

DON'T MISS IT.

We have a few more of those Lawn Swings and would advise intending buyers to call early and secure one. They will soon be all gone.

We also have a good line of HAM-MOCKS which we will sell at bargain prices.

W. H. THORNE & CO., -- Limited.

Agents for A. G. Spalding's A Bros. Athletic and Sporting Goods

\$1.75 Women's Laced and Button Boots.

Good quality Dongola Kid stock, McKay Welt, new shapes and styles. For a medium priced boot these are remarkably good value.

One Seventy-five a Pair.

Waterbury & Rising.

61 King St. 212 Union St.

A BIG BLAZE STARTED INSTANTLY

is the effect produced by striking a

Headlight Parlor Match!

Made by Canada's greatest match makers, THE E. B. EDDY CO, LTD 5 Cents a Box.

SCHOFIELD BROS., SELLING AGENTS, ST. JOHN, N. B.

Chandeliers, Hall, Table and Bracket Lamps, CHIMNEYS, BURNERS, WICKS, &c., at Lowest Prices.

J.R. CAMERON, Lamp Chimneys, Burners, etc. 64 Prince Wm St

Prime Western Beef

If you want a nice Roast or Choice Steak from Prime Western Beef, call and see us. In new Vegetables we have New Squash, Green Peas and Beans, Sweet Potatoes, Ripe Tomatoes, Carrots, Beets and Turnips. Telephone your order it will receive the best of attention and be delivered promptly.

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

HUTCHINGS & CO.

MANUFACTURERS OF AND DEALERS IN

First Class Bedding, Wire Mattresses, Iron Bedsteads and Cribbs, Invalid Wheel Chairs, Etc.

101 to 107 GERMAIN STREET.

Men's Suit Sale

Still Booming.

The interest in this GREAT SUIT SALE is growing each day and the piles are gradually dropping down. Hundreds have already benefited by this sale--WHY NOT YOU?

\$5.00 Suits, now \$3.95 \$7.50 and \$7.00 Suits, sale price \$6.00

\$12.50 Suits, now \$8.95 \$15.00 Suits, now \$10.95 \$20.00 Suits, now \$14.95

This sale, \$8.00

Alterations, when necessary, made free of charge.

J. N. HARVEY, Tailoring and Clothing, 199 and 201 Union Street

ABUSES LIPTON.

Rev. J. H. Hector Said Things Last Evening.

Calls on God to Prevent the Englishman From Winning the International Trophy

Rev. J. H. Hector, the colored temperance speaker, held forth to large audiences in the Opera House yesterday. At the evening meeting he spoke on the "Season which never comes," and swung from one subject to another with his usual freedom. But throughout the address there was running a temperance argument and on this line Mr. Hector, in the minds of many present, went just a little too far.

He has a habit of mixing local subjects, or subjects of current interest, in his addresses, and last evening took advantage of the opportunity to have a crack at Sir Thomas Lipton, for no other reason than that the Englishman is the head of a large company which sells liquor among other articles of commerce, in the same way as is done by many of the larger grocers in the old country.

Mr. Hector said: "THERE IS A MAY A TITLED ENGLISHMAN AND A MILLIONAIRE, OVER WHOM AMERICANS AT THIS MOMENT ARE GOING CRAZY. HE IS A MAN IN WHOM LOVE OF WEALTH AND SPLASH FREDOMINATES; A MAN WHO HAS NOT SCRUPLED TO WRECK HUMAN HAPPINESS IN THE ACCUMULATION OF HIS DIRTY PILE."

"THE MAN I REFER TO IS CALLED LIPTON, WHO SELLS RUM AND GROCERIES AND SAILS BIG YACHTS. HE IS OVER HERE TO LIFT THE CUP."

"I HOPE TO GOD HE FAILS, AS HE HAS IN TWO PREVIOUS ATTEMPTS."

The audience was much amused at Mr. Hector's remarks, but evidently did not consider the matter worth becoming excited over, for, beyond some derisive laughter, no particular demonstration was made.

The Shamrock, III, owned by the wrecker of human happiness, has shown herself to be a good boat, and in spite of the tremendous importance of the temperance principles involved in her coming performances, there are many who will be more than pleased to see her win.

LATE PERSONALS.

Frank Berry, of N. S., and his sister, Mrs. Wentworth Roberts, of North End, took passage, Aug. 8, on the Calvin Austin, for New York.

Miss Besse Hoyt, of Bridgetown, N. S., is the guest of Geo. A. Knodell, Elliott Row.

James Quinn came down from Fredericton this morning.

J. B. McIntosh, one of the mechanical engineers employed at the Washoe smelter, left last night for New Brunswick, Canada, on a month's vacation. He will bring back Mrs. McIntosh and child, who have been visiting relatives in the east for the past two months. -Annapolis News, Aug. 2.

Rev. E. N. Nobles left for Sussex this morning.

Stewart L. Fairweather, Jos. G. Harrison and Alex. McMillan, who were up river on a canoeing trip, arrived by C. P. R. from Woodstock this morning. The ladies of the party, Mrs. Munson, of Montreal; Miss Mabel Thomson and Miss Muriel Robertson, remained in Woodstock. The party embarked at Grand Falls and paddled down to Woodstock. They had a most delightful trip.

MRS. JAMES D. WILLIAMS.

The many friends of Mrs. J. D. Williams will regret to hear of her death on Sunday, 9th of August. The deceased had been in poor health for about two years, but nothing serious took place until Tuesday last, when she became dangerously ill. The family was immediately summoned, despatches being sent to Capt. E. Clyde Williams, New York, and Wilder L. Eastport, the former arriving on Sunday, the latter on Saturday. Mrs. Williams leaves a husband and ten children, three daughters, Mrs. David J. Whippley of Westfield, Miss Irene A. and Emily M., both at home; and seven sons, Cape. E. Clyde Williams of ship Lewanika, New York; Hudson L. of Moss Glen; Jas. Renforth and Leonard B., of Holderville; Stanley A., contractor; Wilder L., of str. Calvin Austin, and Chas. B., of Singer Mfg. Co. The funeral will take place on Tuesday at 12.30 o'clock from her late residence, Holderville, after which the remains will be conveyed to the Methodist church at Long Reach, where service will be conducted by Rev. Mr. Pierce. The interment will take place at the church cemetery. Her six eldest sons will act as pall-bearers. Mrs. Williams was the daughter of the late Samuel J. and Sarah Holder of Holderville.

LATE LOCAL NEWS.

The Rev. Mr. McDonald, curate of Trinity church, conducted a service in the goal yesterday afternoon at four o'clock.

Today, at Fort Dufferin, is being devoted to general cleaning up. Everything is undergoing examination for the detection of flaws, etc., in the arrangement of the camp. The P. E. I. squadron is expected to arrive tonight.

MARRIAGES.

PERRY-HAWKINS--On the 7th inst., at the Methodist Parsonage, Burpee avenue, by the Rev. Dr. Wilson, William James Perry of Chipman, Queens county, to Lena Hannah Hawkins of this city.

THE SUSPENSION BRIDGE DISASTER.

An Interesting Document Which Gives Particulars of the Events of August 8th, 1837.

The article which appeared in Saturday's Star on the Suspension bridge disaster has been read with much interest. A further account of the memorable events of Aug. 8th, 1837, will be found below.

Dr. J. H. Grey, of Fairville, has in his possession a framed copy of a poem written and published just after the disaster. The author was Rev. George Bond, and copies of the poem were sold for fourpence, the proceeds being given to those who suffered by the accident. The poem is called "The Remembrance, and deals with the events of Aug. 8th, 1837. The following, which is printed on Dr. Grey's document, below the poem, may be of interest: "On Tuesday morning, the 8th instant, about nine o'clock, the scaffolding erected for the purpose of carrying over the bridge from Portland to Carleton, together with the iron chains on which the same rested and a great body of materials, fell with a most tremendous crash into the river. About thirty of the workmen were on various parts of it at the time, sixteen of whom, including the engineer and the three superintendents, were fortunate enough to be either on the part of the work which stood, or retreated thereto on the first alarm of danger. The remaining number were precipitated with the mass of timber, chains and materials into the water below; seven were either killed or drowned, and the remainder more or less seriously injured. The following is a list of the sufferers:

DEAD.

Michael Watts, of Portland, who has left a wife and three children.

George Buckley, a widower, who has left three children.

Daniel Leahy, single man, a native of Ireland.

David Mallman, of Carleton, a young man who was the eye of marriage with a young woman of excellent qualities.

Harry Lord, of Carleton, who has left a wife and four children.

John Harris, a native of England, who has left a family.

John Maberry. [The bodies of the last four have not been found.]

WOUNDED.

Major McIntyre, dangerously, both legs broken and otherwise seriously injured.

Dennis Morrison, several ribs broken. James Buckley, (son of the deceased George Buckley), shoulder broken and otherwise injured.

THE TABLES ARE TURNED.

When It Comes To Killing a Russian, the Car Wakes Up.

ST. PETERSBURG, Aug. 10.—The czar has demanded the exemplary punishment not only of the murderers of the Russian consul at Monastir but of all the military and civil officials in any way responsible for the crime.

ST. PETERSBURG, Aug. 10.—The assassination of the Russian consul at Monastir, M. Rostkovski, the second murder of a Russian consular official in Macedonia within a few months, has created intense indignation here. In reporting the occurrence to the foreign office, the Russian ambassador at Constantinople telegraphed Aug. 8: "The Russian consul at Monastir has fallen the victim of an atrocious crime. The grand vizier and the Turkish foreign minister have come to me with expressions of regret in the name of the Islam faith. The grand vizier informed me that the assassin was a gendarme named Hallm and that he will be subjected to the severest punishment and the vault of Monastir will be removed from his post."

BELGRADE, Servia, Aug. 10.—According to reports received here, M. Rostkovski abused the Turkish gendarme who was doing sentry duty for not saluting him and called him a "pig of a Turk," then he struck the sentry with his whip, saying, "Next time, perhaps, you will know me." The gendarme thereupon fired on the consul. It is stated that M. Rostkovski was hated by the Turks on account of his intense arrogance.

CONSTANTINOPLE, Aug. 10.—The murder of the Russian consul, M. Rostkovski, has caused intense excitement here and is the sole topic of conversation in the streets, cafes and public restaurants. The general belief is that the incident is bound to considerably aggravate the already serious situation in Macedonia, and it is felt that it will undoubtedly encourage the Bulgarians to support the insurrectionary movement, which is spreading rapidly, notably to the southward of Monastir.

According to mail advices from Monastir, dated Aug. 5, the insurgents who recently occupied the little town of Krushevo, 23 miles north of Monastir, numbered 900. They killed the garrison, consisting of 62 soldiers, dynamited and burned the government buildings and then hoisted on a hill overlooking the town a red flag, bearing on one side a lion with the inscription "Death or liberty," on the other the words "Courage brethren." The rebels were still in possession of the

John Parks, seriously hurt. Robert McIntyre, William Cummins and Robert McFarlane, slightly hurt. While such universal sympathy is so justly excited for the widows, children and relatives who have been deprived of their supporters and friends by this melancholy catastrophe, no enlightened and feeling mind can avoid deeply regretting the failure of this magnificent undertaking and the name time lamenting the heavy loss to which the public spirited stockholders have become subjected.

About the same hour at which the above accident occurred, the common council had assembled to make arrangements for proclaiming Her Most Gracious Majesty, Queen Victoria, that day having been officially appointed for the purpose. Before they arose from their seats they were informed of the occurrence and requested that some place might be immediately appointed for the reception of the dead and wounded. This was promptly attended to—and while the unfortunate sufferers were being conveyed to the places pointed out, attended by medical gentlemen, minute guns commenced firing, commemorative of the death of His late Majesty William the Fourth, and the colours on the telegraph stations and the different vessels in port were waving half-mast high—altogether one of the most heart-rending scenes the city has ever witnessed. The Supreme Court was sitting at the time and His Honor Judge Parker, who presided, very properly adjourned it.

At two o'clock, agreeably to the arrangements made by the Common Council, that body, together with the Chief Justice and Members of Council and Assembly, Magistrates, Sheriff and Coroner, Members of the Bar, Military, and a large concourse of the inhabitants, assembled at the Court House and its vicinity, where the proclamation of Her Majesty's accession was read by the herald appointed for the purpose. It was again read in Kings', Queen's and the Market squares on both sides of the harbour, and in the Parish of Portland.—May Her Majesty's reign over the vast dominions of the British Empire be as beneficial to the nation as that of her ancestors.

"Price 4d. The profits arising from the sale of the poem shall be faithfully distributed among those who were rendered widows and orphans by the awful catastrophe which it commemorates."

"Saint John, New Brunswick, 17th August, 1837."

"D. A. CAMERON, Printer."

down when the letters were sent off. Practically the whole country north of Monastir is in revolt. The Turkish officials' reports state that fresh bands of revolutionaries in considerable numbers have crossed the frontier from Bulgaria during the last few days. The local Bulgarian officials, however, deny this and declare that the strictest watch is being kept along the frontier.

THE FIGHTERS LOAFING.

Jeffries and Corbett Taking Things More Easily.

SAN FRANCISCO, Cal., Aug. 10.—Both Jeffries and Corbett find it easy yesterday doing practically no work. Jeffries has announced that he will do no more boxing but he has not yet fixed a date for leaving the Springs for this city. Corbett will discontinue his routine. There has been some betting of odds of two to one with Jeffries the favorite.

SONG OF THE MOWER.

With hands all calloused and hard, With red and purple skin, The suburbs with all his might Keeps moving his grass machine! Push! push! push! With bending lower and lower, They frogs they croak and crickets creek The Song of the Old Lawn Mower.

Shovel! shovel! shovel! From morning till late at night, And push! push! push! With all your muscle and might, It's oh, to be once more In the clasp of a city fist, Where you don't have to rattle an old machine, With a cabbage leaf under your hat.

Click! click! click! Till the drain begins to rock, Sweat! sweat! sweat! From your bonnet right down to your sock, Rocks and rubbish and sticks, Tomato cans and bean, These are the things I run across Plying the grass machine.

O men with country tastes, O men in city rags, Oh, you have lots to be thankful for, Yes, lots to be thankful for, Push! push! push! Is a thing you never used to see, Needs the broiling, baking, scorching sun, With the heat at a hundred and two.

Oh, for an hour of rest, Which I know will never be mine, Though for my part I'd let the grass Grow up 'bout six foot high, But a fellow he hardly rests, When a voice is heard nearby Saying, "Oh, dearest, don't you think The grass is getting too high?"

Then push! push! push! Till you will in your very clothes, Shovel! shovel! shovel! With face as red as the rose, It's oh, for a city retreat, Away from this rural green, I'd rather be slave to a Janitor Than work this grass machine.

INTERCOLONIAL.

Second Historical Article on the Running of the Road.

Containing Some of the Regulations Under Which the Officials Worked in the Early Days.

TRURO, Aug. 6.—Continuing my historical railway notes, I find that an order issued, dated at Richmond, N. S., 23rd Oct., 1849, and signed by L. Carvell, general superintendent, stated "that until further notice, apples, in carloads of 120 barrels each, may be transported as follows:

Between Windsor and Pictou, or the Landing, \$26 per car.

Between Richmond-Pictou, or the Landing, \$30 per car.

Between all other stations at fourth-class rates.

(How does this compare with the rates of today?) A circular issued by Superintendent Carvell, Aug. 14, 1874, announced that Albert Jones had been appointed chief clerk in the general superintendent's office, vice W. G. Robertson, resigned.

Edward Trites, appointed paymaster, vice W. H. McCann, resigned (it is worthy of note that after 29 years' service, Mr. Trites still holds an important position of paymaster, and has missed but few monthly trips over the road in that time. It is thought that when Mr. Trites retires, the system of paying by check will be introduced).

Alfred Brush, appointed cashier, vice George Ryan.

Thomas Williams, appointed chief clerk in mechanical department, vice J. F. Armstrong, resigned.

David Pottinger (now general manager), appointed general storekeeper at Moncton, vice William Sadder.

J. W. Wallace, to be travelling auditor.

F. W. Tappan, to be station master at Richmond, vice D. Pottinger, promoted to general storekeeper.

George Pick, to be station-master at Point du Chene, vice J. B. Foster. (The Mr. Foster referred to if we mistake not, is the ex-wagoner of Dorchester Penitentiary).

J. R. Fraser, to be storekeeper at Richmond, vice A. W. Clark.

SOME EARLY CHANGES.

The circular adds: "The position of master mechanic at Richmond has been abolished. Henry Appleton has been appointed foreman of repair shops at Richmond. (Mr. Appleton is dead). Hereafter the foreman at Pictou Landing, Stellarton and Truro, as well as at Richmond will be mechanical superintendents, who will maintain a direct supervision over the engines and engine drivers on the eastern division in the same way as hitherto on other divisions of the line."

On Aug. 17th, 1874, the announcement was made that the baggage department has been removed to Moncton, and that thereafter all returns "are to be sent there."

In 1874, locomotives were hired at \$30 a day, and cars at 50 cents a day.

BULLETIN BOARDS ESTABLISHED

June 12th, 1873, a circular, signed by L. Carvell, announced that bulletin boards had been established at Richmond, Truro, Stellarton, Pictou, Moncton, St. John and Point du Chene, for the general reporting of semaphores out of order, scarcity of water, frogs out, etc.

May 10th, 1874, train baggage masters were warned to be careful to examine letter boxes in station-master's office, Truro, and take all letters going in direction of their train. This order is signed by A. Busby, divisional superintendent.

On May 22nd, 1874, the following circular was issued by A. Busby, divisional superintendent at Truro, to conductors: Tickets have been furnished to Lieutenant-Governor Archibald and family, for use between Truro and Halifax, and are good for the single journey only. They are to be collected same as other tickets, and furnished to auditor at Moncton. Be particular in collecting them, as department is only paid for tickets collected. Each ticket has on back of it signature of general superintendent."

HOW PASSES WERE ISSUED.

On June 12th, 1873, Mr. Carvell issued the following as regards passes, which is very interesting at this date, thirty years later. There were six passes, designated as follows: Ordinary trip, printed with red ink on white paper; employees, black ink on white paper; telegraph, black ink on red paper; post office, black ink on red paper; militia, black ink on red paper. Annual passes were issued only by the general superintendent. The following officials were authorized to countersign passes—George Taylor, general freight agent (now dead); R. Luttrell, superintendent central and western division; A. Busby (dead), superintendent of eastern division; Jas. Coleman (dead), station and transportation master; W. G. Robertson, chief clerk; A. C. Dougall, private secretary; A. McNab, engineer; H. A. Whitney, mechanical superintendent. Heads of departments could not issue passes to employees outside of their special departments.

PASSES TO FAMILIES OF EMPLOYEES.

In those days, under certain restrictions passes were issued to the families of employees outside of their special departments.

Sanford Flemming, then chief engineer of the road, was authorized to issue passes to members of his staff while on duty, so was the post office inspector, superintendent of telegraph and deputy adjutant-general. Passes were also then issued to the police forces of Halifax and St. John, when requested by the chief of police. Cabinet ministers, the general officers of the

Reduction Sale.

To clear the balance of our stock of Men's Straw and Light Flat Hats, Children's Linen and Straw Hats, White and Colored Tams, &c., &c., the prices have been reduced to just one half.

Anderson's, Manufacturers, - 17 Charlotte St.

Come to 44 Germain St., or Call Up Phone 1074 FOR ANYTHING IN Hardware, Paints, Oils or Glass.

J. W. ADDISON, MARKET BUILDING, Open Friday Evening

NEW DULSE, SWEET POTATOES, AT CHARLES A. CLARK'S, 40 CHARLOTTE STREET, Telephone 303.

railway (heads of departments), track and roadmasters, locomotive, fuel and car inspectors could travel on the trains without passes.

CIRCULAR REGARDING SMOKING.

January 6th, 1874, Mr. Carvell issued the following order: "Arrangements have been made for a yearly ticket not to travel in an official car, but frequently went over the road in the cab of the locomotive. The order says: "Smoking must not be permitted in first or second class cars, except in the compartments arranged for that purpose. There is no reason why second-class passengers who do not smoke, should be annoyed any more than first-class, by persons smoking. As far as it is possible to do so, smoking compartments will be provided. Gambling must be permitted in the cars.

On July 3rd, 1873, notice was given that train register books had been placed at Halifax, Pictou Landing, Truro, Point du Chene, Panssec, Moncton, Sussex and St. John.

On June 13th, 1873, A. Busby, divisional superintendent at Truro, issued the following order: "Arrangements have been made for a yearly ticket between Halifax and Four-Mile House for the Sisters of Charity, these ladies will travel over the line between above stations without ordinary tickets."

In 1874, the deputy adjutant-general had power to issue passes to members of the rifle associations in uniform going to and from their competitions at Halifax and St. John.

In 1858 an order was issued as regards the carrying of powder from the Waverley powder mills. This powder was only to be carried in the magazines provided for that purpose.

On the 12th December, 1873, the following new stations were declared open for business—Oxford Junction, T. H. Patton, station master; Panssec, 26 miles from St. John, William Keniston in charge.

On and after 23rd September, 1873, telegraph signals were in working order at all booking stations.

On 25th September, 1873, Greenville Station, J. S. Forbier, in charge (still at post of duty), and Valley Station, Lewis Fulton (dead), in charge were declared open for business.

(To be continued.)

[Correspondence of the Halifax Mail For the first article see Saturday's Star.]

OPERA HOUSE.

4 NIGHTS, BEGINNING Monday August 17th, SPECIAL MATINEE WEDNESDAY. Mr. Harry Martell presents the beautiful temperance drama, The Volunteer Organist!

By William B. Gray. The Most Talked-About Play of the Age. See the realistic Snow Storm! See the Life Saving Dogs! See the Beautiful Church Scene! See this Magnificent Production!

Presented by a cast of well known players. PRICES—\$1.00, 75c., 50c., 25c. Seats on sale at the Box Office.

"PROVE THE PUDDING."

We will send you a 1,400 lb. load of Scotch Hard coal as it comes, for \$2.85, or re-screened for \$4.38, and take your order for your supply a few days later, if you like the coal. Special discount on American Hard Coal.

J. S. GIBBON & CO., Smythe Street near North Wharf and 6-12 Charlotte Street.