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T. B. Barker & Sons, LIMITED,
ST. JOHN, N. B.

BACON!

The best in the City
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F. E. WILLIAMS
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Jewelry.

You are looking for the very articles we have in our show cases. We never had a finer stock. That's saying a good deal, but it's true. Come and see.

FERGUSON & PAGE,

41 KING STREET.

PHOTOS! ETCHINGS! ENGRAVINGS!

To beautify your rooms at small cost. Also Fancy Goods, Silverware and Stationery; Souvenir Post Cards and Views of St. John for sale.

A. E. CLARKE,

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PROBATE COURT.

City and County of St. John, N. B.
To the Sheriff of the City and County of Saint John, of any County of the said City and County—Greeting,
Whereas, the Administrators of the estate of Charles A. Palmer, deceased, have filed in this Court an account of their administration of the said decedent's estate and have prayed that the same may be settled and allowed in due form of law;
You are therefore required to cause the heirs and next of kin of the deceased and all the creditors and other persons interested in his said estate to appear before me in a Court of Probate to be held at St. John, in the City of Saint John, on the TWENTY-NINTH DAY OF FEBRUARY NEXT, at eleven o'clock in the forenoon, then and there to show cause why the allowing of the said account should be disallowed and as by Law directed.
Given under my hand and the seal of the said Probate Court this 29th day of January, A. D. 1901.
(Sgd.) **ARTHUR E. TRUHEMAN,**
Judge of Probate.
(Sgd.) **JOHN McLELLAN,**
Registrar of Probate.
4 Sat-1-o-w

INTERNATIONAL S. S. COY.

One Trip a Week for Boston.
\$3.50-Winter Rate-\$3.50.
COMMENCING Jan. 2nd the Steamship St. Croix will leave St. John for New York, Boston, Portland, New Brunswick, and Halifax, every THURSDAY, commencing Jan. 2nd, 1901.
Minimum fare Boston, \$3.50; New York, \$4.50; Portland, \$3.50; New Brunswick, \$3.50; Halifax, \$3.50.
Freight received daily on S. S. Co. Steamer.
WILLIAM G. LAMB, Agent.
101 Water Street, St. John, N. B.

Why Not Have The Best?

If you send your Shirts, Collars and Cuffs to the
Globe Laundry
you will get work that is sure to suit.
To phone 623. 101 Water Street.

MAIL BROS.

TRAVELLERS' GUIDE.

DEPARTURES	Local Time
Trains leave on I. O. R. at	7:00 a.m.
" " " " " " " "	8:15 a.m.
" " " " " " " "	9:30 a.m.
Trains leave on C. P. R. at	7:00 a.m.
" " " " " " " "	8:15 a.m.
" " " " " " " "	9:30 a.m.
Trains leave on Shore Line at	7:00 a.m.
John East Ferry	7:00 a.m.
St. John, West	8:00 a.m.
Steamer of the I. S. S. Co. leaves every Thursday at	8:00 a.m.
port of destination Atlantic City	day, Wednesday and Saturday.
ARRIVALS	Local Time
Trains arrive on I. O. R. at	1:00 p.m.
" " " " " " " "	2:15 p.m.
" " " " " " " "	3:30 p.m.
Trains arrive on C. P. R. at	1:00 p.m.
" " " " " " " "	2:15 p.m.
" " " " " " " "	3:30 p.m.
Trains arrive on Shore Line at	1:00 p.m.
John East Ferry	7:00 a.m.
St. John, West	8:00 a.m.

TO ADVERTISERS!

Advertisements in the STAR are requested to send in copy not later than TEN O'CLOCK IN THE FORENOON, in order that the matter may be set up in time for that day's issue.

THE ST. JOHN STAR is published by THE SUN PRINTING COMPANY (LTD.), at St. John, N. B., Saturday, every afternoon (except Sundays) at 10 a.m.

ST. JOHN STAR.
ST. JOHN, N. B., FEBRUARY 2, 1901.

THE GREAT QUEEN

This is a day of mourning throughout the British Empire, and a day on which all hearts are turned toward England in respectful sympathy. The magnificent pageant of yesterday and today is without parallel in human history. It is the world's tribute to one whose life will forever stand as an example of what is queenliest in queens and noblest in womanhood.

The services held in St. John today and the eulogies pronounced but half express the profound reverence with which the great Queen was regarded by her subjects. Her influence during her long reign will not die with her, but will continue a great and beneficent force in the life of her people. It will be reflected, we doubt not, in the life of her son, who has been called to the throne of the Empire.

Canada shares in an especial degree the grief of England, because of the deep interest the Queen always manifested in the progress of this country. The eloquent words spoken this morning in the city churches, and quoted in the Star, are echoed with full hearts by a loyal and sorrowing people.

KING EDWARD VII.

The personal character of the new King is now the subject of much interesting discussion throughout the world. It is a pleasure to his subjects to observe that the comment is always friendly, and in the main very complimentary to the new monarch. It is recalled that he never failed in the performance of those duties, often tedious enough, which of late years fell to his share as the representative of the sovereign. That he should have succeeded in winning so great a popularity during the Queen's life-time, is a fact which can do what can be done by no other reigning sovereign today.

It is freely about among his people that he is a most unassuming and unassuming man. Perhaps the most pleasing trait in his character has been his unflinching reverence for his great mother and the solicitude with which he attended upon her when she was but mortal, and King Edward VII has, of course, his limitations; but he has stood the test of the past so admirably that there is in the minds of his subjects the fullest confidence in his ability to perform the duties of his kingly office and his desire to serve in the truest and best sense, the welfare of his people.

Like the King, is a good thing.

NEW YORK TAKABLE VALUATION.

The taxable valuation of property in New York city is an enormous sum, but it is said that the assessors are likely to increase it by \$150,000,000 this year. An Albany dispatch says that the present valuation of real estate in New York city is \$3,274,712,015, and of personal \$491,523,239. The dispatch adds:

The total value of real and personal estate, allowing that one-third of the value of Westchester belongs to New York city, is \$4,718,243,312. It is understood, and it is under-estimated, will add \$150,000,000, making it \$4,868,243,312. The total value of assessed property in the entire State is \$5,652,614,845, and the State outside of New York city will have to pay, tax on only \$1,784,371,533 of valuation.

A NATURAL INFERENCE.

You believe that marriage is a sacred thing, and that it is a contract which binds the parties to it for life. I know that you believe so, but I know that you also believe that you can get out of it at any time, and that you can do so without any penalty. This is a natural inference from the fact that you believe that you can get out of it at any time, and that you can do so without any penalty.

IN THE ALBERT CHAPEL.

(Continued from Page One.)

The artillery horses attached to the gun carriage became restive and nearly overturned it, whereupon King Edward ordered the horses to be taken off and blackjacks put in their places to draw the gun carriage.

The funeral procession entered the chapel at 2:15 p. m.

The service at St. George's chapel was commenced at 4:15 p. m. The body will lie in state until Monday in the Albert Memorial chapel.

At Frogmore the cover of the great stone sarcophagus has been rolled away, and the queen's remains are laid beside those of the prince consort. The stone will be replaced and finally sealed, a marble figure placed above it.

ANOTHER ACCOUNT.

LONDON, Feb. 1.—The firing of minute guns and the tolls of the bells at a quarter past eleven announced to the countless multitudes who had been crowding London's muddy streets since daylight the news of the queen's death. It had begun its passage through the capital. The people fought for hours for a glimpse of the coffin and the king and others following it. They saw a line of soldiers, a passing show of glistening regalia, with a hundred royalties crowding after, and then, dispersed, while all the church chimed of the city were ringing and muffled dirges were played.

Europe has seen genuine royal funerals than the queen's and had a more gorgeous spectacle in the celebration of her sixty years of reign, but no episode in the Victorian era will live so deeply impressed on the memories of those who witnessed it or participated in the ceremonies. The day was sombre, wet and chilly, as are most of London's winter days. The cloudy sky added to the gloom of the whole city.

The procession started from the carriage bearing the coffin, and the royal family and official mourners about it, was noteworthy. Parliament, the judiciary and the commercial bodies were represented by their members, the army and the navy monopolized the pageant.

Three thousand soldiers and sailors, picked companies, representing all grades of the service—cavalry, artillery, infantry, militia, volunteers and colonials—formed the advance escort. They marched slowly and without music. Most of the uniforms were covered with dark overcoats and the officers wore black with black, the officers wearing bands of orange on their sleeves. The infantry marched in columns of fours, with rifles reserved. They were four hours in passing. Then came Field Marshal Earl Roberts and his staff, and after them four massed bands playing funeral marches. Three hundred musicians announced the coming of the body of the queen. There was a long array of court officials under the command of the Duke of Norfolk, all attired quietly and brilliantly, bearing maces or wands, most of them elderly men, who for years had served the queen.

Most of the spectators expressed an impatience to see the coffin, and the coffin was almost put before they recognized its presence by removing their hats. It was a pathetically small oblong box, concealed beneath a rich velvet cover, and the velvet which gleamed the royal arms. Across the pall the royal standard was draped, and a large crown of gold, encrusted with jewels, rested at the head of the coffin, which was at the end of the royal carriage just over the gun. On the front of the coffin were two smaller crowns, with a gold jeweled sceptre lying between them.

The eight horses which drew the gun carriage, and the attendant companies of the light harnesses, a large bow of purple attached to the coffin was the only symbol of mourning. Ranged about the coffin walked the stalwart bearers, and on either side were the queen's chamberlains in waiting and physicians. All the uniforms were covered with long dark cloaks. Then came a group of magnificently attired horsemen with sparkling helmets and coats, mounted on beautiful steeds, and so quickly did they pass that individuals, prospective rulers of empires, kingdoms and principalities could not be distinguished.

The next section of the procession included the six royal carriages. A military escort, including a detachment from the Queen's German regiment, composed the last section of the funeral procession.

Two minutes after the coffin appeared in the funeral procession had passed, and the music of the dirges drifted back across St. James park.

After the funeral party left, the dominating feature of the day was Field Marshal Earl Roberts. When his well-known bronze face came in view the people forgot the solemnity of the occasion and broke into cheering, shouting "Roberts" and other expressions of familiar approval. The military attaches of all the embassies and legations were with Lord Roberts' staff. In the front rank rode the American attaché Major Edward B. Cassatt, in an infantry officer's full dress.

The funeral procession occupied two hours in passing from Victoria station to Paddington, a distance of three miles. The decorations everywhere were conservative, but not elaborate. Purple draperies hung with green wreaths predominated. Flags were on most of the buildings. The really impressive exhibition of mourning was the black clothing worn by practically all the people, which, as streets, windows, stands and roofs everywhere were covered with spectators gave the whole scene a sombre view.

St. James' park, ringed over with a crowd of about 20,000 people, who overran the flower beds, stood on the fences and swarmed in the trees, fought with policemen, smashed hats and chafed the programme readers until the latter were called to the aid of the police. The crowds changed, and while the procession was passing their attitude was one of the most impressive features of the day.

It was 12:20 p. m. when the guards lining the platform of Paddington station came to a sharp "attention" and with solemn tread the head of the procession entered the building. For half an hour all were saved, save the clatter of horse hoofs and the rattle of the heavy gun carriages.

The pall was removed from the coffin and the casket was deposited in the coffin carriage, which the queen had used during her life-time. King Edward, Queen Alexandra and the Duke of Connaught stood grouped together at the coffin, as borne in and then they all took seats and the train started for Windsor.

In the second rank behind rode two more sovereigns, the Kings of Greece and Portugal, accompanied by their wives. There followed a dazzling array of members of royal families, numbering about forty in all, and riding three abreast, so close were they together. In the middle of the three royal mourners rode abreast. King Edward VII was the central figure of the three, but no less ostentatious personage was seen in the procession. He looked straight ahead, apparently at the gun carriage. He gave no sign of seeing the long ranks of soldiers hedging back the populace about him, the windows crowded with black bonneted women, the multitudes of copper-headed, the purple draperies and the green wreaths everywhere. He passed like a man alone.

Behind King Edward rode Emperor William, looking every inch a soldier. He glanced right and left as he rode, and his hand frequently was raised to the red and white feathers hanging over his hat as he responded to salutes. Emperor William wore a black cloak over his new British uniform, and his hand frequently was raised to the red and white feathers hanging over his hat as he responded to salutes. Emperor William wore a black cloak over his new British uniform, and his hand frequently was raised to the red and white feathers hanging over his hat as he responded to salutes.

On the King's left rode his brother, the Duke of Connaught, a man of soldierly appearance, almost unnoticed and unrecognized by the people.

THE AUDIENCE ALL BOWED.

A correspondent, who has just arrived in London from a long tour through the States, writes that in the town of Kansas he visited a small theatre, and to his great surprise, when the first actress made an appearance on the stage and bowed to the audience the whole audience rose like one man and answered the bow in the most polite manner.

A KING'S TRAVELLING HOME.

The king of the Belgians has ordered a Paris motor-car which will cost \$100,000. It will contain a sleeping room, a dressing room and a room for the king's valet.

The motor will be of thirty horse power, and the car will travel at thirty-five miles an hour. The reservoir will hold about twenty gallons of gasoline, which will cost about \$5 an hour.

The king's valet remarks that the most wonderful machine ever invented is "Wiggins." The one that puts the tide in the sea.

THE LONGEST WORD.

"Bob," said Tom, "which is the most dangerous word to pronounce in the English language?"

"Don't know, unless it's a swearing word."

"Pooh!" said Tom. "It's stumpled, because you are sure to get a tumble between the first and last letter."

"Ha, ha!" said Bob. "Now I've got one for you. I found it one day in the paper. Which is the longest word in the English language?"

"Incomprehensibility," said Tom promptly.

"No, sir; it's smiles, because there's a whole mile between the first and last letter."

"It's not smiles," said Bob. "It's nothing. I knew a word that has over three miles between its beginning and ending."

"What's that?"

"Beleguered," said Tom.

LOOKING FORWARD.

And he was always so courteous to the customers I signed the bank manager, referring to the missing teller.

I suppose he always kept in mind that some of them might possibly be on the jury, if they remarked the president.

Occasionally a wise man assumes the part of folly for a purpose.

A Chance to do Your Plumbing Cheap.

I am offering this first class, highly sanitary, up-to-date
Low Down
Gloset Combination,
Worth \$24 for \$12.00.
For one month only.

If you are thinking of making changes in your Bath Room or putting in new w. c., why not get one of these high class closets at the extremely low price I am selling them at.

John S. COUGHLAN
122 Charlotte Street.
Shop Tel. 1067. Residence Tel. 1058.

MORNING'S NEWS.

Str. Ocampo sailed from Halifax for the West Indies yesterday.

James Isaac Evans, of Shelburne, is reported dead at the advanced age of eighty-two.

Str. Alaska has been chartered to load deals here for W. C. England during the present month at private terms.

Chief Kerr received yesterday morning the resignation of John Montague from the position of engineer of No. 5 fire company.

A memorial service for the Queen will be held in St. Luke's on Sunday morning. Rev. J. DeWolf Cowie of Fredericton will officiate.

There will be a great attendance at the H. M. S. P. carnival on Monday night, Feb. 4th, at Victoria rink. New dresses and combination features are being prepared.

The sports to be held on Wednesday evening in the Queen's rink by No. 1 hose and hook and ladder companies should be well patronized. The first addice say that they will eclipse any of their previous efforts.

Policeman Avarad L. Anderson leaves today for Dalhousie, N. B., having been summoned there in consequence of the illness of his father, William Anderson, a respected farmer at that place.

Harry Wathen, of the I. C. R. freight office, Campbellton, and son of H. Wathen, I. C. R. postal clerk, has been granted a three months' leave of absence on account of ill health, and leaves in a few days for Florida.

Robert Dykeman, a workman in Cushing's pulp mill, had one of his hands badly cut yesterday morning by getting it caught in one of the belts. The wound was treated by Dr. W. F. Roberts, after which the injured man was taken to his home on Metcalf street.

Premier Tweedle and Hons. C. H. Lablache, A. T. Dunn, Geo. F. Hill and H. A. McKeown came down from Fredericton last night. At yesterday afternoon's meeting of the government Mr. Lawson, M. P. P. for Victoria, was heard relative to a bridge across the Tobique at Plaster Rock. The matter was referred to the chief commissioner of public works to inquire into.

The commissioners of the General Public Hospital met yesterday afternoon. Dr. White, the new commissioner, took his seat for the first time. Resolutions were passed relative to the death of Her Majesty the Queen and A. Chipman Smith, who served for years as a commissioner, and as the treasurer of the body. Dr. Thomas Walker was appointed treasurer in place of the late Mr. Smith. Dr. W. L. Ellis of the outside staff was placed on the visiting staff to fill the vacancy caused by Dr. White's appointment to the commission. Dr. J. H. Scammell was selected to replace Dr. Ellis on the outside staff.

DEATH OF AN EX-ALDERMAN.

The death occurred very suddenly yesterday afternoon of John S. Nickerson of Wentworth street. He had been apparently in good health and writing the morning was engaged in shovelling snow from the sidewalk in front of his residence. Mr. Nickerson was seventy-six years of age and for the years 1891, '92 and '93 represented Prince ward in the common council. He was for some time a member of the St. John police force, in which he held the rank of sergeant. After retiring from the force he conducted for several years a saloon near the corner of King and Prince William streets.

THE MARRIAGE TO SCIENCE.

Charles S. Sparks, a well known local attorney of Chicago and an ardent follower of Ingersoll, intends to make a unique test of agnosticism. He has pledged only a few months old, will never be permitted to kneel at her mother's knee. She will be taught no prayers. She will be kept from Sunday-school and church. She will be taught that God is a myth, that the Bible is not inspired, and that the Christian religion is false, gloomy and an enemy of humanity. She will be taught to reason, and brought up in the paths of virtue, charity and kindness based solely on utilitarian principles.

The Star's telephone numbers are: Editorial rooms, 1137; business office, 28.

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Hotels.

HOTEL DUFFERIN.

E. LEROY WILLIS, St. John, N. B.
J. J. McCAFREY, Manager.

PARK HOTEL.

CHAS. DAMERY, Prop.
Centrally located facing King Square. Newly furnished throughout. Best \$1.50 a Day Hotel in the Lower Province.

TO LET.

TO LET—Upper flat No. 22 Paradise Row. Eight rooms and bath room. W. M. JARVIS, 118 Prince William street.

TO LET—Upper flat south side Paradise Row, now in occupation of Mrs. C. Hoyt. Rental \$10. May be seen Mondays and Saturdays, after 2nd inst. 3 to 5 p. m. W. M. JARVIS, 118 Prince William street.

WANTED.

WANTED—A Girl for General Housework; one who can go home nights. Apply at 148 Watering street.

WANTED—Experienced Skirt and Waist Makers. S. A. WARRLETT, 33 Union street.

SITUATIONS WANTED.

SITUATION WANTED—By a man about 50 years of age, able mentally, morally and physically. Has had experience in bookkeeping, wholesale and retail business, English, French, and Spanish. References given upon request. Address X. Y. Z., Daily Star office, St. John, N. B.

WANTED—By a Young Lady, situation as Bookkeeper, having a diploma from the St. John Business College. Address J. B. Star office, city.

WANTED—A young man, graduate of St. John Business College, wants work. Address, C. S., 16 Carmarthen street, City.

MONEY TO LOAN.

On Freehold and Leasehold Property—repayable by monthly instalments or otherwise. Apply to CHAPMAN, TILLEY, BARRISTERS, Palmer's Building, Princess street.

Shipping News.

LATE SHIP NEWS.

Domestic Ports.
HALIFAX, Feb 1—Ard, str Manchester Importer, from Manchester.
814, str Dundas, for London; Ocampo, for Bermuda and West Indies.

British Ports.
LIVERPOOL, Feb 1—Ard, str Damara, from Halifax via St. John, N. B.; Manchester City, from St. John and Halifax for Manchester.
ANDROSSAN, Jan 31—Sid, str Bengore Head, for St. John.
GREENOCK, Jan 31—Sid, str Loyalist, for St. John.
GLASGOW, Feb 1—Ard, str Alcides, for St. John.
Foreign Ports.
VINEYARD HAVEN, Mass, Feb 1—Ard and sailed, sch Morancy, from New York for St. John; Sebago, from Carquet, N. J., for St. John.
Sid, schs Victoria, Frank W. Silver Heels, Ruth Robinson, B. L. Eaton, William Hall, Wm Jones, Annie Gu, S. Merritt, and St. Anthony.
Sid, schs Beaver and Watson, from New York for St. John.
Sch Morancy, from New York for St. John, arrived here this morning with loss of forecastle, but proceeded this afternoon.

BALTIMORE, Mass, Feb 1—Sid, schs Hattie B. King, for St. John; Thomas Sorten, for Kennebunk; C. W. Dexter, for Portland.
NEW YORK, Feb 1—Ard, str Everly, from Halifax, and proceeded to Newport News.
Sid, schs Havana, for St. John; Clifton, for Halifax, N. S.
CITY ISLAND, Feb 1—Bound south, schs Freddie A. Higgins, from Grand Manan, N. B.; Phoenix, from St. John.

BOSTON, Feb 1—Ard, str St. Croix, from St. John, N. B., via Newport and Portland; schs Sarah Potter, from St. John via Salem (where she was ashore).
Sid, str Daitonah, for Rotterdam and Antwerp; Prince Arthur and Boston, from Yarmouth, N. S.; bark Hector, from Montevideo for orders; schs Mary E., from St. John; Eleanor, from St. Pierre, Mic.
PORTLAND, Me, Feb 1—Ard, str Louisburg, Gould and Turret Chief, Smith, from Louisburg, Me.
NEW LONDON, Conn, Feb 1—Ard, schs Hunter, from St. John for New York; Nacota, from Gonaives for Captain Senator Grimes, from St. John for New York; A. Peters, from South Amboy for Halifax; Ste. Ile I. Wright, from St. John for New York, reports the loss of flying jib, jib topgall and anchor off Montserrat.

PSYNTAH, Dec 20—Sid, bark Heega, Bell, from Portland, Oregon.

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