifax at 8 55, and leave Halifax at 6 00 p. m., arrive at Bedford at 6 25, calling at "Four Mile House" and "Prince's Lodge."

STEAMERS.

ALLAN LINE.—Leave Liverpool, G. B., on Friday the 30th June, and every alternate Friday, for Halifax; returning fortnightly from Halifax.

BOSTON AND COLONIAL STEAMERS “Commerce” and “Alhambra,” run between Boston and Charlottetown weekly, during the Summer months, calling at Halifax and Strait of Canso, going and returning.

“**CITY OF ST. JOHN**”—Weekly between St. John and Windsor, semi-weekly between St. John and Border Ports.

CUNARD LINE.—(Branch) Steamers leave Halifax for Bermuda and St. Thomas every fourth Friday, at noon.

“**EMPRESS**” leaves St. John for Digby and Annapolis every Monday, Wednesday, Thursday and Friday mornings at 7 o'clock; returning on Tuesday, Wednesday, Thursday and Friday, on arrival of Train from Halifax.

INTERNATIONAL S. S. CO.—Leave St. John for Boston, and Boston for St. John, calling at Eastport and Portland, every Monday, Wednesday and Friday, at 8 A. M.

“**LINDA**” runs weekly between St. John, Yarmouth, and Portland; connecting at Yarmouth with “M. A. Starr” for Halifax.

“**M. A. STARR**”—Leaves Halifax every Tuesday morning, at 6 o'clock, for Western Shore Ports, connecting with steamer “Linda” at Yarmouth.

NEW ENGLAND AND NOVA S. S. CO.—Leave Halifax for Portland every Tuesday at 4 p. m., and Portland for Halifax, every Saturday.

P. E. ISLAND STEAM NAVIGATION CO.—Tri-Weekly trips on Monday, Wednesday and Friday, between Shediac, Summerside, Charlottetown, and Pictou, N. S., and weekly trips between Pictou, Port Hood, Hawksbury, Georgetown and Charlottetown.

“**ROTHESAY CASTLE**”—Weekly between Shediac and Gulf Ports. Leaving Shediac on Thursday.

UNION LINE.—Tri-weekly trips to and from Fredericton.—Leaving St. John on Monday, Wednesday and Friday, at 12 o'clock, noon; returning alternate days.

QUEBEC AND GULF PORTS STEAMSHIP CO.—Leave Quebec every Tuesday, and Montreal every alternate Friday, at 4 P. M., for Pictou and intermediate Ports; returning, leave Pictou every Tuesday for Quebec, and every alternate Friday for Montreal and intermediate Ports, at 7 A. M.

STAGES.

ARCHIBALD'S—Leave Truro for Amherst daily; leaving Truro on arrival of morning trains, returning in time to connect with afternoon train for Halifax.

ARCHIBALD'S—Leave Halifax for Tangier, Sheet Harbour, and Salmon River, every Monday, Wednesday, and Friday mornings at 6 o'clock; returning next day.

BLAIR'S EXPRESS leave Truro for Pugwash, Wallace, Tatamagouche, and Point Brûlé, on Tuesday, Thursday and Saturday; returning to Truro on the intervening days.

KING'S—Leaves Halifax for Chester, Bridgewater, Liverpool and Shelburne daily, at 6 o'clock, A. M.; returning daily.—A branch runs from Chester to Lunenburg.

KILCUP'S—Leaves Annapolis for Liverpool every Tuesday, Thursday and Saturday, at 6 o'clock, A. M.; returning next day.

LINDSAY & CO.—Leave New Glasgow for Antigonish, Guysboro', Strait of Canso, St. Peters, Sydney and Cow Bay daily, on arrival of morning train from Halifax; returning daily, in time to connect with afternoon train for Halifax.

McAMIS & GEDDES' STAGE—leaves Antigonish for Sherbrook and Wine Harbour Gold Fields, on Monday, Wednesday and Friday mornings; returning same days.

STAILING'S—Leave Digby for Weymouth and Yarmouth daily, boat days, about hour after her arrival from Annapolis, other days at 6 P. M.; returning—leave Yarmouth at 6 P. M.

Wholesale Department.

EARLY ARRIVAL OF FALL STOCK.

TO WHOLESALE BUYERS OF DRY GOODS.

S. HOWARD & SON,

BEG TO ANNOUNCE TO

Wholesale Buyers,

That they are now in receipt of the Greater Part of their

FALL STOCK OF DRY GOODS,

WHICH WILL BE FOUND TO BE REPLETE WITH MANY VALU-
ABLE LOTS OF

Newest Staple and Fancy Dry Goods,

AT

Extremely Low Prices.

S. HOWARD & SON.

HOLLIS STREET.

EXCELLENCE WITH ECONONMY.

HOWARD, WHITEHEAD & CRICHTON,

185 Hollis Street,

(Adjoining the Union Bank.)

MERCHANT TAILORS

AND

GENTLEMEN'S OUTFITTERS,

Being now in receipt of their Fall and Winter Stock, comprising the Newest and Most Fashionable Styles in West of England Broadcloths and Trouserings, Scotch, English, and Canadian TWEEDS, from which they are prepared to make up Gentlemen's Clothing in Genuine West End Style.

Special attention is directed to their choice assortment of Ready Made Clothing; consisting of Chesterfield Overcoats, University Reefers, Walking Coats, Vests and Pants. A beautiful assortment of Boys Clothing at wonderfully low Prices; and a full assortment of Gentlemen's Underclothing, Gloves, Shirts, and Ties, just imported for the Carnival.

N. B.—As our terms are strictly CASH, we are enabled to sell at Lowest Possible Prices.

HOWARD, WHITEHEAD, & CRICHTON,
HOLLIS STREET.

Small Profits! Quick Returns!!

RETAIL DEPARTMENT.

S. HOWARD & SON,

Beg respectfully to inform the numerous
Visitors to the

AQUATIC CARNIVAL,

that they are now exhibiting in their shop and show
rooms, a Splendid Selection of

Goods---Just Received,

And suitable for the present and ensuing season.

AMERICAN TOURISTS,

will find a large and choice collection of superb Lyons
Silk Velvet, Rich Black Silks, Cachmire de France,
Gros de Londres, Drap d'Italie, and Gros Grain,
from the most eminent Lyons Manufacturers.
Beautiful Plain and Fancy Colored Silks. Genuino
Irish Poplins, Fancy Silk Repts, French Merinoes,
Wool Serges, Irish Linens, and Black Crapes of
most Superior Quality.

French Kid Gloves,

A Stock unparalleled in the Maritime Provinces for

QUALITY OR QUANTITY!

REAL LACE GOODS in extensive Variety & Exquisite Designs.

Beautiful and Valuable Yak Lace Shawls.

A CHARMING COLLECTION OF

PARISIAN MILLINERY.

In Most Fashionable Styles.

3, 4 & 5, Ordnance Square.

BROWN, BROTHERS & CO.

CHEMISTS & DRUGGISTS.

SPECIALITIES :

Lubins Perfumery, Genuine Colognes, Brushes,
Combs, Toilet Soaps, Pomades, English,
American, and Canadian,
Proprietary Articles.

GLICERINE LIME CREAM, A new highly perfumed
and elegant prepara-
tion for the hair.

MAYFLOWER COLOGNE. Unrivalled for delica-
cy and **FRESHNESS**
of **PERFUME.**

Our Dispensing Department is in charge of Ex-
perienced hands.

 None but the Purest English Drugs are used. 

First Class  Lowest
GOODS. PRICES.

AT THE

City Drug Store.

WOODILL'S

141 Hollis Street.

You will find the **BEST ASSORTMENT** in the city, of Brushes of all kinds, Combs, Sponges, Perfumery, Soaps, Cosmetiques, Pomades, &c., &c; and a large assortment of other **NEW AND USEFUL TOILET REQUISITES**. Together with every thing you would reasonably expect to find in a **FIRST CLASS DRUG STORE**.

Remember the place—the nearest Drug Store to the Halifax and International Hotels, Hollis St.

Soda Water, Ottawa Beer, Vichy, and Congress Waters.

from the "Triumph Font," also at

WOODILL'S.

EAGAR,
Chemist and Druggist,
149 HOLLIS ST., HALIFAX, N.S.
 Opposite the Telegraph office.

Agent for the Syrup of Hypophosphite of Lime,
 Soda and Iron, and other preparations of Gri-
 mault & Co., of Paris. Agent for the
 celebrated Perfumery Manufactory
 of Rigaud & Co., Paris.

Perfumes, Pomades, and Toilet Soaps,
 of all the popular makers.

BRUSHES, SPONGES, COMBS,
 In great variety.

Proprietor of EAGAR'S CHOLERA MIXTURE !

A certain, safe, pleasant and speedy cure for
 Cholera, Cramps, Diarrhoea and all Bowel Complaints
 —it never fails to give relief within five minutes.

Eagar's Odontine Essence !
AN INSTANTANEOUS CURE FOR TOOTHACHE,

Money refunded if it fails to give relief when used
 according to directions.

PRESCRIPTIONS

prepared with the most scrupulous exactness, and
 with the purest and best Drugs.

No Boys employed in the Establishment.

JOHN McCULLOCH,

Manufacturing Silver Smith,

JEWELLER & WATCH MAKER,

Has opened an entire new stock, comprising a rich and varied assortment of

English Lever Watches,

At Prices from \$8 to \$250.

Gold Chains, Rings, Broaches, Keys, Pins, Charms, &c., Plated Ware, Marine and Field Glasses, Eye Glasses, Fitzroy Barometers, Thermometers, View Regulators. The largest and most varied stock of

CLOCKS,

In the city, suitable for Halls, Schools, Churches, &c., at prices that defy competition.

NO. 83 GRANVILLE ST.

Bathing Houses.

The subscriber begs to inform the public, and strangers visiting the city that he has several

NEW BATHING HOUSES

On his Wharf at Freshwater,

for the accomodation of ladies, gentlemen, and children. Three of the houses have been placed at the head of the wharf, where swimmers and those wishing to learn to swim, can be accomodated at any hour.

Terms made known by applying to proprietor on the wharf.

EDMUND ELLIOTT.

EVERETT BROTHERS,

Manufacturers and Importers of

Hats, Caps and Furs,

Trunks, Valises, and Hat Cases,

100 GRANVILLE STREET,

HALIFAX, N. S.

—o—

SILK HATS MADE TO ORDER BY CONFORMATEUR MEASURE.

JOHN HERBIN,

Watchmaker and Jeweller,

191 Hollis Street, - Halifax, N. S.

—o—
Importer of and Dealer in all kinds of

CLOCKS, GOLD & SILVER WATCHES,

Jewellery of all descriptions kept constantly on hand.

Manufacturing and Repairing done at shortest notice and warranted to give general satisfaction.

CHARGES MODERATE.

ESTABLISHED A. D. 1813.

The Acadian Recorder

NEWSPAPER,
BOOK AND JOB PRINTING ESTABLISHMENT.

Business Premises : 70 & 72 Granville
Street,.....HALIFAX, N. S.

THE DAILY ACADIAN RECORDER, THE ROYAL GAZETTE,
THE TRI-WEEKLY RECORDER, THE JOURNAL OF EDUCATION.

Are printed and published at this Office.

TERMS---"Daily Recorder," \$5 per Year; Tri-
Weekly, \$3 ditto; "Royal Gazette," \$3 ditto; "Jour-
nal of Education," \$1---sent to any part of the world.

Unexampled facilities for neat, cheap, and expeditious

JOB PRINTING.

Country Orders for Bill-Heads, Cards,
Circulars, Posters, &c., filled the day
on which they are received.

BLACKADAR BROS.

Printers and Publishers.

Fraser, Reynolds & Co.,

JERICO WAREHOUSE,
111 UPPER WATER STREET

HALIFAX,

Hardware Merchants,

AND

COMMISSION AGENTS,

IMPORTERS OF

IRON, STEEL,

RAILWAY SUPPLIES,

London Paints and Oils,

CORDAGE, LINES & TWINES.

**Glass, Putty, Zinc, Gunpowder, Shot, Blasting Fuze,
Horse-Nails, Agricultural Implements, &c.**

CUTLERY!

VERY BEST CUT NAILS,

Builders' Hardware of every description.

Special Arrangements made for **IMPORTING
GOODS ON COMMISSION.**

GENTLEMEN'S Furnishing Emporium

151 HOLLIS STREET,
Directly opposite the Telegraph Office.

Visitors in the City will find a First Class Stock consisting in part of

SHIRTS OF ALL KINDS,

Shirt Collars, Wristbands, Neck Ties and Scarfs in great variety, Under Shirts, Drawers and Socks, all makes.

READY MADE CLOTHING TRUNKS AND VALISES.

Please give us a call at

151 HOLLIS STREET
FREEMAN ELLIOTT.

GEO. A. KENT,

DEALER IN

Fine Boots and Shoes, HATS AND CAPS.

A Full Assortment of English, American and Domestic manufactured Goods always on hand.

Special Attention to Retail Trade.

155 HOLLIS STREET,

Opp. Club House and Telegraph Office,
Near "Halifax" and "International" Hotels.

CHAS. M. PYKE,

Auctioneer and Commission Merchant,

Broker and General Agent,

Sales of FURNITURE and REAL ESTATE punctually attended to. Proceeds promptly paid over.

SALE ROOMS:

Two Doors East of Doran's Hotel, Sackville street, Halifax.

References:

Messrs. E. ALBRO & Co, Halifax. | Messrs. B. WIER & Co., Halifax.
 " DUFFUS & Co., " | " BAULD & REYNOLDS.
 L. D. V. CHIPMAN, Esq., M P, Kentville.

The Subscriber gives special attention to the sale of Horses, Carriages, Furniture, &c., as also the renting of Houses and Stables; and solicits any orders you may have in his line of business, all of which will be promptly attended to.

CHARLES M. PYKE,

Auctioneer and Commission Merchant,
 Sackville street.

MUSIC WAREROOMS,

127 Granville St., Halifax.

Pianos,

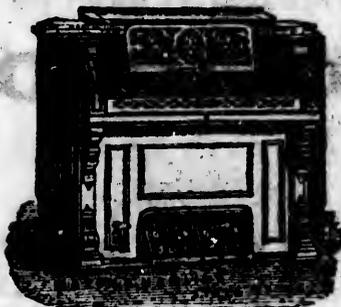
Organs,

STEINWAY & SONS,

MASON & HANLEY,

CHICKERING & SONS,

GEO. A. PRINCE & CO.



The best and most elaborated manufacturers in the world.

A splendid assortment of SHEET MUSIC and MUSIC BOOKS; Concertinas, Accordeons, Violins, Flutes, Guitars, etc.

PEILER, SICHEL & CO.,
 127 GRANVILLE STREET.

LARGE ASSORTMENT OF DRY GOODS.

Every description of rich and fashionable

DRY GOODS,

CAN BE HAD AT

CHIPMAN & CO'S.,

1262 Granville Street.

CALL AND SEE.

CLEMEN BROS.,

MANUFACTURERS OF

TOBACCOS,

IMPORTERS OF

Cigars, and Smokers' Articles.

WINE & LIQUOR MERCHANTS.

169 & 170 Barrington St., Halifax

GENTLEMEN'S
Outfitting Warehouse,
 134 GRANVILLE STREET.

A Large and Beautiful Stock of
GLOVES, TIES, COLLARS, SCARFS,
HOSIERY, BRACES, SILK UMBRELLAS,
 and a large Stock of

Ready Made Clothing!

J. B. ELLIOTT & CO.,
 134 GRANVILLE STREET.

BOOTS & SHOES!

A Large Assortment of
English, American & Canadian
BOOTS & SHOES!

For **MEN, WOMEN** and **CHILDREN**, just received,
 and expressly ordered for the

CARNIVAL SEASON!

AT THE
BRITISH SHOE STORE,
 138 Granville Street.

A. J. RICKARDS & CO.

"ARMY & NAVY DEPOT"

NORTH BRANCH, SOUTH BRANCH,
UPPER WATER STREET, SPRING GARDEN ROAD,
Marshall's Old Stand.  Opposite General's Residence.

JAMES SCOTT,

WHOLESALE AND RETAIL

GROCER & WINE MERCHANT,

117 & 118 GRANVILLE STREET,

Opposite H. M. Ordnance,

HALIFAX, N. S.

At this Establishment will be found constantly in Stock a large and most varied assortment of

PICKLES, SAUCES, JAMS, JELLIES, MARMALADES,
Preserved Meats and Soups, Biscuits, Table Luxuries,
Family Groceries, and everything required for Break-
fast, Luncheon, Dinner or Dessert.

Champagne, Claret, Hock, Burgundy, Moselle, Port,
Sherry, Madeira, Marsala, Curacao, Cherry Brandy,
Noyau, Maraschino, Absynthe, Creme de Cacao,
and other Liqueurs.

Finest old Scotch & Irish Whiskies.

Pale and Dark Brandies; Holland and "Old Tom"
Gin; Old English Rum; Angostura Bitters; Bass',
Allsopp's and Edinburgh Ales (pints and quarts);
Guinness' and Barclay and Perkins'

DOUBLE BROWN STOUT.

ALL ORDERS PROMPTLY ATTENDED TO.

FARQUHAR & FORREST,

Bankers and Brokers,

148 HOLLIS STREET,

HALIFAX, N. S.

DEALERS IN

Stocks, American & Sterling Exchanges,

AND

FOREIGN MONEY.

HAVANA CIGARS,

BEST

AMERICAN TOBACCO,

FINE MEERSCHAUM

AND

BRIAR PIPES,

AT

SYMONS' GRANVILLE ST.

ROMANS & CO.,

Importers of British and Foreign

DRY GOODS,

Wholesale and Retail,

No. 5 *GRANVILLE ST., HALIFAX, N. S.*

— 0 —

New Fall and Winter GOODS arriving by Royal Mail Steamers from Great Britain every fortnight. Comprising all the leading novelties of the Season.

Orders from the Country personally and punctually attended to.

LORDLY & STIMPSON,

Commission Merchants,

WHOLESALE AND RETAIL DEALERS IN

West India Produce, Groceries, Liquors,

AND ALL KINDS OF

FRENCH & SPANISH WINES,

WITH SUCH ARTICLES AS ARE USUALLY FOUND IN ITALIAN

WAREHOUSES.

H. E. C. & M. I. A.

**Two Grand
Promenade Concerts,**

Under the auspices of the Early Closing Association, will be held at the

Horticultural Society's Gardens,

ON THE EVENINGS OF

TUESDAY, 29th, & WEDNESDAY, 30th, INST.

By the kind permission of

LT. COL. MCKENZIE, C. B., and OFFICERS OF H. M. 78th HIGHLANDERS, and COL. REDMOND and OFFICERS OF H. M. 61st REGIMENT.

The Regimental Bands will play a choice selection of music. Visitors to the City will have an opportunity of hearing two of the finest bands in the British Service.

The rooms of the Association, situated on Jacob street and facing Argyle, are open daily, from one o'clock, p. m.

CHAS. ROBSON & CO.,

11 GRANVILLE STREET, HALIFAX,
IMPORTERS OF

BRITISH AND FOREIGN

DRY GOODS,

Have always in Stock a Full and varied assortment of Cottons, Linens, Sheetings, Towellings, Hosiery, Gloves, Ribbons, Laces, &c., &c. They invite special attention to their Stock of

RICH BLACK SILKS,

FANCY SILKS, MUSLINS AND LACE GOODS,
KID GLOVES, GRENADINES, MILLINERY, &c.

11 GRANVILLE STREET.

Sircon & Marshall,

(Successors to DUFFUS & Co.)

ESTABLISHED 1826,

IMPORTERS OF

SILKS, LACES, SHAWLS,

Mantles, Hosiery, Gloves, &c., &c.

2 GRANVILLE STREET, HALIFAX.

On the arrival of the R. M. Steamer, due on the 24th inst., we will show a large assortment of New Goods, personally selected in England, which will be offered under regular prices during the Carnival.

Visitors to the City will find a large and varied Stock to select from, and an inspection is respectfully solicited.

RETURN OF
WOOTTEN AND HAIGHT'S
Empire City Circus,
MENAGERIE,
AND
MAMMOTH BALLOON.

Wootten & Haight's Empire City Circus,
will exhibit on the

COMMON
DURING THE
GRAND AQUATIC CARNIVAL.

Aug. 28th, 29th, 30th, 31st. Commencing each day
at 1½ and at 7 in the evening. The Mammoth Bal-
loon will ascend each day at 1 o'clock, "weather
permitting."

PRICE OF ADMISSION 50 CENTS.

N. B.—The Manager & Proprietor have kindly
offered the use of their large tent to those who are
unable to obtain night accommodation elsewhere.
Entrance each evening after performance. "NO
CHARGE."

C. KAIZER & SON,

Importers

and

Manufacturers of



Fine Furs

and

Skins,

Hats, Caps, Buffalo Robes.

128 Granville St., Halifax, N. S.

C. KAIZER, SEN.

G. ALFRED KAIZER.

WHOLESALE AND RETAIL

Hats, Caps, Ladies' Furs.

The best house in the city for Hats, Caps, Ladies' Furs, Trunks, Travelling Bags, &c., is

129 GRANVILLE STREET.

Established 30 Years.

W. J. COLEMAN & SONS,
PROPRIETORS.

NEW ENGLAND & NOVA SCOTIA

Steamship Company.

AQUATIC CARNIVAL.

Reduced Fares.

The Splendid Steamer

Forest City,

Will be placed on the route between PORTLAND & HALIFAX, in place of the regular steamers of this line (Carlotta and Chase) sailing as follows:

From PORTLAND,	SATURDAY	19th Aug.,	4 p.m.
do	do	26th do	4 do
do	do	2nd Sept.,	4 do
And from HALIFAX,	TUESDAY	22nd Aug.,	4 p.m.
do	THURSDAY	31st do.	Immediately after races
do	TUESDAY	5th Sept.,	4 p.m.

FARE---Halifax to Portland, - - - - - ONLY \$5.00.

The FOREST CITY, will also make regular trips up and down the Harbor and Basin, giving excursionists the choicest opportunity of viewing the Regatta. And will also, unless prevented by fog, make one or more excursions to Margaret's Bay and other places on the coast.

Being probably the most magnificent steamer that ever plied in this harbor, this will afford the very best opportunity for those seeking PLEASURE combined with COMFORT, to enjoy themselves during the Carnival.

GEO. P. FLACK, Agent.

DOMINION WHARF.

SCOTIA

y.
TAL.
es.

ity,
PORTLAND
e regular
tta and

Aug., 4 p.m.
do 4 do
Sept., 4 do
Aug., 4 p.m.
do. Immediately
after races
Sept., 4 p.m.

- ONLY \$5.00.
make regular
Basin, giving
y of viewing
prevented by
o Margaret's

cent steamer
will afford the
eking PLEA-
to enjoy them-

Agent.
UNION WHARF.

