

**Tea is a Very Healthful Drink**

If perfectly made - and good tea. And it isn't necessary to pay an awful price for it.

Some of the most particular tea drinkers declare that

**"STAR"**

has a smooth, delicate, soothing just strong enough flavour that no other teas have, and we sell it in great quantities at the regular price of

**40c. lb.**

For 5-lb. parcels 10 per cent. discount allowed.

**C. P. Eagan, Duckworth St. and Queen's Rd**

**Ex 'Stephano,'**

New Potatoes,  
New Cabbage,  
California Oranges,  
Jamaica Oranges,  
Bananas,  
New York Corned Beef,  
Corned rigs' Tongues.

1-lb. Can Baked Beans, 8 cents.



**Sardinian Here.**

AN EXCELLENT BOAT.

The R. M. S. Sardinian, Capt. J. W. Haterley, arrived in port at daylight yesterday morning. She left Liverpool on Saturday August 3rd, making an excellent passage but was detained when nearing this port by dense fog. She brought 46 packages of mail matter, 500 tons cargo and as passengers for here in saloon:—Mrs. Bennison, J. S. Bone, F. C. Bowring, C. R. Bowring, Miss M. H. Brown, E. Donald, C. P. Duprey, F. Emerson, Rev. W. H. and Mrs. Facey, W. P. Goodridge, Miss Gosling, E. Green, Rev. M. P. Hennessey, D. Hubert, Miss G. H. Job, Rev. B. and Mrs. Lenz, I. Lupini, A. Monroe, Miss F. Nightingale, A. H. Ridley, Miss M. Shea, R. Whittington and 3 in stowage. In transit for Philadelphia there are 15 in saloon and 115 in stowage.

On Saturday a concert was held in the saloon, consisting chiefly of vocal selections, which was greatly enjoyed by the passengers and added in no small amount of pleasure to the passage. A collection was taken up for the Orphans' Home in Scotland and the sum of £16 was realized.

This is the first visit of the ship to St. John's. She was engaged to replace the Pomeranian, which was considered unfit for the service. Although thirty-eight years old the Sardinian has many facilities for the comfort and convenience of passengers. She has splendid accommodation with commodious staterooms and will certainly be a good boat for the Newfoundland trade. Through the courtesy of Capt. Haterley our reporter was shown through the ship, and to say the least she is not inferior to any Allan steamer that has yet visited this port.

The ship's officers are well known in St. John's. Capt. Haterley is late of the Ontario and is no stranger here. Two years ago he was in the Pomeranian which picked up the S. S. Bangore Head in a perilous condition off the Virgin Rocks. While towing her to St. John's Harbour the hawser parted in the vicinity of Cape Spear and the derelict was afterwards captured as a prize by the S. S. Bonaventure.

Some prominent people came by the ship. Mr. W. Exshaw, who is making the round trip, is a well known wealthy Englishman.

Master F. C. Bowring and Master E. R. Bowring are the sons of Mr. F. Bowring, of Liverpool.

Miss G. H. Job also came to St. John's on a visit from the Old Country. Rev. B. Lenz, accompanied by his wife and two children, was a passenger and is going to Labrador to do missionary work.

Mr. Joseph Lupini, representing a large painting establishment in Newcastle-on-Tyne, is here on business. Mr. F. Emerson, son of Judge Emerson, who had been finishing a college course at Oxford, returned home.

The Sardinian sails for Halifax and Philadelphia to-morrow morning.

**Two Cooks Drowned.**

From the officers of the R. M. S. Sardinian, we learn of a double drowning fatality, under peculiar circumstances. The victims were cooks on the "Pomeranian," and the accident occurred while that ship was lying at the pier in Philadelphia. It appears that one of the men was going aboard one night and being unable to see in the dark, mistook where he was walking and fell between the steamer and the pier. His cries attracted a companion, another cook, who procured a lamp and went beneath the pier. He, too, was never seen alive afterwards. Both were doomed. The bodies were recovered the next morning.

**Sagona Nearly Went Ashore.**

The last trip of the Sagona to the Labrador occupied twenty two days, which is the longest on record, considering that the steamer only went as far as Cape Harrison, she had a narrow escape from going ashore. Throughout the entire passage the ship was enveloped in fog. On her way north the ship got out of her course and nearly went upon a cliff; the land was reported ahead by the 'look out' and it was only for the alertness of the captain in altering the course that an accident was avoided.

**Marine Notes.**

The S. S. Manchester Investor sailed for Manchester, England, Saturday night.

The S. S. Mongolian left Philadelphia at 10 o'clock Saturday morning for here.

The cable ship Minia is now ready for sea but is waiting for her seamen who are in police custody.

The S. S. Florizel leaves Halifax to-morrow for here.

The S. S. Morwena left Sydney today for this port.

Board's Liniment cures Headache

**Griffin's**

- Best Crown Riveted Scythes.
- American Clipper Scythes.
- Canadian Excelsior Scythes.
- B. Y. Grass Hooks.
- Waterloo Scythe Stones.
- American Scythe Stones.
- Scythe Snaths.
- Hay Rakes.
- Hay Forks, etc.

**Bowring Bros., Limited.**  
Hardware Department.

**NORTH**

**Sydney Coal!**

Now Landing, a Choice Cargo SCREENED

North Sydney Coal.

Also, in Store,

Anthracite Coal,

Furnace, Egg, Stove, Nut.

**M. MOREY & Co.,**

Queen Street.

**COAL.**

No long waits for your coal and no short weights when you get it.

We keep only the BEST North Sydney Screened Coal. Sent home at current rates

**MULLALY & CO'Y**

Received, ex Morwenna.

1,611 Pounds

**Fresh Butter,**

in pound blocks and small tubs.

Cut Prices for the Regatta.

**JAS. R. KNIGHT.**

**Safes!**

**Taylor's Safes.**

You surely need a Safe, and a surely you need only the best. Then buy a Taylor. The terms are easy and reasonable.

**PERCIE JOHNSON, Agent**

**FOR SALE!**

**The Schr. "Josephine"**

Swanton, 63 Tons net, built of American oak. Also, schr. "Maggie May" 18 Tons net, built in 1911, at Matamoras, N.S. The above vessels are well found and in good repair. Also, one Mackeral Seine in first-class condition can be bought separately or with either vessel. For particulars apply to

**A. P. CALLEN.**

327, Im, cod P. O. Box 336, Halifax, N.S.

**Cable News.**

Special to Evening Telegram.

HALIFAX, Aug. 11. The cruiser Sirius arrived here today from Newfoundland, with Governor Williams on board. His Excellency will attend the dedication of the Memorial Tower on Wednesday by the Duke of Connaught.

Special to Evening Telegram.

LONDON, Aug. 11.

The Dutch steamer Iris, which arrived last night, reports the steamer Frankfurt, bound to Canada from Bremen with 1,200 emigrants, collided with an unknown steamer near the Hawk Lightship. Soon after the collision, the Frankfurt began shipping water in large quantities. Two steamers came to the rescue and are now towing her, probably to Bremen.

Special to Evening Telegram.

CONSTANTINOPLE, Aug. 11.

Reports here indicate that a great earthquake was felt throughout Turkey yesterday, accompanied by a heavier loss of life than at first stated. The newspapers to-day estimate that 1,000 were killed and 5,000 or 6,000 injured. Details are coming in slowly, owing to the interruption of the wires. The seismic disturbances are believed to have been widespread. Thousands are homeless, and outbreaks of fire occurred in many towns and villages, and great destruction has been caused by the upheaval.

Special Evening Telegram.

LONDON, Aug. 11.

British shipowners are indignant at the United States Senate's action respecting the Panama Canal. They admit that a big trade is waiting to be done as soon as the Canal opens, but are inclined to think that the preferential treatment to be accorded to American ships will lead traders to adhere to the old route. Representatives of prominent firms have expressed the opinion that much might happen before the Canal is open, and that protest from foreign powers might induce a change in the American policy. Editorial comments display strong feeling. The Spectator says that the Senate's decision is a violation of the clear sense of the Hay-Pauncefote Treaty, and an example of the sort of policy that the United States should studiously avoid. If the Monroe doctrine is permanently to commend itself to the peace-loving nations, it must be honoured and respected if it is to remain an instrument for peace. The Daily News says that the question of the exemption of coastwise vessels might admit an argument as to foreign vessels being allowed to engage in American coastwise trade, but that other proposed preferences would knock the bottom out of the Hay-Pauncefote treaty, and certainly presents a case for arbitration. The Express says that nothing heretofore has been done or attempted under the pretences of diplomacy that has been quite so frank in its repudiation of a solemn covenant between Great Powers.



**MAKES LIGHT**  
the work of washing, does Sunlight. Brightness and sweetness reign in the home when Sunlight Soap helps you.

**SUNLIGHT SOAP**

TRY THE SUNLIGHT WAY

**Fogota Back.**

**Obituary.**

H. H. FRASER.

It is with feelings of profound regret that we chronicle to-day the rather sudden and unexpected demise of Mr. Hugh Hoyle Fraser, who passed to the Great Unknown yesterday afternoon at the home of his sister on Circular Road. Deceased was a son of the late J. O. Fraser, a former Postmaster General. He had a position in the Audit office of the Reid Company from its inception until three years ago when the death occurred of his uncle, the late J. McL. Fraser, whom he succeeded as manufacturer's agent. Mr. Fraser was of an exemplary character and well known and liked in the community, particularly for the witty and humorous jokes and stories which he related. Deceased was an ardent lover of trout and shooting. Besides a sister and a brother, Dr. N. S. Fraser, a large circle of relations and friends are left to mourn, to all of whom the Telegram joins in the sympathy generally expressed.

The S. S. Fogota, Capt. Baxter Barbour, arrived from the Fogot Mail Service yesterday forenoon. After leaving here the ship experienced favourable weather until she reached Catalina when dense fog was met with. Going further north strong head winds were encountered but the ship made good headway. The terminus, Change Islands, was reached on Thursday afternoon last and the Fogota left again the same night, coming south, although fog prevailed, a good run was made. She brought one half freight including a quantity of fish taken at Bonavista, and about 30 passengers. The Fogota brings very encouraging fishery news. Since last report Capt. Barbour says there is a decided improvement in the fishery north. This is particularly the case at Ower Wadhams and north of that place. Traps did exceptionally well at Twillingate, Fogot, Bonavista and the Wadhams last week. Most of the fisher folks are now waiting for squid baitings. At a few places a sign of these useful fish have struck in.

**A SALE FOR MEN**

WITHOUT A STRING TO IT.

This is a bit slangy, but expressive. It is not a "realization," "consternation," "clean up," "chopped down," "cut to the bone" sort of sale, but a plain, honest, old fashioned offer which you will appreciate and take advantage of.

**NOW THEN!**

- MEN'S SUITS—In stylish patterns; made in the American way and always keep their shape. Get one for the Regatta. From \$6.00 to \$16.00
- MEN'S NEGLIGEE SHIRTS—For 40c. A shirt that looks well and wears well, in neat stripes and checks, beautifully cool withall. Get a half dozen (all sizes). 75c. value for 49c.
- MEN'S ROWING SHIRTS—(Perforated.) You'll want one of these. For 40c.
- MEN'S BALBRIGGAN SHIRTS—For 40c. These shirts are very comfortable and the correct thing for summer wear. Each 40c.
- MEN'S SOX—For 25c per pair. This is a nobby line and will be anxiously sought after by careful dressers. See the range of the season in fancy shades. 25c.
- LINEN CUFFS—For 18c per pair. Fine Linen Cuffs worth 20c. per pair. For 10c.

**ALWAYS**

**A Special Offering**  
AT DEVINE'S.  
And the Thrifty Shopper is fast learning that Devine's Doubles Dollars.

**J. M. DEVINE,**  
THE RIGHT HOUSE.

**Ripples at The Regatta.**

We're a Trifle Late But Better Late Than Later.

I arrived up to Tucker's last night, my first appearance since the Races. Mrs. Tucker had a scowl on her Parisian countenance that would freeze you, and upbraided me for non-attendance to duty. Where's your report on the Races, said she. I've scoured the Telegram, but I have failed to see it.

Not feeling very well, said I, and to tell you the truth, the holiday craze is after striking me and I took a run down to Torbay with the fishermen after the Races, and 'tis only now I got back.

That was a fine bulky crew of fishermen, says Mrs. Tucker, and I'd like to see 'em take the "Shamrock" some fine evening and row against the Blackhead men in the "Nellie R." Do you know, Tim, I feel it in my bones that the Shamrock didn't get half a show for her life. And mind you, says Mrs. Tucker, boats are like us people in many respects. You'll see good men and good women laid on one side, because they didn't get a show, and ten chances to one if the Shamrock's admirers don't put forth a desperate effort to give her a square show, the next thing you'll know she'll be put in the practice boat class.

Billy Rourke, says the Cute Man, must have had a large amount of patience stored up for Regatta Day, but he kept as cool as a cucumber and was rewarded by seeing his handiwork the work of his brain and the fruits of his labor waltzing up first in the juvenile race, and the band making the welkin ring with the fascinating and soul stirring tune of the "Dear little Shamrock."

Well, says Tucker, there's nothing like a couple of new boats to make the interest keen in the Regatta, and in all my experience I don't think I witnessed such a large assemblage. Many queer ideas will run across your mind on the day of the races, said Tucker, and nothing more striking than the uncertainty of life. Comrades whom you mixed with at the last races, where are they? Some are gone to other lands to hustle out an existence, whilst more have "run their last race" and are no more. Midst all the gay surroundings, says Tucker, a fellow can't help thinking of those things and surely 'tis only as it should be, for are we to banish from our minds on such an occasion, the memory of life long friends.

What strikes me very forcibly on such an occasion, says Delaney, is the stiff way a fellow who holds a good job gets along. I pity Premiers, Governors "trying to be grandees," and secretaries of councils and fishery boards on Regatta day. I also pity outpost magistrates and men who expect to be put on the ticket as third man. They without exception carry

their importance down to the races with 'em and to say the least of it, it awakens within my undermost inside a topsyturvy feeling, akin to indigestion. I'd rather be a poor man and have my liberty, says Tucker. The poor man can dance his quadrille and swing his maiden to his heart's content. He can sing his song and tip his hat on the back of his cranium and have a good time generally. But the Upper Ten and the crowd that are forcing their way into the Upper Ten section have to be contented themselves with looking nice, acting nice, and in the evening they're fit subjects for a week in the Hospital.

For goodness sake, said Tucker, isn't it possible for all to let themselves out on the day of the races? No wonder the elite have to take holidays. No wonder, says Tucker. No animal on two legs could stand the strain. Someone said that the greasy pole was gone and also said 'twas about time. Well, said Delaney, there's a difference of opinion on this matter, and we shouldn't try to judge others' tastes by our own. Every one to their taste, said the old woman, as she kissed her cow; and the same with the greasy pole. Our forefathers who started the Regatta were wise in their generation and in their wisdom they thought the greasy pole all right. Hundreds enjoyed the fun of it, right up to the present day, and we haven't heard of any great kick against it. Many a lad lugged home a fine fat ham, or a pair of botts from the greasy pole, and was just as good a lad the next morning. For goodness sake, says Tucker, don't try to educate the rising generation into the milk-sop class and let us not get so refined as to have it soon considered dangerous to health to give a wholesome cheer. The "wheel of fortune" man, or in other words, the man who "spun" the wheel in days gone by, was present and looked upon the scene as much as to say, well, ye're doing us well as ye can under the circumstances, but for a genuine day of the races, you have to produce the wheel, hand it down off the attic and give us back the honest days of long ago. As we are now, we are simply acting the hypocrite in first-class style. We won't allow a "wheel of fortune" because it may cause gambling, but we can see the people who made the law betting handful of dollars on a race all around us.

What a farce, said Tucker, 'tis like a long faced individual praying for your success, after helping to smash the bank's hat putting you and yours on the rocks for life.

Most of us don't trouble much about the race, up to we go down, and therefore we know little or nothing of the trouble it gives to produce such a genuine happy day. To these men who work on the Committee we owe a great debt, but all we have to offer are our thanks and we give that in good measure.

TIM SHANNAHAN.

By S. S. Morwenna. 100 bags P. E. I. Black Oats, 50 bags P.E.I. Potatoes, 10 bxs. Purity Butter, 20 bxs. Can. Cheese.

By S. S. Florizel. 1000 Boxes "Nocco," 1c. Candies.

Chocolate Sherbet  
Jelly Beans  
Chocolate Nut Bar  
Sweet Smokes  
Turkish Gums  
Little Injuns  
Big Lunch  
Banana Eggs  
Licorice Drops  
Licorice Paste  
Baby Bananas  
Honey Moons  
Boston Baked Beans  
Big 6 Marbles  
Manhattan Nougat

**CIGARS.**  
\$2.00, \$2.25, \$2.50 per hundred.  
KING EDWARD VII.  
The favorite 5c. Cigar,  
\$33.00 per 100.

**T. J. EDENS.**

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