

ST. JOHN STAR, FRIDAY, SEPTEMBER 16, 1904.

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STORM WAS VERY HEAVY ALONG THE COAST.

Wind in Some Places Blew at the Rate of
Eighty-four Miles an Hour, but Com-
paratively Little Damage Done.

The bark Launberg, now at New York, will come to Tusk to load lumber for Painesville.

The American schooner W. R. Chester has completed repairs at St. John, and is loading for an American port.

Schooner Frank and Ira has loaded 1400 at Point Wolfe and is ready to proceed for New York.

Parrish schooner Vere B. Roberts is receiving a new foremast, after which she will proceed up the bay to load for the U. S.

Schooner Harlow, bound to New York with plaster, came in during the gale for harbor and anchored in the harbor eddy in a dangerous position, but the wind shifting to the north-west, she made sail and got into a good position without damage.

Barkentine Hattie G. Dixon, Capt. Shanks, from Windsor for New York with plaster, anchored off the island at midnight Wednesday, and rode very heavily until yesterday at two o'clock. Everything movable was washed from the decks. The sea broke all over her, burst in the cabin windows and flooded the cabin. The crew were compelled to slip both chains and anchors and run before the gale for the harbor, flying the signal for a tugboat. Tugs Lord Roberts and Little went to her assistance and docked her safely at the Pettigill pier.

Ship Brynhild, rode out the gale safely outside the island.

Schooner Harry Knowlton arrived last night about dark from western port. She lost her captain, foremast and two ribs in the gale.

Pilot boat Howard D. Troop had a very rough time in the bay on Wednesday night, and returned to port last evening with the loss of foremast. She procured new sails and left yesterday for down the bay.

Tug Lord Kitchener returned about nine o'clock from St. Andrews, where she took a barge from Parrish.

Tug Douglas H. Thomas left yesterday afternoon for Louisville with a light barge in tow. She will call at Yarmouth and attempt to pump out the schooner Robert Erving, sunk at the wharf there.

The Sydney Record says it is reported that Capt. Frank Outram, formerly of Sydney and now master of the Allan line steamer Siberian, has been appointed to the captaincy of the turbine steamer Victoria.

The crew of the barkentine Cudown, Capt. Hinton, lying at North Sydney, for the second time tried to make the ship on Monday. They reported that the vessel was leaky and not fit to put to sea. County Constable Hood had a warrant for the captain's arrest, when the agent of the vessel interfered and prevented it on the grounds that the papers were not in order.

At present all the crew are aboard except one, he being allowed ashore under the doctor's certificate. The Cudown has sailed for St. John.

BOSTON, Sept. 15.—The centre of what might be called an equinoctial storm passed so close to the New England coast today that the shift of wind which followed its rapid progress to the northwest was accounted for many marine disasters.

The wind attained the velocity of a hurricane at many exposed points, such as Block Island, Nantucket and Highland Light. All of these points reported velocities of more than sixty miles an hour from the southeast, followed by a shift, inside of a few miles, to the northwest, from which direction the wind blew with even greater intensity.

After straving Vineyard Sound, Nantucket, Cape Cod and the Maine coast with many wrecks, the storm kept on to the province, where this storm was also accompanied by the heaviest rainfall that has been experienced in New England in a short period, for many years.

The storm centre passed a little west of Block Island, where it caused a wind velocity of 84 miles an hour, keeping on it cut across Buzzard's Bay and southeastern Massachusetts about dawn, causing great havoc in Vineyard Sound.

Anchored in Monmouth Light was the North Atlantic squadron, which was obliged to put to sea, while the Peoria and Pawnee came up the Sound. The wind at Woods Hole shifted from southeast to northwest in ten seconds at 8.30 this morning, showing the close proximity of the storm centre. The former cup defender Volunteer was saved from being blown on Nauset Island by the skill of her captain and the assistance of a steam launch.

The telegraph line on the Elizabeth Islands, connecting with the cable to Vineyard Haven, was wrecked. Many houses on Vineyard Haven were unroofed, and the steamer Gay Head narrowly escaped being wrecked in Vineyard Haven harbor.

The storm was also very severe in Narragansett Bay, where many small boats were thrown ashore.

The storm reached Nantucket with its greatest intensity about 9 o'clock. The mast of the Marconi wireless station was destroyed and several houses unroofed. The steam yacht Aquilo of New York, which left the harbor before the storm broke, had not been heard from at a late hour tonight.

Three barges anchored in the bay last night had disappeared this afternoon. The storm passed over the end of Cape Cod shortly after nine o'clock and the wind which had been blowing 72 miles an hour, from the southeast sud-

dently changed to the northwest and blew a little porgy steamer which had been lying under the lee of the Cape, to destruction on Peaked Hill Bars. Fortunately every one of the twenty-five members of the crew, through the efforts of Capt. Cook and his life-savers, of the Peaked Hill Bars Station, was landed in safety.

The most serious wreck on the Maine coast was at Southwest Harbor, Mount Desert, where the schooner Ida M. was blown ashore on Long Ledge. The crew was taken off in safety. A number of small boats were wrecked ashore on the coast. Besides the gale in Halifax the storm caused the wreck of the fishing schooner Agatha at Indian Bay, and the blowing ashore of the Gloucester fishing schooner Golden Hope at Indian Beach, C. B.

It is feared that today's record does not complete the entire list of disasters caused by the storm.

NEW YORK, Sept. 15.—A number of lives were lost, much property damaged and several ships were wrecked in the storm which swept up the Atlantic coast last night and today.

It was one of the fiercest September storms on record—thunder and lightning adding terrors to a howling gale, which swept drenching sheets of rain over sea and land.

Tonight telegraphic reports say that the storm has swept into the ocean and from the Canadian coast.

The greatest loss of life was near Wilmington, Del. The tug Israel W. Durham, with ten persons aboard, was swamped in the Delaware River and eight of the ten men drowned.

From farther down the coast comes the report that five men were drowned near Charleston.

New York suffered comparatively little. The wind and rain and thunder and lightning were terrific, but little actual damage was done. Nineteen small vessels also went ashore on various parts of the coast near New York. One fatality was reported in this city, when a piece of iron fire escape was blown from a building and struck Carl Hierschman, killing him instantly.

The Josephine, a schooner, owned by Greenport, N. Y., struck on Peaked Hill Bars today and was smashed to pieces. The captain and crew of 21 men were saved.

From Wilmington, Del., tonight, comes the news that great destruction was caused by the storm. Trees were uprooted, houses flooded and crops ruined. In Chesapeake Bay the storm was particularly fierce.

WILMINGTON, Del., Sept. 15.—Eight men were drowned early today by the wind and rain of the tug Israel W. Durham in the Delaware River opposite the city. The tug was swamped while the heavy storm's fury was at its height. Her captain, John Williams, an employee of the dredging company, were the only ones saved.

The dead are Capt. Wm. Graham, Philadelphia; Harry Matthews, mate, Philadelphia; Wm. Ennis, engineer, Clayton; Wallace Sharp, New Jersey; Milton Townsend, Ludlow, Townsend, carpenter of Camden, N. J.; a fireman and the cook, names unknown.

Of the eighteen schooners lying in the Market Slip yesterday, five were loaded with apples, most of which were gravely damaged. The schooner, from the Annapolis Valley. These were selling out of the schooners for prices ranging from \$2.20 to \$2.50. One vessel which arrived a few days ago, had on board about five hundred barrels, and are being rapidly sold out. The apples are of good quality, although there is quite a quantity of windfalls which are good for immediate use.

A captain from the Annapolis Valley said yesterday that it was a fine sight to see the orchards along that section of the country. The limbs of the trees are so heavily laden with fruit that they are drooping to the ground, and in many cases have to be propped up to prevent them from breaking off completely, while the ground underneath is literally covered with windfalls. Not for many years has the fruit crop been so large as it is this season.

THE STAR

Which is read by every body.

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FOR EXHIBITION WEEK

CLOTHING



For
Men,
Youths,
Boys
and
Children.

Attractive Styles and Patterns
.....AT.....
Attractive Prices.

To the man who wants to pay
\$5.00, \$6.00, \$8.00 or \$10.00.

.....FOR A.....
New Fall Suit or Overcoat,
we offer special values—the best ever
given in St. John.

OUR STORE
IS.....
The Home of
Good Clothes.
The Abode of
Low Prices.

We guarantee satisfaction and refund
money when wanted.

We are Sole Agents in St. John for the
celebrated

"FIT-RFFORM CLOTHING."
THE HIGHEST GRADE, THE MOST STYLISH,
THE BEST FITTING.

Equal to Custom Tailor made at a much
less price.

Suits and Overcoats
\$12.00, 15.00, 18.00 and \$20.

See our Exhibit at
the Fair next week.

OUR NEW FALL AND WINTER
CLOTHING

Is on Exhibition at our Stores, and we
invite the public to call and critically
examine same. Take a look; you don't have
to buy.

Henderson & Hunt,
Fit Reform Wardrobe
40 and 42 King Street
Opposite Royal Hotel.

TWO HEARTY JAPS.

Yamamoto Brothers Came
to the City Yesterday.

Their Views on the War—They Have
No Desire to Return Home.

(The Sun.)

Fuji and Tony Yamamoto, the Japanese tight wire performers and perch artists, whose entertainments will be one of the chief attractions at the coming exhibition, arrived in the city yesterday and are staying at the Ottawa hotel.

Fuji Yamamoto is about thirty-three years of age, and he does not look it. His brother is ten years younger, and both are exceptionally clever. Tony Yamamoto speaks the English language rather better than his older brother, but both converse very freely and as conversationalists they are perhaps above the average. They are faces of interest, for there is always something more to be seen each time one looks at them. With sharp black eyes and short, stout bodies, they present a striking contrast to the average Englishman, but no member of the latter race could be more active and alert. Their eyes seem to jump when mention is made of the Russians and they are well posted on the events of the war and the chances which their countrymen have to win.

"What do you think of the war anyway?" the younger brother was asked.

"I think Japan is certainly up against it," he replied, "but she will win; she is sure to win."

"What do you people here think of it?" he asked in turn, and seemed very much pleased when the reporter assured him that most were anxious for Japan to win.

"The older brother ventured, 'in that Battle fleet. If it gets around in time it is possible that the Japanese communications may be cut off.'"

Tony Yamamoto did not think it would get around before the ice made, and if it did it would receive a warm reception from the Japanese.

The brothers say that they have many personal friends fighting for their cause in the present conflict, but they themselves have no desire to return.

They came to this country about ten years ago from Nogyo, where they were born. Nogyo is about 400 miles distant from Tokyo, and is the largest city in Japan. It claims the distinction of being the Japanese city to manufacture and operate electric cars. "That was only three years ago, and," said the younger brother, "Japan has made wonderful progress in those three years."

They have been educated to the tricks they now perform since early childhood, for their parents followed the same profession, and they have two brothers at home who are traveling as these men are.

Fuji Yamamoto is a married man, his wife, an American lady, is now at Hot Springs, Arkansas, for her health.

They have been idle for only two weeks during the last two years. From here they go to Trenton, N. J., and employ themselves in a variety of ways, have given performances at some of the largest theatres in the States, and are said to be the best in their line in America.

After the war is over they are planning to go to Japan on a visit, but not to stay.

PLAYED WITH HIS WHISKERS.

New York Sports Had Some Fun at
Moncton Station.

MONCTON, Sept. 15.—Two New York bloods who gave their names as Hale and Morrison, on the way to Miramichi on a hunting trip, created a mild sensation at the railway station this afternoon by making a display of their greenbacks, and down the station platform and offered five dollars for any old hat, finally finding a pair of them. They also offered to purchase handkerchiefs at a dollar apiece, but no business was done in that line. They finally paid two dollars to a bystander with whose whiskers they had taken undue liberties. They promise to make things lively in the Miramichi woods.

UNDER TWO FLAGS.

Capt. J. H. Woodhouse of the 2nd Westchester Regt. delivered a very interesting lecture in No. 1 Barracks of the Salvation Army last night. A large and representative audience was present and the lecture was greatly enjoyed. Capt. Woodhouse has served at Malta with his regiment, and was in South Africa for three years, serving under Generals French, Kelly, Kenney, Clement, Babbington, Rundle, Tucker and Cunningham in the Boer war. His lecture last night, entitled Under Two Flags, was a brief review of his experiences in South Africa. Capt. Woodhouse is a pleasing speaker and will repeat his lecture at the Indianant barracks this evening.

TRACY STATION, Sept. 15.—The Free Baptist General Conference opened in the P. B. church in the midst of pouring rain. About twenty ministers have arrived. Revs. Bell, Mott, Prosser, S. Perry, W. H. Perry, J. Perry, Gregg, Bonnell, McNish, Ferguson, Wilson, Patterson, Phillips, Noble, Paul, Currie, Hartley, Parker, Long, Cochran and others. Our pastor, Rev. J. B. Daggett, is kept busy sending them to their respective homes, which have been kindly provided by the people of this place. The delegates are expected on Friday and many visitors on Saturday and Sunday. The meetings will continue for a week, and Baptist union will be brought before the conference and voted on.

FAREWELL BANQUET

TO REV. D. J. FRASER.

Montreal's New Professor Given a Hearty
Send Off by Party of Friends at
Union Club.

(The Sun.)

The banquet tendered by a number of friends at the Union Club to Rev. D. J. Fraser on the eve of his departure to Montreal was a very successful affair, and was a noteworthy tribute to the influence wielded by Dr. Fraser while in this city. About sixty gentlemen, representing all walks of life, sat down to dinner in the large banquet room. Prominent clergymen, members of the bar, physicians, business and commercial men all vied in their efforts to do honor to their guest. The tables were beautifully trimmed with flowers and colors and a beautiful repast was served during the evening.

That I was going to get such a tribute of respect on the eve of my departure for Montreal I suffered from a severe attack of heart fright. I do not know of anything I have done to deserve such a tribute, and have had very few connections outside of my work in St. John's church. The newspapers never took much notice of our affairs except when the light went out. (Laughter.) I have not identified myself with any societies of moral reform nature, nor have I been especially prominent in the affairs of the club. But I sincerely appreciate this and accept it as a friendly tribute from friends, and I will always look back upon this banquet with great pleasure.

Dr. Fraser paid his hosts a compliment in a few words of the late Norman McLeod concerning the relation between the latter's graces and the food at a banquet. Dr. Fraser deplored the absence of a college in this city and said he wished some one would give the U. N. B. a few millions and have it removed from Fredericton to St. John. Speaking of golf and other sports he considered that these should have a place in every man's affairs and the one who had no interest in them should be watched, especially a clergyman. He believed that if troubles between congregation and pastor were traced back to their proper sources they would be found to arise in nine cases out of ten from unorthodox conduct on the part of one or the other. All sportsmen should be good churchmen; and all churchmen good sportsmen. "I thank you all, from the bottom of my heart for this pleasant send off and I hope to return to St. John during the summer holidays. I will carry away with me the memory of friendship made not only in my own church, but in all the churches in this city."

His Honor Judge Barker then proposed the toast to theology, law and medicine, and coupled with it the names of Rev. J. deSoyres, Recorder, Skinner and Dr. Walker. Mr. deSoyres in his response was most happy and delighted the guests with his clever turn of thought. His appreciation of Dr. Fraser's work was very eloquent. The recorder and Dr. Walker spoke for the Yabber profession and were given close attention; both paid homage to the broad Christian character of Dr. Fraser.

A song by Mr. Gillespie was much enjoyed as well as some somewhat later by Mr. Norman, entitled The Admirable Broom.

Speeches were also made by Rev. Mr. Ireland, George McAvilly, Mr. J. M. Magee, J. Knight, C. J. Cooney and Sheriff Ritchie. The last speaker had been intimate with Dr. Fraser since his first arrival in St. John, and words of farewell made a strong impression on those gathered in the room. "If the other men about this board have had as true a man, as kind a friend, and as genial a companion as I have had in Fraser, then they are lucky individuals."

About one o'clock the gathering broke up with cheer and song, and the chairman and the singing of the national anthem.

REV. D. J. FRASER.

Judge Barker presided, having the guest of the evening at his right and Rev. John de Soyres at his left.

The toast to Our Guest was proposed by the chairman, Judge Barker, who spoke eloquently in praise of the power for good that Dr. Fraser's influence on the links and the curling rink when members were apt to give way to expression of their feelings at exciting moments. This influence for good would have to be passed on to other and less capable shoulders among the citizens. The speaker remarked that this was Dr. Fraser's birthday, and though he did not know how old the doctor was, yet he assured him that he knew many men at his age who were not half so good. (Laughter.) In conclusion, he expressed his own and his fellow citizens' deep regret at Dr. Fraser's departure and hoped he and they would see him again in the city.

Dr. Fraser's health was drunk amid cheers, and when he arose to reply he received a great ovation. After a time he was permitted to speak.

"I must confess that when I learned

HAD A ROUGH PASSAGE.

Passengers on the St. Croix Experienced All Kinds of Weather.

The 107 passengers on the St. Croix had a unique if unpleasant experience on Wednesday night. The boat left Boston on Wednesday morning and had stormy weather all day. On Wednesday night and Thursday morning the elements got so mixed up that none on the St. Croix could remember such weather in the Bay of Fundy. The wind was blowing a gale and sometimes reaching hurricane force. Capt. Pike estimated the speed at some points to be 80 miles an hour. To add to the inconvenience the rain came down in such a manner that it was hard to know which was driving rain and which driving spray from the waves. Both, however, were very unpleasant to those who had to be in the open. All this time the vessel was lying in a dense fog, a most unusual thing with the wind so high. A violent electric storm added to the fury of the night. It was impossible to hear the thunder above the howling of the gale, nor could fog signals be heard. With the fog so dense and the sea so high Capt. Pike did not venture to enter Eastport and the St. Croix lay some four hours off Liberty Island, which is near the entrance to Machias harbor. When at last the fog lifted and the boat entered Eastport harbor there were few of the passengers who could boast of not being seasick, although the St. Croix rode the storm in a most creditable manner. Eastport was left at 9.30 last evening and the St. Croix made a very good run to St. John, reaching the wharf about twenty minutes to one.

SEPT. 19th IS THE DAY.

OTTAWA, Sept. 15.—It is now stated that the Canada Eastern railway will be taken over by the I. C. R. on September 19th.

SMITH UNSEATED.

SAULT STE. MARIE, Ont., Sept. 15.—The judges have practically given judgment unseating Smith, liberal, representing Sault Ste. Marie in the Ontario legislature.

THE NEW FIRE ALARM.

South End Boxes.

No. 1 Engine House, King Square.

No. 2 Engine House, Union street.

No. 3 Engine House, Main street.

No. 4 Engine House, Main street.

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