

## Around the City

FAIR AND WARMER

### VITAL STATISTICS.

Four marriages and fifteen births—eight boys and seven girls—were reported to the registrar during the past week, and fifteen burial permits were issued by the Board of Health.

### RESTING COMFORTABLY.

Ernest Stackhouse, of East St. John, who underwent a successful operation for appendicitis yesterday in the General Public Hospital, was reported last night to be resting comfortably.

### CASE APPEALED.

Frank Coleman who was arrested for interfering with the police while they were making an arrest recently at Coldbrook and was subsequently fined \$10 in the Brookville court, has appealed his case.

### ON MOTOR TRIP.

Mr. and Mrs. C. M. Leger with family of Moncton, N. B., returned to the city yesterday, leaving their home at seven o'clock in the morning. The party left on their return journey late in the afternoon.

### ENJOYED FISHING TRIP.

W. A. Sutherland, California, spent the week-end in the city and is leaving today for Washington, D. C., on business. Recently he returned from Nova Scotia where he enjoyed some excellent fishing on the Waugh River.

### THE POLICE COURT.

In the police court Saturday seven drunks were dealt with in the usual manner. Harry and Frank McAndrews were each fined \$88 or one year in jail for interfering with and resisting the police.

### BOUND FOR VANCOUVER.

Thirty-five men are leaving Monday evening on the Montreal express en route to Vancouver. These men were hired in the city for work in the British Columbia forests in getting out lumber for airplanes.

### KILLED BY MOTOR TRUCK.

On Saturday evening "Pido," the faithful and everyday companion of C. H. Flewelling, the engraver, was run over by a motor truck and instantly killed on his way home to the city after a bath in Courtenay Bay. Mr. Flewelling is much grieved at the loss of his pet.

### RURAL SCHOOL CLOSING.

The closing of the Rural Science School at Sussex, which has been in session since July 15, will take place on Tuesday evening next, August 4. The student teachers will take part and addresses will be delivered by prominent speakers. Hon. J. F. Tweeddale, Minister of Agriculture, and Secretary of Agriculture, W. R. Beek, expect to be present. The Ladies' Empire Orchestra will furnish music during the evening. The course which is about to close has been a most successful one.

### SPECIAL PROCLAMATION.

A special gazette was issued Saturday night containing a proclamation relieving from punishment, but not arrest for duty, all who have failed to report, and deserters and absentees drafted under the military service act who report for, or return to duty by August 24th. The military police will not suspend operations. The penalties for desertion mean long terms in prison and the court martial will deal very severely with all cases. It is pointed out that it is important to all men concerned that they take advantage of the proclamation and proceedings now pending will be proceeded with notwithstanding the proclamation.

### BAND CONCERT TONIGHT.

Tonight's concert will be a patriotic one, this being the fourth anniversary of the war. The City Cornet Band under the direction of Frank Waddington will render the following special programmes on the bandstand from 8 to 10 o'clock this evening:

God Save the King.  
National air, "O Canada." Lavalee.  
March, "Never Let the Old Flag Fall." M. Kelly.  
Overture, "The Fall of Jericho," Mallochhand.  
Waltz, "Ye Old England." Toland.  
Selection, "American Airs." Round.  
Cornet triplet polka, "Three Cheers for the Red, White and Blue." (Soloist D. J. Gallagher).  
Selection, "Upholding Freedom's Flag." Hume.  
(National Airs of the Allies).  
Waltz, "Sounds from Erin." Bennett.  
Selection, "Darkies' Dreamland." Bidgood.  
March, "My Own Canadian Home." McLaughlin.  
God Save the King.

### FREDERICK BYERS

#### BADLY INJURED

While Riding Bicycle in Fairville Saturday — Collided With a Horse—Was Taken To the Hospital.

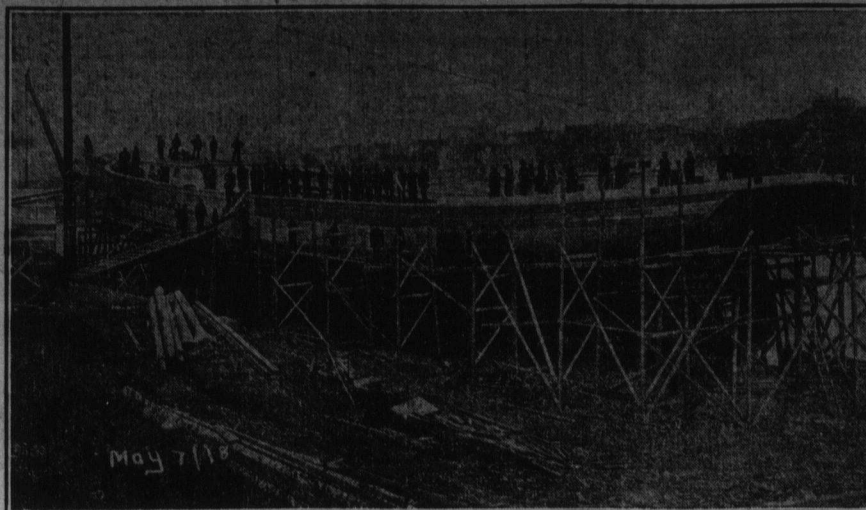
Frederick Byers, of Fairville, met with a painful accident on Saturday afternoon that necessitated his removal to the General Public Hospital. He was riding his bicycle in Fairville when he collided with a horse which knocked him down, inflicting severe injuries to his face. Dr. J. H. Allingham was summoned and conveyed the injured boy to the hospital where his injuries were dressed. It was stated at the hospital last night that the young fellow's face was badly contused, including a perforated upper lip and blackened eyes and that the injuries were of a painful nature, they were not serious and he would be able to leave the hospital in about a week.

### TO ORANGEMEN

Orangemen of St. John County East and St. John County West are requested to meet at Orange Hall, Germain street, on Monday evening, August 5th at eight o'clock. Hon. H. P. Murphy, M. P., and others will address the meeting. By order of the W. C. M., W. H. McDonald, County Secretary.

Knights of Phythas Memorial Day Services, August 19th at 6 p. m.

## DORNFONTEIN'S BOATSWAIN TELLS REMARKABLE STORY



The above picture of the four-masted Dornfontein was taken about four weeks before she was launched from the yards of the Marine Construction Company of Canada, Ltd. The vessel took her maiden dip on Tuesday afternoon, June 11.

**Says Officers of German U-Boat, Which Sunk St. John Vessel Off Coast of Maine, Treated Her Crew Like Gentlemen — Conveyed Them To Submarine, Gave Them Food and Permitted Complete Inspection of Underwater Boat—Vessel Blown Up After Supplies Were Removed—Crew Reached City on Saturday Afternoon.**

The fine schooner Dornfontein, 1,400 tons, the first vessel launched from St. John yards since the revival of ship building, fell a victim to a German submarine on the Atlantic coast on Thursday last at noon and after removing provisions from the ill-fated vessel the Hun poured an inflammable material over her, set time fuse bombs in her gasoline tanks and blew her to atoms. They first took the crew on board the U-boat, provided them with food and put them in an open boat with directions how to reach land. After rowing all Thursday night and until early Friday morning the members of the crew reached Ganett Rock from which place they were brought to this port, arriving here on Saturday, after a most remarkable experience.

### A Remarkable Story.

Oscar Danielson, of Norway, who lives at 19 Sewell street, when seen by a representative of The Standard last evening told a story so remarkable and so completely at variance with other reports of the conduct of Hun officers participating in submarine operations, that it is almost incredible. According to Danielson, who was the boatswain of the Dornfontein, the Germans used the captain, officers and crew of the Dornfontein with surprising courtesy, extended to them the privileges of inspecting the submarine, gave them food and expressed regret that the circumstances of war rendered it necessary to destroy the vessel. Danielson's story is as follows: "On Tuesday morning late we drifted out to sea from this port, had a favorable wind at the start but later encountered bad weather. From Tuesday until Thursday last the trip was uneventful, but on Thursday morning about eleven o'clock we sighted a dark object far to leeward. The vessel had a submarine in the vicinity and proceeded. A strange thing happened soon after this as a large black bird circled around the vessel and alighted on the mainmast. A black bird at sea is regarded as an omen of misfortune, but we thought little of it.

### Three Shots From Sub.

"While some of the crew were at dinner a few minutes before twelve o'clock they heard an explosion near us, but as we were not harmed gave it little attention. The vessel's course was altered to leeward and soon after we turned another report was heard and splinters fell on the vessel. The captain at once turned the vessel in the direction from whence the sound came. Shortly afterward the submarine rose to the surface a few yards from us and six officers stood on her deck. They carried glasses and one of them, using a megaphone, shouted to us, 'Come aboard, be quick also.'

"We then took to the boats and rowed to the submarine leaving our clothing and effects on the vessel. When we got beside the submarine we were ordered to climb through an opening and one by one we descended a steep flight of iron stairs. We were afraid but were surprised to find that once inside, the men we saw used us well and allowed us to go pretty well all over the boat.

### The Loss of the Dornfontein.

"Meantime a party from the submarine rowed to the Dornfontein, boarded her, took to her sails, slackened her rigging, threw her lifeboats overboard and poured oil or gasoline to her and to her cargo of lumber. They took provisions and ship's stores from her storerooms and brought them to the submarine, making seven trips before they had taken all they wanted. On the last trip they placed bombs with time fuses in the gasoline tanks and, returning to the submarine, moved from the Dornfontein. Then a loud explosion was heard, the Dornfontein leaped into the air, splinters flew, sheets of flame burst up, her masts collapsed and the vessel soon was but a mass of burning wreckage.

### Hospitably Entertained.

"After our vessel had been destroyed

ed the officers gave us food, a bowl of meat and rice was given to each man and there was no scarcity of it each portion was big enough for two. We were asked no questions about St. John or any other port. We were told that the submarine had first sighted us at nine o'clock on Thursday morning but they waited for us to put further out to sea. They kept track of us and at 11.59 sent the first shot over as a signal to come to them. When our captain did not obey they sent a second shot which came nearer and we were told that it had been necessary to fire a third shot we would have been killed.

### Laid in Wait for Prey.

"They told us that they had laid two days off Boston light, one day off Portland and one day off Eastport, but as there was nothing stirring they came up further until they encountered us. They told us they were sorry to have to destroy our vessel, but it was war. They also said they were sorry for the loss sustained by the ship's owners. They said they had placed mines all along the Atlantic coast and that later they would visit St. John but would not destroy anything. They further stated that they did not wish to kill any person and would not if they could help it.

### Boastful Huns.

"The Germans also told our men that they did not fear the patrol boats as their craft could travel faster than those in pursuit of them, boasting that they could make fifteen knots an hour submerged and eighteen when travelling on the surface. Asked if they knew of the local naval official, they said 'yes,' but added that they watched the tides and that they could go practically anywhere at some times. 'We were on the submarine until five o'clock when the boat rose to the surface, we were put in an open boat and left to go where we would after being given our direction and told we were about twenty-five miles from land. Before they put us in the boat they shook hands with us, wished us 'good-bye and good luck' and we were told that if we followed directions we would land all right. Then the submarine submerged again.

### All Night at Sea.

"We rowed all Thursday night, eating a few biscuits we had in our pockets. Three of our men took sick and before we landed two others were also affected, leaving but four men to row the boat. The night was foggy and the sea so high that one man was kept busy bailing out the boat. All at once we heard a fog alarm and pulling in the direction of the sound reached a certain spot on Friday morning. We landed and messages that we were safe were sent to Boston, Eastport and St. John. An American patrol boat was sent to us and reached us early Friday evening, but we stayed where we were until the arrival of the St. John patrol boat, when we were brought to this port."

Danielson said the submarine was propelled by electric power and that the mechanism of the boat had been fully explained to them. He described the sub's compass at considerable detail, saying that the compass was thrown on a white table in front of the wheelman, a most ingenious arrangement.

### Took Plenty of Food.

Another member of the crew said the Germans took from the Dornfontein enough provisions to last seven days. He estimated the length of the submarine to be more than 200 feet and said that among her crew he recognized a German whom he had known in New York and had later seen in England.

### A Fine Vessel.

The Dornfontein which was the first vessel to be turned out from the yards of the Marine Construction Company of Canada, Ltd., was launched from the yards at Strait Shore on Tuesday, June 12th. Her description as published in The Standard at the time of her launching is as follows: "Length, 186 feet; moulded depth,



D. A. SAKER,  
The Builder.

14 feet, 6 inches; beam, 40 feet. The keel is of Douglas fir, the floor and nautical timbers of birch, buttocks and stanchions of selected Bay Shore spruce. The keelsons and assistant keelsons, of Douglas fir, are 14x14 inches each, and the deck beams of the same size. The stem, stern and rudder posts are of Virginia oak, the ceilings of Douglas fir in lengths averaging 50 feet. The outside planking at the bottom is of birch, the top of Bay Shore spruce. The deck planking is 4x5 spruce of lengths averaging 40 feet.

"The dead weight tonnage is 1,400 tons. The design of the vessel was supplied by J. Murray Watts, naval architect, Philadelphia, and the lines are based on the most advanced practice of present day naval architecture. J. M. Densmore, superintendent of the yard, is an experienced boat builder. He was fourteen years in the employ of the Murray and Tregurtha Shipbuilding Company of Boston, and Mr. Saker praises highly the ability of his superintendent.

"She was laid down in October, 1917, the first frame being placed on the 27th of that month. The framing was finished on Christmas Eve, and planking was begun on March 15 last."

### Those on Board.

The crew of the ill-fated schooner were: Charles E. Dagwell, Belfast, master. Charles Olsen, Copenhagen, Denmark, mate. Oscar Danielson, Norway, 19 Sewell street, city, boatswain. John Rodriguez, Portugal, cook and steward.

Robert S. London, 19 Merritt street, St. John, engineer and able seaman. James Oliver, New River, Charlotte Co., N. B., able seaman. John N. Newman, Russia, 116 Lancaster street, West St. John, able seaman. Ernest Hope, 6 Hale Gardens, Fifth Cross Road, Tottenham, London, able seaman. Otto Nielson, Gofte, Sween, able seaman.

### Taking Full Precautions.

Upon receipt of word of the Dornfontein's fate the local naval official took full precautions to provide that St. John should be properly prepared for any eventuality, consequently on Saturday night and last night the city was in darkness.

### PERSONAL.

Miss Tina Matthews of New York is spending a few weeks at Gondola Point.

Mr. and Mrs. Gordon McDonald of Rothesay have returned from a trip to St. Andrews and Eastport.

Mr. and Mrs. R. Downie Patterson, Mrs. Frank Allison, Mr. James Allison, Mrs. Lucius Allison and Miss Kaye left on Sunday for a motor trip to Montreal.

Mrs. A. E. Goss of Campbellton is visiting her mother, Mrs. R. Maxwell, Renfrew.

Wm. J. Fox and family of Brooklyn, N. Y., reached the city yesterday, and leave today for Nova Scotia to visit relatives.

Lieut. E. J. McCleary, of Ottawa, is in the city on business.

### WEDDINGS.

**Pryor-Durost.**  
The marriage of Mr. Howard Pryor of Centerville, Carleton County, to Miss Minnie A. Durost took place at the Methodist parsonage, Woodstock, on Tuesday, July 30th. The ceremony was performed by Rev. S. Howard. Mr. and Mrs. Pryor will reside at Centerville.

**PATRIOTIC BALL LEAGUE.**  
Two games that were to have been played Saturday afternoon on Barracks



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SCYTHES, SNATHS, HAY RAKES, SCYTHE STONES, HAY FORK PULLEYS, HARPOON HAY FORKS, (single and double), BUSH SCYTHES, BUSH HOOKS, CARRIERS, ETC.

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IS STILL GOING ON

This sale of Ladies' Hosiery is purely Extraordinary, as the counters are crowded with Buyers all day long. Thousands of pairs still to sell.

Prices ..... 25c, 35c, 45c and 55c pair. These values are unquestioned. Place your orders now.

**Men's Coat Sweaters**  
Extraordinary Values at the prices named below, \$3.00 and up to \$6.00 each. Featuring the latest styles of CONVERTIBLE COLLARS, in popular colors and favorite stitches, in medium and heavy weights.

**Men's Bathing Suits**  
The popular Worsted Suit in heavy, medium and fine. One piece garment with Skirt. Colors are Grey and Black, also Navy and Red trimmed. Special Value \$4.50 each. MEN'S COTTON BATHING SUITS, \$2.75 to \$1.50 each. Cashmere Bathing Suits, \$1.50 to \$4.00 each.

### Men's and Young Men's Business Suits

Prices \$15.00, \$18.50, \$20.00, \$25.00.

Our present display of Men's Business Suits gives an opportunity to see for the first time this season just what the careful dressers will wear this Fall. Many of these new and popular Men's Suits are made of desirable TWEEDES and WORSTEDS in Two and Three Button Models, with soft roll lapels. All in neat patterns, perfect colorings in large variety.

Prices ..... \$15.00, \$18.50, \$20.00 and \$25.00.

**Electric Lamps**  
Brass Stands, with Glass Shades, \$11.50 to \$23.50.

**Mahogany Floor Lamps**  
Prices ..... \$17.50 to \$32.00, each one complete.

**Mahogany Stands Only**  
Prices ..... \$2.25 to \$8.75 each.

**Mahogany Knitting and Sewing Stands**  
\$3.75 to \$6.75 each.

Large Variety of CANDLE and LAMP SHADES in Silk, Linen and Cretonnes in various colorings and designs.

## Creme de Chene and Georgette Crepe Blouses

Very Latest Designs and in the Most Dainty Colors in Malt, Flesh, Apricot, Beige; also in White

JAPANESE SILK BLOUSES, Tucked and Tailored Styles, 38 to 46 in. Bust	\$5.75 to \$15.00 each
FANCY STRIPED SILK BLOUSES, Tailored	\$2.50 to \$6.75 each
BLACK CREPE DE CHENE BLOUSES	\$7.50 to \$9.25 each
BLACK JAP BLOUSES	\$3.75 to \$6.75
BLACK MESSALINE BLOUSES	\$5.75 to \$7.50

## Manchester Robertson Allison Limited

KING STREET • GERMAIN STREET • MARKET SQUARE •

Square did not materialize. The teams of friends. The funeral will take place this afternoon at three o'clock from her late home.

The Military Headquarters, team and Acadia held a practice game, resulting in a win for the Acadia's aggregation. Speaking yesterday to the Standard one of the baseball officials stated a meeting will be held tonight at Military Headquarters, Sydney street, for the purpose of re-arranging the schedule, and discussing a few questions regarding the Patriotic Baseball League.

Miss Elizabeth C. Taylor. The death occurred at her home in Rothesay yesterday of Miss Elizabeth Caroline Taylor, aunt of F. R. Taylor. The deceased was born in Dorchester, N. B., in 1838, and was educated at Mount Allison Seminary. She was ill nearly a year and leaves a wide circle of friends.

Only merit could have won the fast-growing preference in all quarters for Red Ball Beverage which connoisseurs regard as the height of perfection in the blending of garden-grown hops, the finest of malt and pure, sparkling spring water. Red Ball delights the thirty palate as only Red Ball can. Made only by George W. C. Oland, successor to Simson Jones, Limited. Phone Main 125.

Here's a special offering planned to stimulate business in the Knit goods section, and this is your opportunity to get fitted out in Bathing Suits. Get ready for the plunge by sharing in these good values offered.

Navy Blue pure wool Lustre Suit with knickers attached trimmed with Roman striped Poplin, short sleeves and V neck. Regular \$7.50, special \$4.75.

Navy Blue pure wool Lustre with Sateen Bloomers, banded on Skirt, Collar, and Sleeves with Green, Cerise, or White spotted Sateen. A splendid Suit for \$5.95.

A Juvenile special is this—Black Poplin Suit with no Skirt, just Bloomers attached, neatly trimmed, and you'll find a good saving at this marking, \$3.25.

DYKEMAN'S