



### BRASS GOODS!

A New Lot of Brass Goods Just Opened.

Andirons, Fire Irons  
Fenders,  
Spark Arresters,  
Plate Stands,  
Bird Cages,  
Parrot Cages,  
Perches, Chains &c., &c.

All of the very Latest Patterns. Call and See Them.

**W. H. THORNE & CO., -- Limited.**  
Agents for A. C. Spalding & Bros' Athletic and Sporting Goods.

### BLACK JACK STOVE POLISH.

"Black Jack," a matchless preparation for cleaning Stoves. No dust, no odor, little labor, and gives a brilliant jet black surface.

PRICE, - 10 Cts.

**EMERSON & FISHER, 75 Prince Wm Street.**

### Such a Pleased Expression!

Instep Arch Supporter a Positive Relief and Cure for Flat Foot.

**NO MORE PAIN.**

Pains of Rheumatic nature about the ankles, the heel, the arch of the foot, and occasionally the calf, disappear within a short time after wearing the Supporter. The elasticity of the foot will be regained, and the whole contour of the foot in general improved.

FOR MEN AND WOMEN.

61 King St. **Waterbury & Rising** 212 Union St.

### HUTCHINGS & CO.

MANUFACTURERS OF AND DEALERS IN  
First Class Bedding, Wire Mattresses  
Iron Bedsteads and Oribes,  
Invalid Wheel Chairs, Etc.

101 to 107 GERMAIN STREET.

### We Will Offer

3 Carloads Choice Bananas  
At Mill street Siding, Saturday Morning. Bargain Prices.

**F. E. WILLIAMS CO., Ltd.**  
Phone 543 Charlotte Street. Phone 521 Princess Street.

### INFANT MORTALITY.

This is the month when infants die, and although the number of deaths this season is small in comparison with some other years, yet the mortality is the cause of comment. Since the first of August not less than forty-six infants have died and in the majority of cases the cause of death has been cholera infantum. A couple of months ago there was an epidemic of whooping cough, which was responsible for quite a number of deaths, but this has about died out and now only scattered cases are reported. But in July and August cholera infantum gets in its work and during the last couple of months many hopes have been saddened. Forty-six children have died, and of these the majority were less than one year old.

It is worthy of note that among the deaths of the month were an unusually large proportion of quite aged residents. Several were over ninety years, while others were well up in the eighties.

**MR. POTTER HAS GONE.**  
J. B. Potter, United States customs officer at St. John, has left the city, and it is stated that this is in consequence of an affair on Millidge street about ten days ago, in which a revolver which he was carrying was discharged. About a week ago two customs officials from Bangor were here making some enquiries into the affair, and it is stated that in consequence of this Mr. Potter was requested to send in his resignation. The work in St. John is now being done by Walter Vincent.

### Suits to Measure, \$12

We have placed over fifty pieces of fine imported and domestic Cloths in one lot and for a short time only will make

**SUITS TO MEASURE, \$12.00; PANTS TO MEASURE, \$3.00**

These are Cloths from which suits us usually cost from \$15 to \$20, but will be made at one special price, TWELVE DOLLARS—fit and workmanship are guaranteed.

**J. N. HARVEY, MEN'S AND BOYS' CLOTHING,**  
199 and 201 Union St.

### AROUND WORLD IN 54 DAYS.

All Records Beaten by Henry Frederick.

Only One Night in a Hotel on the Whole Trip—Russia's Precautions.

NEW YORK, Aug. 28.—Around the world in fifty-four days, seven hours and twenty minutes! This is the assertion made on behalf of Henry Frederick, who left this city on the Deutschland, July 2, and arrived at the Grand Central station last night. This is faster by an hour than the trip completed last week by Gerald Sayer, of Seattle, Wash.

"My object in making the trip was to see the quickest time a man could go around the world comfortably," said Mr. Frederick last night. "The train ride from Paris to Dalny, China, consumed eighteen days; two days across the Yellow Sea; two days, by rail, across beautiful Japan. At Yokohama I missed my steamer by ten hours and lost seven days, as I was compelled to take a slow boat two days later, which spent sixteen days on the Pacific.

"I landed at Victoria and crossed the American continent in a little over four days. This, with the Deutschland's fast time of six days across the Atlantic, made my record fifty-four days. During that time I slept in but one hotel, in Yokohama. Every other night was either a train or a steamer, and I presume it will be many days before I shall miss in my ears the click click of the rails or fall to feel the motion of the boat.

"From the time I crossed Lake Balkal and journeyed eastward, militarism was strikingly obvious. All the trains of the Trans-Siberian railway were guarded with soldiers, and detachments of troops were being moved toward Manchuria. On the train on which I travelled there were sixteen detachments of soldiers, and at bridges, dangerous precipices—in fact, at any point where a wreck would cause disaster to the railway.

"Often as I stood on the back platform of the train in the night I could see the Russian soldiers miles from where guarding trestles or bridges. Near Lake Balkal I asked the conductor of the train why the trains were guarded with soldiers, and spoke of the detachments of troops that were being carried out toward Port Arthur. He shrugged his shoulders and said, 'Rumors of war,' and beyond that he had nothing to say.

"From what I saw in Manchuria it seems that Russia does not intend to take any steps to avert hostilities with Japan. The war feeling among the Japanese is now quite strong, and war was regarded as imminent when I was there, in fact it seemed a matter of months, if not weeks."

### ADVERTISERS 80 YEARS AGO.

A Glance of the Star of the Year 1825.

Shows What the Grandfathers of Many of Us Worked at in Those Days.

A copy of the Star, published in St. John and dated Tuesday, January 4th, 1825, has been handed to the Star. It is a four page paper, four columns wide. The first page is wholly given to advertisements. The following announcement appears at the head of the first column: "The Star is published every Tuesday by John T. Youngblood at his office corner of Prince William and Church streets, St. John, N. B. Conditions: The price of the Star is 15c per annum, half in advance, and country subscribers must pay the year's postage also in advance. No paper will be discontinued until all arrears are settled. Masters of vessels leaving the province will, if any copies remain, be furnished with a file. Then follows a "miniature almanack, and below it advertisements, among which are:

"The subscriber has received a consignment of fall goods, suitable for the season, including superfine, fine and forest cloths, homespuns, shoes, gentlemen's shirts with French cambric frills, a few dozen very fine W. J. Madeira, old port wine and a few gallons very fine small still Highland whiskey, which he is selling off at a moderate advance for cash or pine timber deliverable next spring.

William Barr, Jun.,  
No. 5 Donaldson's Wharf."

Crookshanks & Johnston offer for sale the property and residence of the late chief justice Frederick. Charles Simonds, major commanding, notices all captains and officers commanding companies in the 2nd Batt. St. John County Militia, to furnish the quarterly muster with a correct list of all aliens residing in their districts. William Taylor thanks his friends for encouragement received in running the packet between St. John, Digby and Annapolis.

James Othier offers to rent his store on Nelson street and wants to sell his stock of dry goods.

Samuel Stephen has brown sugar for sale.

E. Armstrong has received per ship Lady Harwood, from London, an assortment of dry goods which he offers for sale in his store opposite the Market Inn, King street.

James Wood, blacksmith, offers his unfinished goods; C. McCordell, of his profession and shop near Mill Bridge.

Wilmut & Kirk offer cordage and canvas which will be sold on 6 mos. credit.

William Scoullar has received his spring supply of British merchandise, now opening in his store, Dock street.

George Ball advertises 400 tons white pine timber, and 100 tons red do.

E. Barlow has received four and a half tons of iron, and is offering the Albion from Liverpool a variety of British and East India goods, by the Brunswick from Jamaica, rum, sugar, coffee, pimento, and dye woods, by the St. Charles from Quebec, prime mess pork, prime beef, butter, flour, and pearl ash, also in store Demerara Rum, sugar and molasses, which they offer on reasonable terms for prompt pay.

Owen & Budd have a general assortment of merchandise at 3 Donaldson's wharf.

G. Bragg, Germain street, near church, had a cheap sale of shoes, also hope, sugar, groceries and liquors, very cheap.

Alexander Edmond has a large stock to sell on approved payment.

James Whitney, general merchant, James Wood, metals; Hanford & Raymond, hides and cotton; Edward Lake, flour; Charles Young, bakery, and Alexander McCleod, cheese; John S. Miller, cotton and woollen goods; Rankine & Berryman, Robert Ranken & Co., metal, salt and iron; Charles Young, bakery, and Alexander McCleod, cheese.

OYSTER BAY, N. Y., Aug. 29.—Pres. Roosevelt was informed by a representative of the Associated Press tonight of the incorrectness of the report that Vice Consul Wm. C. Magelsen had been killed in Beirut, Syria, had been assassinated. The president expressed gratification that Consul Magelsen had escaped without injury from the assault of the would-be murderer. He announced, however, that no change at present would be made in the plans of the government and that the European squadron, which he last night ordered to proceed immediately to Beirut, would continue to its ordered destination.

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### RACE CALLED OFF TOO MUCH WIND.

Yachts Will Probably Try Again Monday.

Shamrock Given a Chance to Show What She Can Do in Heavy Weather.

NEW YORK, Aug. 28.—The wind off Sandy Hook at midnight was east, with a velocity of thirty-two miles. It was raining and thick off shore with a heavy sea running.

NEW YORK, Aug. 29.—The regatta committee of the New York Yacht Club decided that today's race between the Helianx and Shamrock III, shall be postponed owing to the high wind and heavy sea outside Sandy Hook.

The decision was reached at a meeting held in the yacht club at seven o'clock this morning at which a dispatch was read from C. O. Iselin saying, that at a meeting held on board the tender Sunbeam, at Sandy Hook this morning it had been decided, no attempt should be made to race the yachts.

Whether or not a race will be sailed on Monday is not yet known, but the probabilities are that there will be one.

NEW YORK, Aug. 29.—Sir Thomas, aboard the Erin, hopes for wind but said: "We are going to our best today, that is as much as anybody can do."

Stories that there was friction between Captain Wringe and Shamrock III and Mr. Fife were ripe last night. In an effort to learn the truth Sir Thomas was approached on the subject.

"The two men," he said, "occupy entirely distinctive positions. If they have been criticizing each other I do not know it. Mr. Fife advises about the sails, the trim of the boat and other details of that character. Capt. Wringe is in absolute command and, as an owner, have not criticized him."

It was said further, on the Erin, that Sir Thomas is deluged with anonymous letters and telegrams, informing that members of the crew are traitors to the interests of the boat. Only a day ago, a telegram signed by the captain of a coasting steamer was received by Sir Thomas, saying that the boatswain of Shamrock III was the cause of that boat's loss.

Sir Thomas said: "I throw such letters and telegrams overboard. I am not changing my crew."

### THE LOSS OF THE ROYAL TAR.

Story of one of New Brunswick's Worst Sea Disasters.

Burned in Penobscot Bay in 1835—32 Lives Lost—A Scene of Horror.

The loss of the St. John steamer Royal Tar, in the year 1835, was in many ways one of the most remarkable maritime disasters in the annals of the maritime provinces.

The Royal Tar was the pioneer steamer on the route between St. John, Eastport and Portland, Me. She was built at the shipyard of William and Isaac Olive, Carleton, and was launched in November, 1835. The steamer cost \$40,000, one half interest being owned by John Hammond, and the other being held between Daniel McLaughlin and Mackay Brothers & Co. The steamer was commanded by Capt. Thomas Reed. The trial trip took place in the harbor on Monday, the 2nd of May, 1836.

The Royal Tar sailed from its berth at Peter's wharf on Friday, October 21, having on board the crew of 21 and 72 passengers, including a number of women and children. Captain Reed was in command, and had with him, Francis Block, mate; N. Marshall, engineer; J. Kehoe, second engineer; W. G. Brown, steward and Margaret Watts, stewardess. The pilot was Mr. Atkins. The passenger list was longer than usual, as it had the members of Fuller's menagerie, or "caravan" as it was called in those days.

This show had been travelling through Nova Scotia and New Brunswick and gave an exhibition in St. John before starting on its return to the United States. The wild animals included an elephant, two camels and the usual variety of captive beasts and birds. In addition to these was a large wax work exhibit.

When the Royal Tar left St. John it had all this large caravan aboard, and save for the greater portion of human beings most of the interesting exhibits of modern Noah's ark. There was heavy weather along the coast in the latter part of October, 1835, and when the Royal Tar left Eastport on the evening of the 21st, the wind was found to be blowing so hard from the west that the steamer put into Little River for safety. The gale continued for three days, but on the afternoon of Monday, the 24th, another attempt was made to resume the voyage. Finding a heavy sea outside and the wind still from the westward, the steamer put into Machias Bay and again came to anchor, remaining until midnight, when the wind shifted to the northwest and the voyage was again resumed.

All went well until the afternoon of Tuesday, October 25, when the engineer reported that the water had been allowed to get too low in the boiler, this owing to the neglect of the second engineer. The captain ordered the engine stopped and the safety valve opened, the steamer being brought to anchor about a mile and a half from Fox Island, in Penobscot Bay. In about half an hour the steamer was found to be on fire under the deck over the boiler. The discovery was made by Brown, the steward. An effort was made to extinguish the flames by means of hose attached to the pumps, but it proved unavailing. The fire spread rapidly and it was plain that the steamer was doomed.

The scene of horror that ensued may be in part imagined. The steamer was ablaze in the middle while the crew and passengers were madly rushing to and fro at the bow and stern. The shouts of excited men, the shrieks of helpless women and the wails of little children were mingled with the roar of terror from the imprisoned wild beasts, while the fierce crackling of the advancing flames told of the increasing peril that came with every moment. With ninety-three people in peril of death, the only way of escape was by two boats, capable of carrying less than a third of that number. Capt. Reed with two of the crew, lowered the small boat at the stern and got into it, in order to prepare rafts and save as many people as possible. At the same time sixteen able-bodied men lowered the large quarter boat, into which they jumped and rowed away, leaving their fellows, with women and children, to escape as best they could.

The Royal Tar's cable was slipped, the jib and mainsail were set and the steamer endeavored to make for the nearest land. Captain Reed stood by with the boat and as the terrified passengers began to jump overboard was able to save several lives, including those of J. T. Sherwood, British consul at Portland, and James H. Fowler, of St. John.

The scene of horror increased every moment. Six horses and two camels were pushed overboard and started to swim to land, but only two horses reached it. The big elephant rushed to the side of the steamer and jumped overboard. In doing this, and in its struggles in the water to upset a raft of planks and ledgers, on which a number of people had found refuge, and several were drowned. Finally, the animal started to swim to land but it never reached there. Every animal of the caravan, except the two horses, perished.

Help was near at hand, for the fire was seen by the United States revenue cutter, Veto, commanded by Howard Dyer of Castine, which reached the scene half an hour later. This was a schooner of 40 tons, and its boats were so small as to be of little use in the work of rescue. Capt. Reed and his men, however, saved about forty persons. The last boat load was put on board the cutter at 5.30 o'clock and landed at Isle Haut about 7 o'clock in the same evening. By the time the last survivor had been rescued, the burning steamer had drifted five or six miles. It was then a sheet of flames and was being blown rapidly out to sea. The light disappeared from view about 10 o'clock.

Thirty-two people lost their lives; twenty-nine were passengers and three belonged to the crew, including Mar-

### NEW DERBY HATS.

THE NEW BLOCK FOR FALL, 1903 has just come to hand and we will be pleased to take orders for one of "our own make" of Derbys.

The best hats on the market at the prices: \$2.00, 2.50, 3.00.

### Anderson's,

Manufacturers, - 17 Charlotte St.

### Umbrellas

Recovered, Made, Repaired.

**CHAIRS** Reseated—Cane, Splint and Porcelain. (L.S. Cane only).

Hardware, Paints, Glass and Putty.

### DUVAL'S

17 WATERLOO STREET.

Come to 44 Germain St., or Call up 'Phone 1074 FOR ANYTHING IN

### Hardware,

Paints, Oils or Glass.

Screen Doors, from 75c to 1.00.  
Window Screens, 80c to 1.00 yard.  
Green Wire Cloth, 10c to 30c yard.

**J. W. ADDISON,**  
MARKET BUILDING.  
Open Friday Evenings

### CLOCKS.

Another lot of Clocks just received, and we can give you a Good Clock for House, Office or Factory, in French or American, and from the best Manufacturers

COME AND SEE THE GREAT VARIETY.

41 King St.

### FERGUSON & PAGE,

### TOURISTS

To call and inspect our direct importations of

### Souvenir China

Wedgewood Ware, reproductions of English Antique Pottery and Scotch Motto Ware.

**O. H. WARWICK CO.**  
Limited.  
78 and 80 KING STREET.

garet Watts, the stewardess. Among the five cabin passengers lost was Mr. Price, of the St. John river. Of the forward passengers those lost were four men, nine women and ten children. Several of the women despairing of rescue, threw their children into the sea and jumped after them. One woman swam three times around the steamer before she sank and was drowned.

Among the St. John men who were saved were: Andrew Garrison, Capt. John Hammond, John Ansley, George Eaton, James H. Fowler and W. H. Harrison. Stinson Patten, of Fredericton was also among the saved.

In addition to the loss of the steamer and cargo, a large amount of money in bills and specie was destroyed in the fire. There was no insurance on the vessel or other property and the total loss was estimated at about \$100,000.

In the work of rescue Captain Reed received great help from W. G. Brown, the steward, and both men were greatly exhausted by their labors. They, with others of the crew, reached St. John on the following Saturday, in the schooner Ploughboy from Eastport. Here a fresh shock awaited Capt. Reed. His son had died on the very day the steamer was burned and was buried a few hours after Capt. Reed's arrival. His name is found on a stone in the Old Burial Ground.

The friends of Capt. Reed in St. John soon after presented him with a purse of \$251, in recognition of his work in rescuing the passengers and crew and Steward Brown received \$110 as a gift from a number of the young men of the city. Captain Reed became harbor master of this port in 1841 and died in August, 1860.

For a number of years it was the custom of the St. John men who survived the disaster to sup together on the 25th of October in each year. One of the last of these survivors, apart from Mr. Harrison, of Sackville, was George Eaton, who died on the 24th of October, 1886.

### CONSUL WASN'T KILLED.

### Fake Story Arouses the U. S.—Warships Will Go To Turkey Just the Same.

CONSTANTINOPLE, Aug. 28.—It transpires that the report that Vice Consul Magelsen was killed is incorrect. An unknown individual fired at him and the bullets passed close to him and the bullets passed close to the vice consul but did not touch him. The vail of Beirut afterwards visited Vice Consul Magelsen, expressed his regrets for the outrage and ordered measures for the arrest of the perpetrator. The error in stating that Vice Consul Magelsen had been killed arose from a mistake in a cipher telegram.

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### NEW MILL AT STONEY.

### HALIFAX, N. S., Aug. 28.—Work was begun today upon excavating for the foundation of the new red mill of the Dominion Iron and Steel Company at Sydney. The mill will be a large one and work on it will be pushed vigorously until completed.

### POLICE COURT.

In the police court this morning Mrs. Robinson, of Torriburn, gave her evidence in the case against the four men accused of stealing from John Dowling's house. She said she saw three young men pass Torriburn station on the day of the robbery, but was unable to identify the prisoner Wilson as one of the men. Detective Killen told of finding stolen property on the men. The prisoners were committed and will come up for trial in circuit court on Tuesday next.

John Brayley, who was given in charge by G. Whittaker, was let go on a satisfactory arrangement.

A sailor named Charles Babby, who deserted from the S. S. Coringa, was sent back to his ship.

### VITAL STATISTICS.

The board of health reports that 17 burial permits were issued during the week. The causes of death were as follows:

Cholera infantum	5
Consumption	3
Delirium	1
Diphtheria	1
Brachitis	1
Pertussis	1
Paralysis	1
Meningitis	1
Enteric fever	1
Enteure birth	1
Cancer	1
Eclamptic convulsions	1
Total	17

During the month of August, thirteen cases of infectious diseases have been reported. Of these five were scarlet fever, five diphtheria, two typhoid fever, and one of measles. In the present week only two cases, one each of diphtheria and measles, have been reported.

Dr. and Mrs. A. Pierce Crockett, returned yesterday from Dalhousie, where they have been spending a short vacation.

Don't forget the band concert in Riverview Park, Douglas avenue, this afternoon at three o'clock.

of Hon. Ward Chapman and Robert Baxter.

The director of the Bank of New Brunswick for the week was T. Millidge. The cashier was H. H. Carmichael. In the savings bank the managers for the week were John Ward, junior, and James Kirk. The amount deposited January 3rd was fifty-two pounds. Thomas Heavisdale acting cashier.

The paper contains death notices of Thomas Nugent, George A. Freeman, Mrs. Abigail Sweet, Elizabeth Russell, and Henry Pratt.

The marine arrivals during the week were ship Hermit, Capt. Battray, Greenock, Owens & Budd, agents. New brig from Bass River, Capt. Ross, A. Edmond, agent. Schooner Washington, Howard, Boston.

Among the reading matter is a verdict of death from excessive drinking in the case of William Kelly, private of 52nd Regt. James Bennett was sworn in as provincial life surveyor. Papers were received announcing a great fire in Edinburgh in November, 1884. A letter from Sierra Leone gives accounts of the ravages of famine and sickness. East Indian advices give interesting accounts of the Burmese war.

### Apples, Pears, Tomatoes, Peaches, Corn, Squash

**CHARLES A. CLARK'S,**  
48 CHARLOTTE STREET, MARKET BUILDING Telephone 503.