

HALIFAX SUMMER CARNIVAL
GAUDAUR WINS THE PRINCIPAL
AQUATIC EVENT.

low point, but after nine days of rain, the sun began to clear and the prospects are that the remainder of the day will be fine.

On the way to the city, the cyclists from St. Andrew's and the University of Toronto arrived in Halifax, to catch a message from the Mayor to another, fizzled out on account of one of the riders disappearing. He picked up a car on the way to the city, but failed to connect at the next point and the ride was then abandoned.

A great group of people is in the city for the first time. Interest in the city is centered on the single scull race, with the contest for amateur four next in importance.

The excitement was grand this afternoon for the opening of the regatta. The contest for the single scull was the first to start. It was cool and pleasant for spectators and the only difficulty for the oarsmen was caused by the heavy stiff wind making the water somewhat choppy. The race was well moderated almost to a calm before the last race.

The single scull contest was concluded about 7.30 o'clock. There was a crowd of

It was a pretty race and was sternly fought near the close for second place, but was a easy victory for the favorite, Jake Gaudaur who pushed his shell in front at the start and rowed quite leisurely over the course and finished ahead, apparently without the least discomfort, by more than eight lengths. The other men did not row very hard the first half of the course, preserving themselves until after the turn. On the way down Lovitt fouled a buoy and was upset, being picked up by a row boat. While on the way home Bubear who was behind Hanlan, Durman and Rogers, and knew he had no show

Gaudaur made the turn several lengths in the lead, with Durnan and Hanlan pretty close behind. The two boatsmen, Rogers and Casey already out of the contest, were in the contest, so far as Durnan, Hanlan and Rogers were concerned, began as soon as these three squared away for the finish line. Durnan and Rogers were alongside each other for a full mile, but Rogers was to gain advantage over the other. Durnan proved the best stay-er of the two and when half a mile from the line gradually drew away from his uncle.

had evidently saved himself just a little longer. Had he put forth his final effort a few minutes earlier, he might have captured second money. It was nip and tuck between the two for the remainder of the race. As the boats neared the finish line, the distance, but the latter's position was unchanged when the line was crossed. Durnan's bow was about five feet ahead of that of Rogers' boat, and the latter's bow was only four feet ahead of Hanlan's. The boats crossed the line in the following order: Hanlan, 20.25; Welch, considering that the water was a little lumpy when the race began and that the course was a full three miles, was almost up to expectations. Hanlan pulled the fastest stroke of all the competitors, reaching 34 at one time in the race. Three of the boats were in the event, Hackett, Haines and Barry, did not start.

derers, of Halifax, a crew from St. John and one from Dartmouth was expected to be exciting, but proved to be a procession, the Wanderers winning with ease and the St. John men coming in far behind the Dartmouth crew.

A race in Labrador whalers between a crew from the cable steamer "Mackay-Bennett" and the "Young-Edward's" crew, of Halifax, was won quite easily by the former, but the prize was awarded to the other, because the

The principal aquatic event to-morrow will be the double scull race for professionals. Fully ten thousand people attended the concert in the public gardens and twice as many more were outside the fences. The gardens were magnificently illuminated by electricity and two regimental bands performed the "Music. The British warships

Secreted Hoards.

They are Often Found in Breaking Up
Old Ships.

exempted from the breaking up of ships of various kinds, for every nail and every chip are put aside for sale; but in the case of the vessels of considerable tonnage, and especially of very old craft, finds both curious and valuable are by no means rare. To give a case in point, the hull of an old vessel that was broken up near Greenwich, only a few months back revealed a curious sight when some old planking in the forecabin had been torn down. Here, bailed up, were the mummified hands of a negro, and in the palm of each hand, and transfixed by the same nails that held the hands, were two counterfeit silver dollars. The hands had been hacked off roughly. A year or two ago the breaking up of an old schooner near Sheerness

the hull creaked an elaborate armament of many very old-fashioned kind, and a friend of the writer's secured, from among the many weapons included, a splendidly made bell-mouthed flint-lock musket, the stock of which being marked with a representation of an arm and leg fetters, and the name—"Philip Steyne, Boston, Lincolnshire." The most curious part of this find was a set of books—a privateer's books evidently,—showing the capture of various French vessels. Tied up in a canvas bag, 190 guineas in gold were found a year or two back during the breaking up of an old vessel lying between Birkenhead and New Brighton.

curious and valuable set of foreign playing cards, some loaded dice, and three magnificent pieces of amber. All these were found in the false bottom of a wooden bunk.

But even during the breaking up of quite modern vessels which have become wrecks, remarkable finds, particularly relating to smuggling contrivances, are by no means rare. In a portion of a considerable wreck on the southeast coast only the winter before last the ship-breakers found, hidden in a part of the engine room, a quantity of valuable jewellery and a number of newspaper clippings and published portraits relating to

United States. The jewellery and watches that described in the reports as missing. Two of the employees in the engine room were drowned in the wreck but the police inquiries made by the police could show, there was no clue to attach either the drowned men or the other engine room hands with the published descriptions and portraits of the murderer. The mystery was never solved. The manager of a ship breakers had a man who has been for several years a business man and who was especially sought out by the writer, told the latter that he could cite some hundreds of cases where hideous places for small articles smuggled by officers and men had been found, these being in connection with nearly every one of the harbor boats with nearly every several articles that had been found. The big ship had been

lading, and there were counterfeit foreign coins, a pair of heavy gold earrings with turquoise in each, probably stolen by a foreign seaman from another—a hand grenado with a cap to it, an old wig with three small gold nuggets wrapped in it, and many other small tridles. At Rotherhithe, some years ago," said he, "in the forepeak of a very old wooden merchantman, we found the skeleton of a lad jammed behind the skin of the vessel. The lad had been a stow-away in all probability. A gentleman at Rotherhithe keeps the skull now, or did till lately."

Saturday, *Journal*.

April 10, 1890.

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