

3.30 p. m. Cutter Race.—Open.

1st Prize, \$20, 2nd Prize, \$10, 3rd Prize, \$5. Bendigo, Royal Engineers, Crew S. S. McKay-Bennett.

4 p. m. Professional Four Oared Race.

To be rowed in boats similar to those used in Amateur Race, (first day.) 1st Prize, \$75, 2nd Prize, \$25. St. John Crew, McLeod-Sullivan Crew, St. John, Ferguson Crew.

4.30 p. m. Gig Race.—Open.

1st Prize, \$15, 2nd Prize, \$10, 3rd Prize, \$5. Sapper, Persimon, Standard.

5 p. m. Professional Double Scull.

For the Championship of the World. 1st Prize, \$500, 2nd Prize, \$100. Rogers and Gaudaur, Bubeare and Barry, Casey and Mate, Durnan and Hackett.

EVENING.

8 p. m. Carnival Electric Light Games (Amateur), Wanderers' Ground.

Under the management of the Wanderers' Amateur Athletic Club. 150 yards dash, (Handicap), 1 mile bicycle, (Handicap), 300 " " " " 2 " " " " 600 " run " 5 " " " " 1/2 mile bicycle, " 1 " " 2.30 class, 1 mile bicycle, 2.45 class.

THIRD DAY, THURSDAY, JULY 30th—MORNING.

Grand Review of the Sailors and Marines, of the British North Atlantic Squadron, by Admiral J. E. Erskine.

AFTERNOON.

Carnival Race Meeting, Riding Grounds.

Under the management of the Halifax Driving Club. (Member of National Trotting Association.)

25 Class. Trotters and Pacers. Free for All. Trotters and Pacers. Purse, \$250. 5 to enter, 4 to start. Purse, \$500. 3 to enter, 2 to start. Purse divided 50, 25, 15, and 10 per cent., if 4 or more start. If less than 4 starters, 60, 25, 15 per cent. Races, mile heats, 3 in 5 to harness.

Running Race for all Horses and Riders. Purse, \$150.00.

Mr. W. A. Whittier, of Old Orchard, Maine, who has had twelve years experience on the leading New England tracks, will start the horses.

4 p. m. Stevedores' and Wharfinger's Race.

Dreadnots. Halifax. Red Cross. Musgrave Co's. Defiance. Bluenose. Downey Power. Defender.

EVENING.

Grand Harbor Illumination, Halifax Harbor.

- 1. Opening salute at 8.30 o'clock from one of the forts in the harbor. 2. Simultaneous lighting of 20 bonfires on eastern shore, extending from the Eastern Passage to the Narrows. Mammoth bonfires on illuminated rafts off George's Island and other points. 3. Grand Pyrotechnic display from boats moored in the middle of the harbor and off Queen's wharf. 4. Procession of boats forming in channel between George's Island and the City, thence proceeding around the warships which will be electrically illuminated, having yards manned by sailors, and return to the island. The following prizes are offered for the best decorated craft: 1st Prize, \$35, 2nd Prize, \$10, 3rd Prize, \$5. 5. Tugs will be provided for towing procession of boats. During the progress of the procession 200 lighted balloons of various shapes and sizes will be set off. 6. Gorgeous display of fireworks from boats as above. Powerful search lights will be in operation from dusk till the display is over at Point Pleasant Battery and the ships, and will give an idea of how to detect the ships of an enemy stealing into port. 7. A large ship will be set on fire and blown up by sub-marine mines, illustrating a mimic attack on a warship, operated by and under the direction of the Royal Engineers.

FOURTH DAY, FRIDAY, JULY 31st—AFTERNOON.

Carnival Yacht Races under the Management of the Royal Nova Scotia Yacht Squadron.

Race No. 1. 1st Prize, Carnival Cup. 2nd Prize, \$15. Course No. 4, R. N. S. Y. S. Starting off Squadron Wharf to Flag Buoy, in Dartmouth Cove, leaving it on starboard hand; thence passing to westward of George's Island to Point Pleasant Buoy; thence to Flag Buoy off Woodside Refinery; thence to Flag Buoy off Squadron Wharf, leaving these marks on port hand; thence to Flag Buoy off Woodside Refinery; thence to Point Pleasant Buoy, leaving these marks on starboard hand and finish off Squadron Wharf. Total distance to 9-10 miles. Flying start 12 N. Time limit, 4 hours.

Race No. 2. 1st Prize, \$35. 2nd Prize, \$15. 3rd Prize, \$10. Course No. 4, R. N. S. Y. S. Same as in Race No. 1. Flying start 12.15 p. m. Time limit, 4 hours. Rule of measurement, time allowance and sailing rules of the Royal Nova Scotia Yacht Squadron.

N. B.—When measuring the load water line racing crews must be on board at or about mid over all length. Sailing directions and distinguishing numbers will be handed to the owner of each yacht on her arrival at Halifax.

Yacht owners will be required to have their yachts measured by one of the Squadron measurers and obtain from him a certificate of rating which must be filed with the Secretary 24 hours before starting in the race.

Copies of the R. N. S. Y. S. book for 1895 containing rule of measurement, time allowance tables, sailing rules and all other requisite information will be issued to yacht owners on application.

The privileges of the Club House, anchorage, landing stages, etc., of the R. N. S. Y. S. will be extended to visiting yachtsmen.

4.30 p. m. Grand Professional Four Oared Race.

For Championship of the World.

Between England's champion four, United States and Canadian crews, St. John and Halifax fishermen crews, and others.

1st Prize, \$1000, 2nd Prize, \$350, 3rd Prize, \$150.

In the event of an English Crew not starting the prizes will be reduced by \$500, as follows:

1st Prize, \$650, 2nd Prize, \$250, 3rd Prize, \$100.

Gaudaur Four, St. John Four, Bedford Four, Bubeare Four, Boston Four, Halifax Four, McLeod-Sullivan Four, St. John.

4 to 6 p. m. Polo Match, Riding Ground.

EVENING.

8 p. m. Concert at Public Gardens.

Special attractions. Presentation of prizes.

FIFTH DAY, SATURDAY, AUGUST 1st.

"Wenonah" Cup Race.

Open to all recognized Yacht Clubs.

1st Prize, "Wenonah" Cup (value \$1000), and \$10.

Winner to hold cup for eleven months, giving a bond to the trustees for \$100, at the expiration of that time the cup is to be returned to trustees.

2nd Prize, \$10.

Course not less than 20 nautical miles, to be arranged at a later date. Flying start, 11 a. m. R. N. S. Y. Squadron Rules.

to Halifax. But there is another proof which is equally unanswerable. The city has owned for years a Bangor extension ladder which has not once been used, and occasion has never come for its use. That Bangor ladder is rotting away as fast as time can do the work. Should the city purchase the Horton ladder it would rot just the same way, or else the city would

men should become so generous but generous they showed themselves, even though people talked about it. Less than a year of married life was found sufficient for this favored one, and she is back in Halifax, the story being that the husband proved unfaithful and inconstant to the extent of running away from the bride. He was so changeable a husband in deed, that after

him arose from the old bitterness which broke up the U. E. C. At the same time the arguments that were urged against him were cogent though unavailing. The principal weapon used was the argument that Burns was already a city employee for which he receives a salary of \$700 per year. His engagement as a fireman adds another \$100 per year of citizens' money

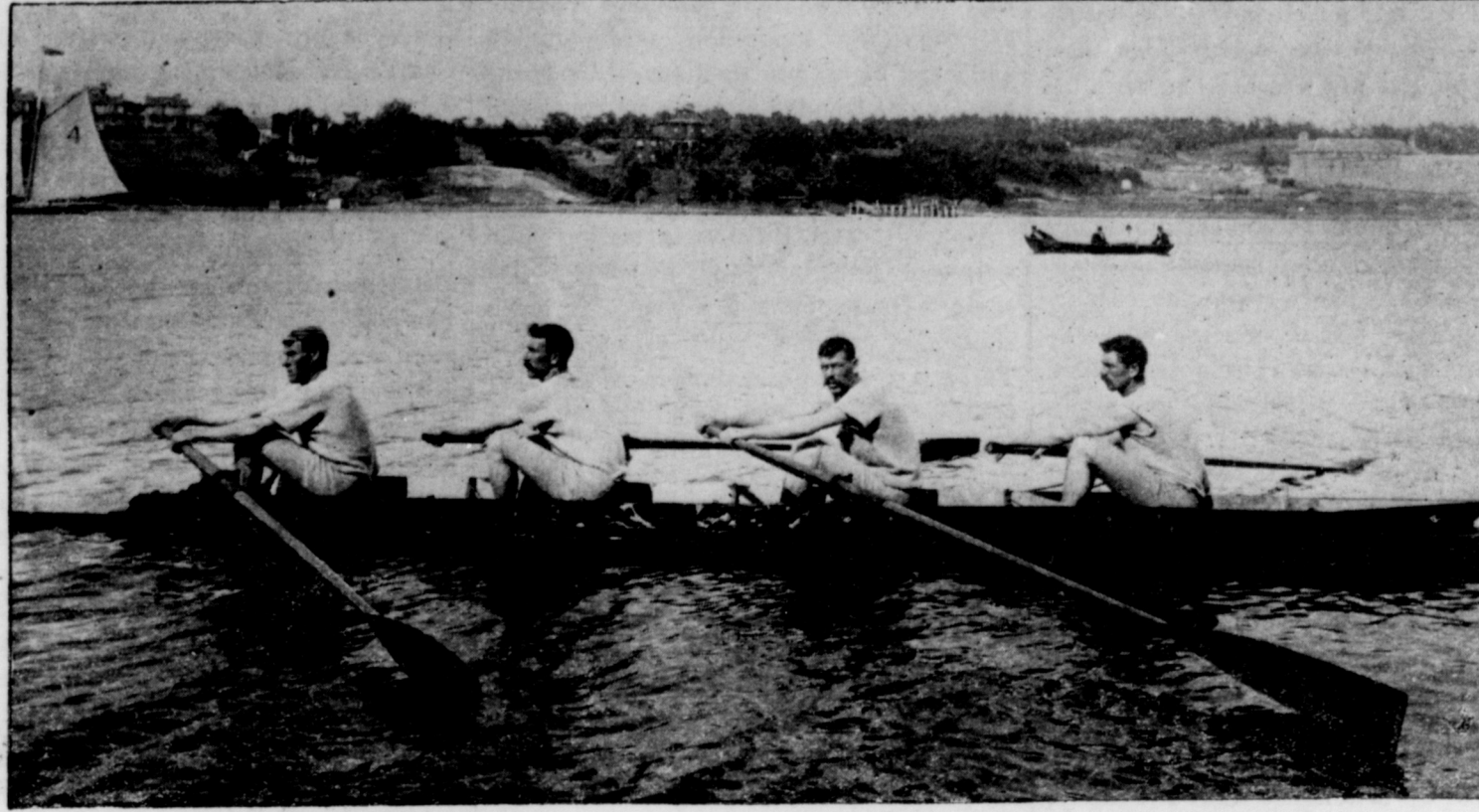
the discharge of his duties, and even so far back as the times of City Engineer Keating the cry of dissatisfaction had been heard. City Engineer Doane who is now in control of affairs was mentioned as one of Burns' masters who had pronounced him N. G. as a water inspector, but it is understood that Mr. Doane repudiates any knowledge of the inefficiency charged; at least Burns' friends say that Mr. Doane makes this repudiation. Triumphant over all these objections to him Burns' name was favorably passed upon by the fire commissioners after his third attempt to win a place.

Cap'tain Connolly, a moment after his man was accepted handed in Burns' name as foreman of a company, this increasing his pay from the \$80 per year that an ordinary call-man receives to the \$100 paid to officers. Vivat Burns!

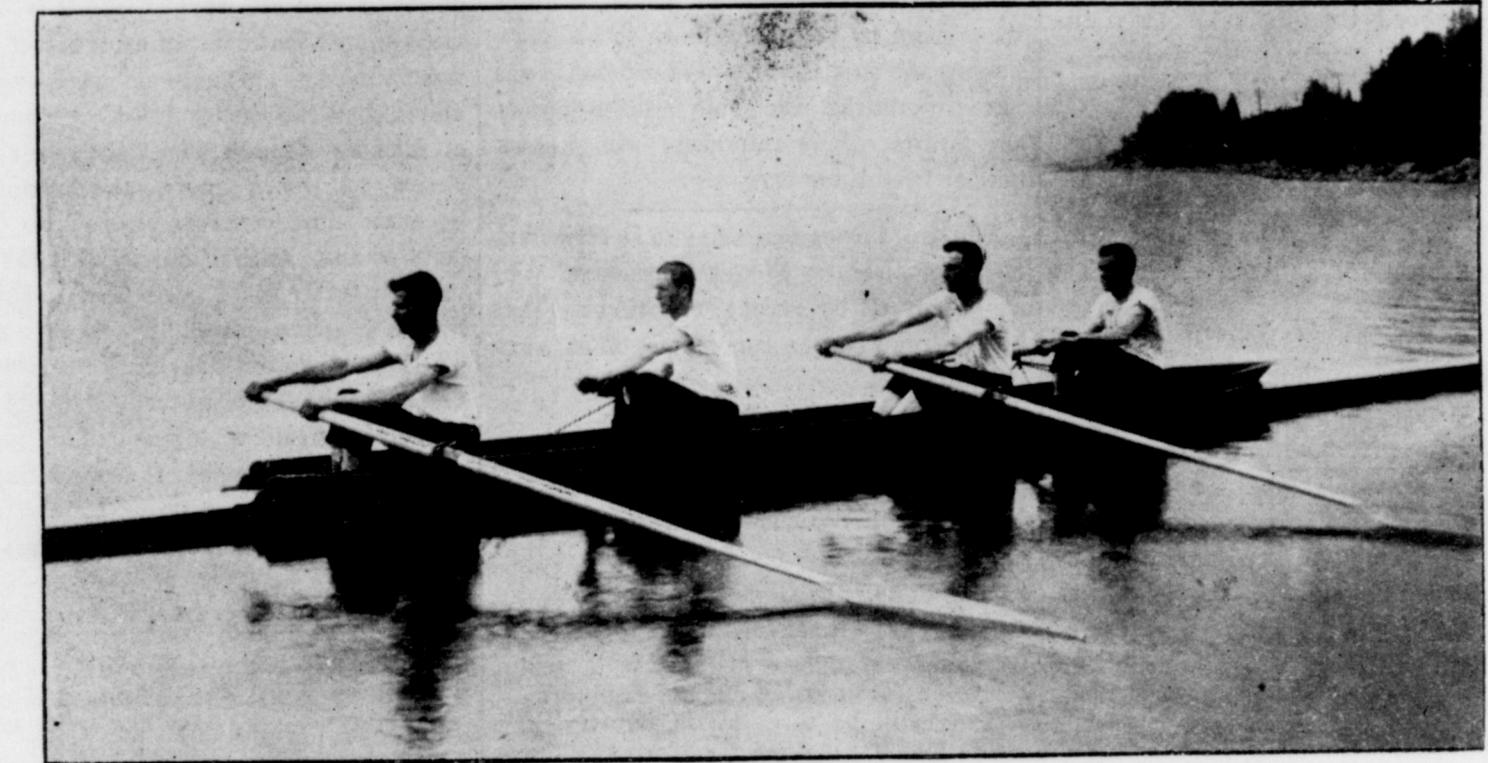
SOME JUMPS BY FISH.

The Leap of a Wounded Whale that Nearly Sent a Ship to the Bottom.

Off the Florida Keys the flying fish abounds. He is seen flipping his tail in the smoother, topping the curling waves, and skimming along over the water like a

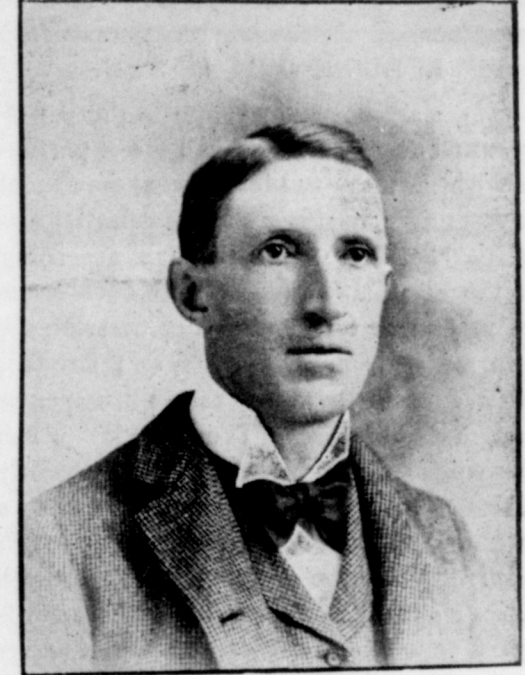


LUKE SHEA. JOHN HOLLAND JOHN BRENNAN. MARK LYNCH.



HARRY DALEY. WM. PATGHELL. GEO. CLARK. ALLEN LAMBERT

ST. JOHN CREW.



F. P. BLIGH, Honorary Secretary.

flying squirrel from tree to tree top. The sailors at night lead the flying fish on a death dance by putting a bright light on the ship's deck where the fish can see it. Whether the fish fly at the light from curiosity or hypnotism is a question not yet answered, any more than the one about birds that fly into lighthouse glass has been replied to satisfactorily. Frequently the flying fish leaps aboard a ship in the daytime, becoming the victim of the ship's cat or dog. This flying fish is probably the best known of sea boarders of boats.

The story told the other day about a sturgeon thirteen feet long that landed on the pilot boat James Gordon Bennett down in the Narrows and staved in the cabin side with its tail reminded an old salt down below Fulton street of a whale which had been pricked with an ill-thrust harpoon off the Greenland coast years ago. The whale's sounder at once; then came to the surface with a salmon-like rush and went shooting through air. It happened that the whaling vessel was broadside on to the whale, and the big beast landed amidships with a crash that well nigh took it to the water through the ship's planks. There was a scurrying aboard ship then, and if the old salt just mentioned hadn't had his wits stowed away snug, and hadn't grabbed a killing lance and thrust it into the beast's vitals its tail would have cleared the

pay \$2,114 for the pretence of keeping it in commission and maintaining it in condition. So much for the ladder. Now for a word or two regarding the means taken to induce the city to purchase it. Rumor has it that aldermen, and candidates for aldermanic honors were canvassed by those interested in the ladder, so that the company know, with the exception of one or two members of the council, how each will vote on a motion to purchase. There is great

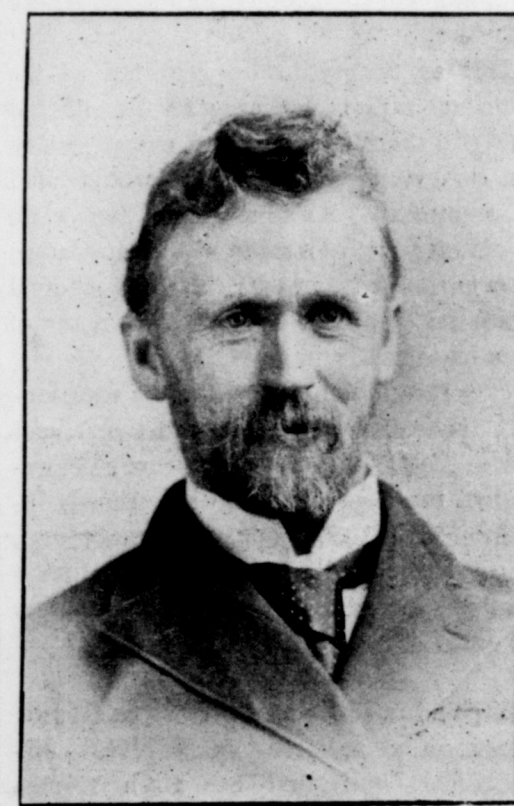
practically dissolving this marriage partnership he was hardly clear of his better half than he tried to restore the status quo. He wanted to get back; with that end in view he followed his erstwhile bride to the old suburb of Halifax and asked to be forgiven and loved once more. This overture, so far, has been spurned, and the husband is kept at a respectable distance,—a husband in name only. Thus, once again a man finds that "the way of transgressors is hard." Let some of those present-making bloods take warning!

to his income, and Burns' enemies cried out that it was a shame thus to fill one man's pockets to overflowing

AT THE GOAL OF HIS WISHES.

John E. Burns After Many Struggles is in the Fire Dept.

HALIFAX, July 24.—John E. Burns, city water inspector, has triumphed at last. He and his friends have forced him into the Halifax fire department after a three months' struggle. Twice was the red pencil drawn through his name when presented before the board of fire commissioners for approval, but after each erasure he began anew his campaign for admission. Success is sure to come to him who waits and perseveres if he waits and perseveres long enough, provided he does not die, and John E. Burns did not die but pressed his way, in spite of every



ALD. J. M. GELDEBT, Chairman Executive Committee.

almost, while many other good men, ready to serve in the fire department, ask vainly



D. McPHERSON, Esq., Mayor of Halifax.

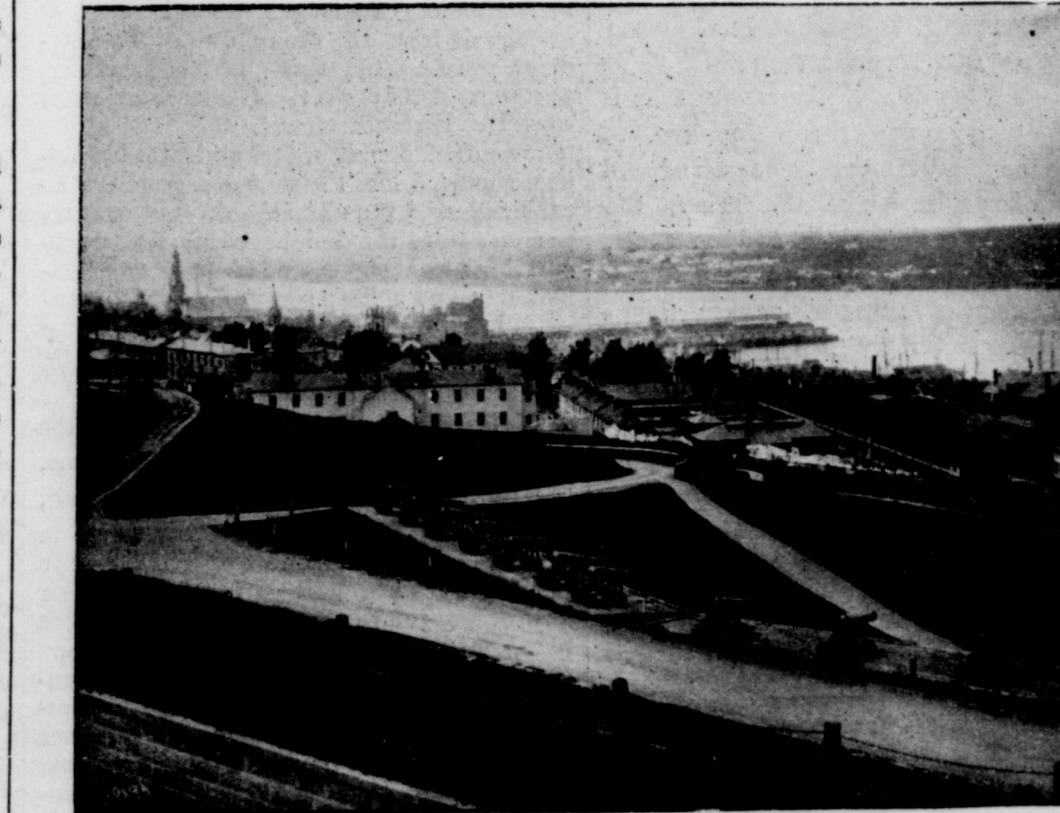
need, from the company's point of view, that the city buy the ladder, for within recent days interest on amounts due on the machine have had to be paid, and there was extreme difficulty in realizing on the assessments to meet those charges.

Were the city to buy the ladder it would only be to take it off the shoulders of a company of men who expected to make money on it, but who are now disappointed, and to place the burden upon citizens who have had enough work raising money to pay legitimate taxation. And were the city to pay \$3,000 for the purchase of the ladder it would then pay the council to have it on the common as part of the carnival attraction, or to use it for destruction by the submarine miners who are advertising for a ship to be blown up on the occasion of the harbor illumination. They would thus be saved the maintenance expenses for a useless article. The aldermen know this.

Don't buy it council! People are watching you on this ladder business.

And the Bride Came Back.

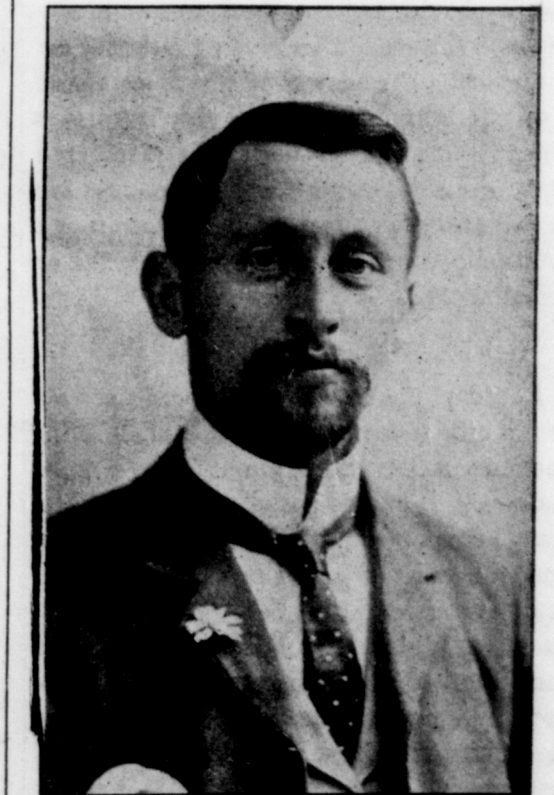
HALIFAX, July 24.—Last autumn a well known young woman of a suburb of Halifax married and removed with her husband to the United States. Considerable comment was heard at the time because of the lavish presents received from many of the "bloods" so-called of this city. There was apparently no special reason why those



SALUTING BATTERY, CITADEL, SHOWING HARBOR.

obstacle, into the charmed circle commanded by Captain John Connolly. Burns is a fairly good fireman, however, and if peace is maintained in the department he will be a useful man. The new comer for many years was a member of the old volunteer company and much of the opposition to

for a position. The climax of the attack on Burns was the cold-blooded statement that while he might be a good enough fireman, he was an inefficient water inspector. For more than ten years, it was urged, complaints had come against him respecting the manner of



R. T. McILREATH, Secretary Executive Committee.

way for all hands to go to Davy Jones's locker.

Black bass, when hooked by a fisherman, make wild leaps and rushes, hoping to shake the hook loose from their jaws. Many a bass fisherman has told of the bass coming in over the rail with the line trailing out behind like a kite string, and landing against the far side of the boat. A muscalonge once, probably more times, played the same trick on a man in a narrow easily upset canoe. The man lost the muscalonge, his other fish, his temper, and broke his rod, in spite of the attempt by the fish to land itself.

Brook trout seldom leap from the water when hooked, but E. T. D. Chambers told recently in Harper's Magazine how the Ouinananiche sometimes leaped over the boat.

Once in a while an Adirondack trout fisherman sees a school of minnows pursued by a big trout. The scared rushes of the little fish sometimes take them out on to the dry stones, where they die miserably.