

# GREATER ST. JOHN EXHIBITION

August 31st to Sept. 7th

IN ADDITION TO THE BUILDINGS FULL OF Magnificent Commercial Exhibits, Live Stock, Machinery in Motion, The Pure Food Show, Horticultural and Agricultural Competitions, Horses, Poultry, etc., etc.

THE FOLLOWING FREE ENTERTAINMENT WILL BE AFFORDED

- Aeroplane Flights by**  
Mon. Mestach, twice daily. Thrilling and very expensive feature.
- Neapolitan Troubadours**  
Thirty men and women, in string music, songs and dances of Spain and Italy.
- Famous Ernest Trio**  
Of intrepid German Acrobats with a generous sprinkling of comedy actions.
- Imperial Japanese Troupe**  
Wonderful Jugglers, Lofty Pencil Dare-devils, Wizards, etc., and Two whole families of little brown-skinned marvels.
- Blaze of Fireworks**  
Introducing the stupendous sea and shore light, "The Bombardment of Tripoli."
- The "Ballyhoo" Parade**  
Where all the freaks, street men and novelty merchants are a show in themselves.

### IMPORTANT TO EXHIBITORS!

THE LAST FEW DAYS HAVE BEEN MARKED BY A TREMENDOUS INRUSH OF APPLICATIONS for space and scores of entries in the live stock department of the big show. Additional members have been added the office staff and the helms of activity in preparatory work has been reached. Intending exhibitors who are taking advantage of the few remaining days of extended time should make their entries as soon as possible. All information and printed matter dealing with every branch make their entries as soon as possible. All information and printed matter dealing with every branch make their entries as soon as possible. All information and printed matter dealing with every branch make their entries as soon as possible.

### TWO THEATRES ON THE GROUNDS WITH VAUDEVILLE

Band Concerts Continually—Everything Going Full Blast!

**OPERA HOUSE** Tonight and Saturday Matinee and Evening

**MR. PAUL GILMORE**

AND ASSOCIATE PLAYERS

IN THE GREAT NEW YORK SUCCESS: **"THE HAVOC"**

Prices 75, 50, 35, 25c. Matinee 25c. Seat Sale Opens Mon., July 29

**NEXT WEEK MON. AUG. 5**

**L. S. Sire Announces AMERICA'S GREATEST COMEDIANNE**

**MAY ROBSON**

In the Finest of All Plays **"A NIGHT OUT"**

And by Special Request **"The Rejuvenation of Aunt Mary"** TO BE PLAYED WED. AND FRIDAY ONLY

Prices 25c. to \$1.50

**Maurice Costello and His Sweet Little Girl in**

**NICKEL—"LULU'S DOCTOR"**

Have You Heard Our New Man **BOB WATERALL** The Sweetest Singer in Town **Dainty Betty Dorn**

Superbly Colored **"ROBESPIERRE"** Tale of French Revolution

Two New Comedies **The Orchestra**

**COMING! Monday—"Nicholas Nickleby" COMING! COMING! COMING!** Another Great Dickens Story **COMING! COMING! COMING!** WED. "Tragedy of the Desert"

**GRITZ GRITZ GRITZ**

25c. for 5 lb. Bag.

**DIED.**

**PALMER**—Entered into rest on AUG. 1st, at her late residence, 173 Duke street, Agnes, beloved wife of Caleb R. Palmer, aged 74 years.

Remains will be taken to Penobscot for interment on the 7 o'clock train Saturday morning. Service will be held at Penobscot at 10 o'clock.

Our room for testing the eyes is equipped with the most modern instruments used for sight testing. Inspection invited. **D. BOYANER, Optician, 39 Dock Street.**

Schooner F. O. French, Captain Goodwin, lumber lader, for Boston, from Shaloe, N. S., put into this port Wednesday for a harbor.

## CAPTAINS TELL ABOUT COLLISION

Continued from page one.

To Mr. Holden the captain said: "We had 22 steel boats, 12 collapsibles, 2 small rafts and two large ones. All the officers and men were at their stations. The Empress of Britain is fully equipped with all the necessary life saving apparatus."

To Mr. Cook the captain said: "The speed of the Empress is 13 knots and half speed about twelve knots." Captain Connell, of the Helvetia, was next heard. He said he left Cape Breton on July 25 at 9:30 a. m. His met fogs from Cape North to Fame Point. On July 27 at 4:15 p. m. he met large banks of fog and he ordered half speed, which meant six miles an hour for the Helvetia. Soon after the weather becoming clearer he increased full speed and then left the bridge to take a cup of tea.

While he was down stairs he noticed an order for half speed and heard two blasts, then three. When the engines were stopped he rushed on deck and saw the Empress. He ordered full speed to avoid collision but it was too late. The Helvetia was going at about five miles an hour when she was struck.

A. E. Moscrop, first officer of the Empress, was called as a first witness. He was on the bridge when the collision occurred. He was in charge of the bridge from 5 to 8 p. m. on the day of the accident. When he took over the bridge the weather was hazy and in about a half an hour the fog came down. The captain also said that the Helvetia was making 17 or 18 knots, was reduced to half.

Before the collision the lookout struck one bell to indicate that he heard something on the starboard bow. Witness did not hear it but expected it to make it time to go. A number of other witnesses were still going half speed, with the whistle sounding regularly.

**Warning Blasts.**

When a vessel was seen on the starboard bow, the Empress blew three blasts. The other vessel was about a ship's length ahead and nearly at right angles to the Empress. The Empress struck the other ship about the funnel. He could not say how fast the other ship was going when she was struck. The Empress' engines were going full speed astern.

In cross examination witness stated that when the order to go full speed astern was given the other vessel was on the starboard bow of the Empress.

First Officer Wilson of the Helvetia followed. He went on watch at 4 p. m. the weather being pretty thick. He thought he was going slow, north 45 west being his course. This was changed slightly shortly afterwards to keep out from land. He heard three points on the port bow. Then he heard two prolonged blasts, which showed a ship was coming from a far more southerly direction. The other steamer came down at about a right angle. When the bridge was left the helm was hard to port and engines full speed ahead.

Third Officer Parry of the Empress stated that the vessel was directly on its course, and was still on her course a few seconds after the accident. He thought the Helvetia was forging ahead when he first saw the vessel.

He was positive the course of the ship was not changed from the time he came on deck until the collision occurred.

First Officer Walker of the Helvetia said the ship was going north 45 west when he went on watch at 4 p. m. He had heard the condition of the course changed to north 50 west at 4:20. At 4:30 a fog bank was seen and the order was given to stand by.

A number of other witnesses were also examined, including the lookouts, but little further light was thrown on the accident.

clear that a more friendly feeling was springing up between the two great powers on either side of the North Sea.

When he went on to explain the position in Persia, it could scarcely fail to excite the interest of the English and Russian governments had succeeded in reaching an entente, in spite of differences of opinion between London and Berlin. If anything were necessary to show the inherent foolishness and antagonism between the United Kingdom and Germany, the Russian entente might suffice. On the other hand, the fact that the entente was not broken up by the Balkan crisis is a strong argument in favor of the entente. It is a matter of fact that the entente has been without it. In the Balkans there is the persistent pressure of a Muscovite advance which is bound to develop out of the proposed Perso-Indian railway, whilst the policy of Russia in China, whether in its development towards Tibet or towards Manchuria, has never been regarded exactly with satisfaction in Downing street. If Germany is supposed to be casting covetous eyes towards Norway and Sweden, whilst the enormous expenditure on which the czar's government has embarked with respect to the imperial navy, must be taken into consideration in weighing the developments of Russia.

It must be remembered that Russia is a compact country with no part of her sea-torment to protect and without a single overseas colony. Yet, in spite of this, the sum of \$200,000,000 has just been voted for the formation of a navy, which, in the very nature of things, can only be such for political purposes.

In spite of these opportunities for friction, an entente has been reached between the government in London and the government in St. Petersburg, although the one is the freest in Europe and the other the most autocratic in the world. When it is realized that the utmost that can be said

hurricane kept the wind to the starboard quarter. It came near throwing the lifeboats over, and two men were blown into the water for 60 hours, the latches being closed down. Walter Belling, one of the previous Bermuda races, said he had never seen a crew like that of the Dream. For 48 hours they had no food and the bilge was full of water.

There was great excitement in the town, and especially at the St. John's Yacht Club, when word of the Dream's arrival became known, because the water front to see the little storm-swept craft.

With a list to port, her engine covered with rust and showing unmistakable signs of the severe voyage, the Dream at once became the centre of all interest.

Both boats experienced heavy seas and a rough passage over the course of 715 miles. On Monday when the storm was at its height, the Dream and Kathema were hoisted to the latter for 14 hours, and the Dream came in under sail.

The Dream is a forty foot boat owned by Charles L. Lagen of the Yachtsman's Club. She was built by the about and the crew suffered many hardships, all of those on board being exhausted when they reached port. On the other hand the crew of the Kathema, although they admitted a rough voyage, were in splendid condition. The greater length of the Kathema, 51 feet, and her ten and a half feet breadth of beam helped her materially in standing the heavy sea. Her steering gear, however, was broken and had to be repaired.

The elapsed time of the Dream, allowing for the difference in time, Bermuda and Philadelphia, was 105 hours, six minutes and five seconds. The Kathema crossed the finish line at 6:02 1/2 this evening. Her elapsed time was 126 hours and 59 minutes. The Dream had a time allowance of 14 hours, 14 minutes and 24 seconds. She therefore wins the Bermuda challenge cup and the \$1,000 prize by nearly 36 hours.

The crew of the Kathema were entertained at the St. George's Yacht Club tonight and will proceed to Hamilton tomorrow.

The weather was fine on the first day out, but on Sunday a southerly gale turned up, and the Dream was hoisted to with sea anchor and all over all Sunday night, driving into the storm. A couple of times the course was altered, the Dream finally running before the storm as soon as it let up sufficiently.

On Tuesday night a funnel-shaped

## UNIQUE WAGER IS BRINGING DOCTOR THROUGH ST. JOHN

Dr. Young Motoring from New Jersey to California on \$10,000 Bet—Started with Five Dollars.

Special to The Standard.

Portland, Me., August 1.—Dr. H. Benton Young travelling from Trenton, N. J., to California, to win a wager of \$10,000 has reached Maine and will be in St. John in a few days. He is going by auto. He started with only \$5 and wagered that he will become \$10 richer every place he reaches. In earning this he can't practice his profession, beg, nor steal. He must earn \$10 every place stopped at for more than two hours.

In the seven days' trip from Trenton, so far he has made 1,125 miles. \$10,000 is on deposit with a Trenton newspaper.

Special to The Standard.

St. John, Aug. 2.—Their Royal Highnesses spent today between the towns of New Glasgow and Truro, the former place being visited in the forenoon and was the occasion of a warm outburst of enthusiasm. They were given a gala reception in the afternoon the royal party, except the Duchess of Connaught, went to Truro. Her Royal Highness preferred to remain on the steamer at Pictou landing.

At Truro a tablet was unveiled commemorating the visitation of Truro in 1760 and a visit was made to the Truro Agricultural College. The party leave for Sydney on Friday morning.

## BELIEVES MUSIC IS BOTTLED UP IN THE SINGING FISH

Montreal, August 2.—George H. Ham was in Toronto when the first story of the singing fish was published in The Star. He immediately took train back to Montreal, saying that as the Dominion's champion story teller, no force on earth could prevent him from coming to the support of a man who had the courage to tell a singing fish story and stick to it.

"We read in the Bible," he said, "about the valleys laughing and the hills clapping their hands. If the Old World could present such phenomena as that, why shouldn't the New World have fish that sing? I don't see how the fish can help singing in a country like Canada. A friend of mine once had a brother-in-law that knew a man who spent the best portion of his life in training a choir of frogs to render complicated choral selections. He said the effect was wonderful, and I can well believe it."

"Don't you think that in the present instance frogs were mistaken for fish?"

"No, I don't," said Mr. Ham, "and I could tell you why. I cared to, but as Mr. Kipling says, that is another story. I've heard something much more wonderful than fish singing. I've heard stones sing. Write a story about it once. These stones are on the shores of Lake Manitoba. When a man who spends the best portion of his life in training a choir of frogs to render complicated choral selections. He said the effect was wonderful, and I can well believe it."

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## EARL GREY, LATE GOVERNOR GENERAL OF CANADA, COMPARES WORK TO AMERICA'S STATUE OF LIBERTY.

Capetown, Cape Colony, Aug. 1.—Of all the names associated with the South African mine, it is safe to say, occupies a higher place than that of Cecil Rhodes, one of the greatest among the more great empire builders that the British empire has produced; and the Rhodes memorial, recently unveiled, and the circumstances connected with its unveiling were worthy both of the young country rising steadily to power and of the man who, more than all other men, may be regarded as having launched it on the road to a great and prosperous future.

The memorial itself stands on the slopes of Table Mountain at a spot which Rhodes was particularly fond of, and to which he constructed a road, built of granite hewn from the mountain on which it stands. It consists of a columnar portico resembling that of a Greek Doric temple, approached by a long flight of steps, flanked by a double row of lions, four on either side. In front of the building and at the foot of the steps stands Watts' statue, "Physical Energy," a statue which was presented to South Africa by the sculptor as a tribute to Cecil Rhodes, of whom Watts was a great admirer.

The lions, the work of Mr. Swann, R. A., are modelled on the lines of the statues of Egyptian temples, and in his speech at the unveiling of the memorial Earl Grey happily described the statue as symbolic of "the irresistible power of advance," and the lions as representing the reserve of power and invincible backing of majestic strength."

From an early hour on the day of the unveiling people thronged the way up the slopes among the pines and by the time the ceremony commenced every vantage point of the vicinity of the memorial was fully occupied. Under the shadow of the statue a dais had been erected and here were assembled a large throng of notable South Africans, as well as the principal naval and military authorities and a number of pioneers from Rhodesia, the country above all others associated with the man they had come to honor.

The unveiling ceremony was performed by Earl Grey, late governor general of Canada, and formerly administrator of Rhodesia, who had come out from England specially for the occasion.

What Led to it.

The coroner adjusted his pin-cue. "You say," he queried, "the victim was shot in the head?"

"Oh, ay," replied the witness, who hailed from Caledonia.

"And, previous to the shooting," pressed the coroner, "had there been any trouble or threats that would have led the victim to expect the shot?"

"No," answered the Scotman. "I didn't think such a thing ever entered his head before, sir!"

WANTED—Principal for Fairville, N. B. Superior School. James E. Bryant.

WANTED—Second class teacher for School District No. 12, Public Landing for term ending December. Apply, stating salary, to Titus T. Parker, Secretary, Public Landing, Kings Co., N. B.

WANTED—Traveler for the Maritime Provinces by Montreal. Wholesale clothing business. Must have good connection. Apply by letter, giving references, to X. Y. Z., Office of this paper.

TEACHER WANTED.

WANTED—A superior class male teacher, for District No. 1, North Head, Grand Manan Superior school. Experienced and well recommended. Apply to EDMUND DAGGETT, Secretary to Trustees, North Head, Grand Manan.

WANTED—A female teacher for the Boys' Industrial Home, one with a knowledge of Manual Training work preferred. Apply, giving full particulars as to qualifications, salary, etc., to I. OLIVE THOMAS, Secretary.

KITCHEN GIRL WANTED at once. Apply Smith's Lunch Room, 7 Mill St.

WANTED—A first class horse shaver and jobber; good wages paid and steady employment. Address, Wilson Bros., Grand Falls, N. B.

FIRE INSURANCE.

A strong tariff company entering this field, and offering a liberal contract is open to receive applications for its representation at St. John and district. Applications will be treated confidentially if desired. Address "Tariff," Standard Office.

SITUATIONS VACANT.

SALEMEN—\$50 per week selling one hand Big Beaver. Sample and terms 25c. Money refunded if unsatisfactory. Collette Mfg. Co., Colingwood, Ont.

**"THE SORROWS OF THE VACATIONLESS."**

WILL RETURN SEPT. 1st

OW-OO  
OW-OW-OW-  
OW-OO-OO-OO  
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**Classified Advertising**

One cent per word each insertion. Discount of 33 1/3 per cent on advertisements running one week or longer if paid in advance. Minimum charge 25 cents.

**If You Wish to Sell Your Property List It With Us.**

We make a specialty of selling Warehouses, Store Buildings, Hotels, Tenement Houses, Residences and Farms.

**NO SALE NO COMMISSION**

If you are in the market to buy, call and see us. Very large well assorted list of desirable properties.

**ALLISON & THOMAS, 68 Prince Street, Phone M 1212**

**FOR SALE.**

New Domestic and New Home, and cheap sewing machines, \$5 up. See them in my shop. Genuine needles, all kinds and all sizes. Edison improved phonographs, \$14.50. Gramophones and sewing machines repaired. William Crawford, 105 Princess street, opposite White star.

**FOR SALE.**

Look at the Motor Boat for sale at Market Slip, before Friday noon. One half cost.

**FOR SALE—150 acres of timber land.** For particulars apply to A. M. Green, Carpenter, Queens Co., N. B.

**FOR SALE—Grand Sale of Millinery.** Hats from \$10. to \$140. Mrs. I. Brown, 573 Main street.

**FOR SALE—500 hams, med. sizes, bacon, roll and breakfast, cottage hams, 25 cooked hams.** John Hopkins, 156 Union street.

**FOR SALE—Valuable freehold property on Harrison street, Lot 34 by 106 feet. Four large and convenient tenements. Stone foundation, gravel roof, good repair. Apply E. T. C. Knowles, Solicitor, 42 Princess street.**

**JUST ARRIVED—Two carloads of choice HORSES, weighing from 1000 to 1500 lbs. For sale at EDWARD HOGAN'S Stables, Waterloo St. Phone 1557.**

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**FARMS FOR SALE.**

A farm formerly owned and occupied by the late James Watson, on Loch Lomond road, St. John County with considerable standing timber thereon. Also a desirable farm, formerly owned by the late Roger Quin, containing 100 acres of arable land, situated on the St. John River and situated about a mile above Public Landing. Apply to—

**DANIEL MULLIN, Puzos Building, City.**

**FARMS AND COUNTRY PROPERTY.** We are headquarters for New Brunswick farms 200 to select from. Summer Cottages, for rent or sale on easy terms. Building Lots. Large country lots at Ononette and Cedar Point. Full particulars from Alfred Burley & Co., 45 Princess street.

**FOR SALE—Farms and lots, 450 acres, two houses and five barns, three miles from Public Landing, Kings Co. Also five to fifty acre lots close to river at Public Landing. At Lingley, on C. F. R., 80 acres, two houses and barns, also 2 1/2 miles from Oak Point, 250 acres, house and barn and 250 acres woodland and other farms at bargain. J. H. Poole & Son, Nelson street. Phone 935-11.**

**TO LET—Furniture** dressing room and rug. Coburg street. Enquire 105-107.

**TO LET—Tourists** rooms, with or without bath street.

**FOR SALE—Steam** long over all, \$1.50. R. H. Brubaker, Automatic compound engine. Sp. h. over all in first class further particulars apply to St. John Power.

**MONEY FOR** The Best Cheque sold. Does the work of three. Price \$1.50. R. H. Brubaker, Automatic compound engine. Sp. h. over all in first class further particulars apply to St. John Power.

**ENGRAVING.**

**F. C. WESLEY & Co.** Engraving and Printing. 105-107 Coburg street, St. John, N. B.

**HORSE CLIPPING.**

**ELECTRIC CLIPPER** clipped and groomed at Short's Stable, 105-107 Coburg street. Only electric clipper.

**Musical Instrument**

**VIOLINS, MANDOLINS** stringed instruments repaired. SYDNEY GILBERT.

**ENGINEER.**

**ELECTRIC MOTOR** repairs, including rewinding. Making repairs. E. J. Co., Nelson street, 105-107.

**HARDWOOD.**

We always have the best quality Birch, Dried, End Matched, Steam heated water shrunk.

**MURRAY & Co.**

**ART GLASS & MURRAY & Co.** John N. B. many kinds of fancy glass. Plate and Sheet Glass.

**ROOFING AND PAPER.**

Ruberoid Roofing, Slate, Green, Red, to lay roofing on for 22 years.

**MURRAY & Co.**

**NEWEST SPECIES.**

Many Attractive Patterns and Summings.

**J. S. MacLENNAN.**