

McLAUGHLIN'S HARNESS OIL

Makes Leather Black as Jet.
Soft as Velvet.

Put up in pint and quart bottles only.
PRICE 25 and 50 cents.

STEAMERS.

INTERNATIONAL S. S. CO'Y.

For BOSTON

The Pan American Expo- sition Buffalo, N. Y.

COMMENCING May 15th
The Steamers of this Company
will leave St. John
every MONDAY, WED-
NESDAY and FRIDAY at
7.30 a. m., for Boston,
Lafayette, Portland and Bos-
ton.

Returning leave Boston same days at 4.15
a. m.
NOTE.—The best route to the Pan-American
Exposition is via the Co. Boston and Al-
bany R. R. and the great four-track New
York Central and Hudson River R. R.
Freight received daily up to 5 p. m.

WILLIAM G. LEE, Agent,
St. John, N. B.

Star Line S. S. Co.

(Eastern Standard Time)

One of the Mail Steamers, VICTORIA and
DAVID WESTON, will leave St. John, North
End, for Fredericton and intermediate land-
ings every morning (Sunday excepted) at 8
o'clock, and will leave Fredericton every
morning (Sunday excepted) at 7.30 o'clock.

While navigation permits, Steamer ABER-
DEEN will leave Fredericton for Woodstock
on TUESDAY, THURSDAY and SATURDAY
at 5.30 a. m. Returning, will leave Wood-
stock for Fredericton on alternate days at
4.30 a. m. due to Fredericton at 1 p. m.

Freight received daily up to 4 p. m.
R. S. ORCHARD, Manager.
JAMES MANCHESTER, President.

FOR Washademoak Lake. THE MODERN EDEN.

Unsurpassed on Earth for Beauty and Clu-
mate, the People's Lake.

STEAMER STAR

Has been rebuilt under the supervision
of the most practical government inspectors,
and until further notice will, if possible,
leave her berth North End, every TUES-
DAY, THURSDAY and SATURDAY, at 10 a.
m., for the above region, calling at all her
landings on River and Lake, returning on
alternate days at 1 p. m.

Freight received up to 3.45 p. m. on the
days of sailing. All freight must be prepaid.
J. E. PORTER, Manager.
For further information apply to
P. NASE & SON, Agents,
Bridge Street, N. B.

Str. CLIFTON

Leaves Indian town on MONDAY,
WEDNESDAY and SATURDAY at
3 p. m. for Hampton and intermediate
points.

Freight received from 9 a. m. to 3
p. m. on days of sailing.

Arrangements can be made with
captain of "Hamstead" or "Clifton"
for picnics.

HOTELS.

HOTEL DUFFERIN.

E. LeROY WILLIS, St. John, N. B.

J. J. McCAFFREY, Manager.

PARK HOTEL

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

THE NIGHT OWL RESTAURANT

Has removed from North Market St.
to the Tammany Hall building, King
Square. Private rooms are available
for suppers. Splendid new piano for
dinner parties.

OPEN ALL NIGHT.

LIVERY STABLES.

THE HORSE YOU DRIVE

Will be a good one if you order it from
us. We have safe horses, fast horses
fine turnouts at 10.00 a day
J. B. HAMM, 124 Union Street.
Telephone No. 11.

DAVID CONNELL

BOARDING, HACK AND LIVERY STABLES
45 and 47 Waterloo St., St. John, N. B.
Horses boarded on reasonable terms;
Horses and Carriages on Hire; Fine Fit-outs
at short notice.
Telephone 94.

DAVID WATSON,

BOARDING, HACK AND LIVERY STABLES,
Cheerful attendance at all boats and
trains.
Horses to Hire at reasonable terms.
91 to 95 Duke Street. Tel. 78

THIS ST. JOHN STAR is published by THE
SUN PRINTING COMPANY (LTD.), at St.
John, New Brunswick, every afternoon
(except Sunday) at 25 a year.

ST. JOHN STAR.

ST. JOHN, N. B., MAY 15, 1901.

THE JAIL QUESTION.

Some of our worthy municipal coun-
cillors appear to be impatient over Mr.
Richardson's sermon, in which he dis-
cussed the condition of the St. John jail.
They seem to think that the rector of
Trinity should concern himself with
other matters. But why should not a
clergyman deal with a question of this
kind. Offenders are sent to jail for
their own moral improvement and for
the protection of the community. If
it be true that imprisonment in the St.
John jail results in moral injury, and
in the return to the community of per-
sons more dangerous than they were
before, is it not the business of a cler-
gyman to have something to say in the
matter? It is high time that the St.
John people should undertake to deal
with the prison problem in some intel-
ligent way. Those councillors who
think that the purpose is to make pri-
son life enjoyable are wide of the mark.
Probably the average prisoner is well
enough satisfied to have a period of
well supported idleness, with plenty of
congenial company, and no obligation to
be clean or decent. He is not asking
for a chance to wash himself, or for
freedom from the vermin that he takes
to jail with him. Much less is he call-
ing for a solitary life, in which he may
do a little thinking and find prison life
so irksome that he will avoid it in the
future. And certainly he is not clamor-
ing for the hard work that he ought
to have in order to pay for his keep
and to impress him with the advantage
of earning his bread by honest service
outside. The demand that the prison
should be made to serve purposes of
reform and discipline, and at the same
time discourage the inmates from a
repetition of their offences comes from
outside the prison walls. It is one that
taxpayers who are supporting these
habitual criminals have a right to
make, whether these taxpayers be
clergymen or laymen. It is a demand
which all who labor for the moral
well-being of the community are bound
to make. It is one which the majority
of the councillors, to their credit be it
said, have responded. If, as the result
of the action taken yesterday, the pri-
son is made what it ought to be, the
offender who has been in prison once
will come out at least no worse than
he went in, and will not be as likely
as he is now to find his way there
again. The community will be free
from the reproach that the only abod-
ed men in the town, who are sup-
ported by the public in idleness, are
those who have broken the laws.

WINTER PORT TRADE.

Having before them the object les-
son involved in the comparative state-
ment of winter port business published
in Monday's Star, it is not too soon
for the civic authorities to ask of Mr.
Blair and the C. P. R. what we may
expect next winter. In parliament yes-
terday Mr. Tarte declared that we
must look to the C. P. R. for the
freight. This remark must have had
a depressing effect upon Mr. Blair, and
will be of special interest to Mr. Blair's
friends who have been waiting for him
to fulfill his promise to give Portland,
Me., a little active competition. Pro-
vision has been made for the steamship
lines to come here, and there is to be
a French line added next winter. In
order that business may be more sat-
isfactory next winter than during the
past season the railway and steamship
lines must be in a position to make
their arrangements and contracts long
before it is time for the traffic to be-
gin. Last year the dead-lock between
Mr. Blair and Mr. Shaughnessy stood
in the way. How will it be next year?
Can Mr. Blair's St. John organ tell the
people what he intends to do?

TOURIST MATTERS.

The article republished today from
the Maritime Merchant deals in an in-
teresting manner with the subject of
tourist travel. The Star has pointed
out many times the advantages to be
derived by a locality from the visits
of people who have money to spend,
and the fact that the develop-
ment of natural resources with the
aid of foreign capital not infrequently
follows in the wake of the tourist busi-
ness is a consideration of great prac-
tical importance. The St. John associ-
ation is working actively along well
defined lines of effort, and whatever
the people can do to further its aims
should cheerfully be done.

A STRONG SPEECH.

The American press despatches for
quite a long time past have described
Lord Salisbury as gradually losing his
interest in the affairs of the British
empire, and his health gradually break-
ing down. The cables yesterday show-
ed that the prime minister has not lost
anything either of his interest in pub-
lic affairs, nor his characteristic direct-
ness of speech in dealing with imperial
questions. It required no little cour-
age in a prime minister to speak on
South African and Irish affairs as Lord
Salisbury did Monday evening. His

lordship's utterance is a sufficient an-
swer to William O'Brien's scurrilous
attack upon the king in his paper, The
Irish People, and to the violent speeches
of the Redmonds and others in the
house of commons. The premier
wishes it to be distinctly understood
that the government has no intention
of relaxing its vigilance in guarding
the peace of the empire, whether the
danger be in South Africa or nearer
home.

TOURIST TRAVEL.

A Thoughtful Article on a Topic of Great Interest.

Benefits To Be Derived By Encourag- ing Development of the Traffic.

(The Maritime Merchant.)
The population of large cities yearly
show a growing disposition to get away
for rest and recuperation while the
summer sun shines not upon the scenes
of their daily toil. This is in the first
instance a good thing for the urbanite.
It means that he is getting to have a
better appreciation of the fact that life
should not be all labor and sorrow, but
that there should be some pleasure in
it. It also means that he is, consciously
or unconsciously, doing himself and his
business a distinct service in getting
a little of the fresh air and bright sun-
shine of heaven into his being. This
growth in the movement countryward
in summer is one whose social bearing
is important, and it has a moral
bearing as well that we are apt to over-
look.

The moral aspect of the case is this.
It will be observed by the reader who
interprets historic movements as he
reads, that absorption in pleasure is
marked by a decadence in public spirit.
The summer movement is unquestion-
ably one that involves a great deal
of abandonment to pleasure, both on
the part of the summer visitor to the
country and on the part of the coun-
try folks themselves, whose desires in
this respect are awakened by the ex-
ample of their city brethren. It is too
much to say that there is any real sig-
nificance in this, for in all likelihood
the moral balance is restored rather
than shaken because of the curative
influence of a few weeks in the coun-
try upon the urban visitor, and because
of the broader view of things im-
parted to the dweller in the coun-
try by his contact with people who
have been accustomed to a wider
sphere of existence.

The economic aspect of the case is
certainly so obviously to the credit of
the tourist business that it hardly
needs to be pointed out. It has already
been given in this column. But it is
probable that there are still some
people in the provinces who have not
yet awakened to the value of the sum-
mer tourist, and until we know that
everybody has so awakened we shall
continue to carry out our proper oc-
casions to speak strongly as we
know how upon this subject.

It is possible that one effect of the
presence of summer visitors in a com-
munity is to raise the cost of living to
the detriment of those who do not
travel. This is a point which should
be considered. We are not fully in-
formed on the subject to affirm whether
this is so or not in all cases. It would
be a matter for regret were it so. But
so far as we have observed the summer
resorts of our own province, this
characteristic does not seem to have
entered with the advent of the sum-
mer visitor. On the other hand there
are communities, particularly in coun-
ties where the tourist business has
been highly developed, where a new
life of prosperity and attractive-
ness entirely to a transient and money-
spending population that flocks there
in summer. Summer residents con-
tribute largely to the higher life of a
community. Their influence upon local
architecture and gardening is along
the line of improvement. They help
materially in the improvement of roads.
They frequently carry intellectual fire
where little of it has been known. These
and many other benefits upon which
the circulation of much spare money
are things that make the tourist traf-
fic worth while.

The tourist traffic is likely to do the
most good to communities that are no
highly favored except with scenery and
other features that contribute to the
pleasure of life in summer. This can
be readily seen. In the maritime pro-
vinces there must be numberless such
places—places where the opportunities
for carrying on productive industries
are not great, but where sequestration
from the hum of the world may be as-
sured, where a propitious sky encan-
opies a combination of scenery and plea-
sure possibilities. The penetration of
the tourist to such parts would be
marked in the first instance by a happy
provision of new means of making
money to the people dwelling therein,
then to the social and intellectual im-
provement of those same people, and
finally it might lead to the discovery
of some yet unsuspected industrial pos-
sibility. In this connection it is worth
remembering that the attention of Am-
erican was first steadily directed to
Nova Scotia by a tourist who wrote
"Baddeck and that Sort of Thing,"
since whose time other Americans have
found this not only a pleasant land to
summer in, but a place of untold
wealth in whose development they are
even now sharing.

JAMES A. HERNE VERY LOW.

NEW YORK, May 15.—The veteran
actor, James A. Herne, of Shore Avenue,
is seriously ill at his home, 79
Convent Avenue, and his friends and
family in the last few days have been
led to believe that he might die at al-
most any moment. Mr. Herne closed
his season of Sag Harbor, his latest
play, at Chicago, four weeks ago,
when he had a severe attack of grip.
He was brought directly to his home
in this city, where pneumonia develop-
ed. Mr. Herne is 63 years old, and he
was said Sunday night that he would
hardly have the strength to recover
from the attack.

OTTAWA.

More Money for the Printing Bureau— The Montgomery Memorial.

OTTAWA, May 14.—This afternoon
the house considered Hon. Mr. Field-
ing's motion, to grant, by way of
loan, \$1,000,000 to the Montreal
borough commissioners for the purpose of
erecting elevators in that city. Mr.
Fielding announced that the govern-
ment had decided that the time had
passed when private corporations could
be entrusted with providing proper
terminal facilities for handling grain.
Tarte explained that extensive
sidings would be made to the yard
space, elevating plant, etc., etc., at
Montreal. None of the Canadian
ports were properly equipped. At
Montreal, Quebec, Halifax and St.
John large sums of money should be
spent.

Mr. Ross (Victoria) asked what
Halifax needed, and Tarte replied
that fast line steamers were required
and he hoped to see the day when
they would be running.

The time was approaching when
Quebec would have to do the shipping
business, as the vessels now engaged
in the Atlantic business could not
visit Montreal. Tarte favored the
disposal of many pilots now em-
ployed on the St. Lawrence, and
blamed the incapacity of the pilots for
the majority of the disasters on the
route. He advocated free pilotage on
the river. Tarte's scheme is to reduce
the rates so as to make it desirable
for vessels to come to Canadian ports.
The expenditure of money would bring
about this result.

Mr. Brock could not see that Can-
adian ports can ever become forward-
ing points, although he had every rea-
son to believe that all imports into
this country could be brought over
Canadian lines.

Mr. Tarte in reply, supported this
view. He was in favor of making
Canada independent of the United
States. "We are on good terms with
them, but we are on better terms with
ourselves," is the view he takes of it,
and to reach this end he would make
Montreal the finest of North American
ports.

Mr. Sproul asked why the business
of St. John had decreased this year.
Mr. Tarte, replying, stated that he
was not prepared to answer off hand,
but he considered that the C. P. R.
was the only road that could carry
freight to that port. The Intercolonial
could not hope to compete, as it had
no western connections. The C. P. R.
made a strong effort to compete
for trade, but when the Grand
Trunk could haul 60 cars, the former
line could only take 30 over the short
line. He submitted that the C. P. R.
must be encouraged if the winter port
business was to be kept in Canada.

Mr. Wallace asked to be heard ex-
penditures without some definite
programme being announced.
The debate then drifted into the pre-
sentation of the respective claims of
Quebec and Montreal. The resolutions
were reported.

The railway resolutions were brought
down tonight. In addition to the num-
ber of re-votes or amendments, the
new subsidies are as follows:—
Grandquie Ferry, N. S., to Arichat, 8
miles, \$15,000.

Voltaire to Government Pier on
Minas Basin, one mile, \$3,200.
Bridgetown, N. S., to Middleton, 11
miles, \$35,200.

Between Halifax and the Central
railway of Nova Scotia, from 49th mile
from Halifax to junction with Grand
Central, 20 miles, \$98,000.

Restigouche and Western Extension,
from 60th mile from Campbellton to
effect junction with its line 22 miles
east from St. John river, 33 miles, \$99,
800.

Divided by provinces the subsidies
are as follows: Ontario, \$1,320,000;
Quebec, \$785,472; New Brunswick, \$307,
000; Nova Scotia, \$866,000; Manitoba,
\$112,000. Total, \$3,462,472.

OTTAWA, Ont., May 14.—In the
house this morning Mr. Parmelee,
chairman of the printing committee,
recommended improvements in the
translation bureau and extension of
the printing bureau at a cost of \$100,
000. Laurier concurred in the recom-
mendations, which were adopted.

Sir Wilfrid Laurier stated in answer
to Mr. Clarke that a protest had been
made against the erection of a statue
to General Montgomery at Quebec.
The government could not prevent the
erection on property of the city of
Quebec if the corporation gave permis-
sion. He understood that a tablet
marking the spot where Montgomery
fell would be erected and not a statue.

Sir Wilfrid Laurier hoped that the
house would prorogue on the 23rd in-
stant, and that the Victoria Day bill
would resolve the residents of this
city, but in any case it will be declared
law in time to have May 24 proclaimed
a bank holiday.

Mr. Hackett asked why the program-
me had been changed so as to have
the Duke of York land at Quebec in-
stead of Halifax. Sir Wilfrid Laurier
replied and stated that up to date no
programme had been arranged and
therefore no change had been made.
The house then went into committee
to consider government bills.

Get Rid of it.

If you have catarrh, why
don't you try to get rid of
it? The first thing you
know it will go down into
your lungs or stomach and
cause serious trouble. You
should use Vapo-Cresoline at once.

The cure is so easy and so pleasant.
You use some Cresoline in the vapor-
izer, light the lamp beneath and
breathe in the vapor while sleeping,
that's all. The healing, soothing vapor,
goes all up through the nose, quelling
inflammation and restoring the parts to a
healthy condition. Doctors prescribe it.

Vapo-Cresoline is sold by druggists everywhere.
A Vapo-Cresoline can, including the Vaporizer and
Lamp, which should last a life-time, and a bottle of
Cresoline, complete, \$1.50, extra supplies of Cresoline
50 cents and complete illustrated booklet, sent
free by post on request. Vapo-
Cresoline Co., 100 Fulton St., New York, U.S.A.

MUNICIPAL COUNCIL.

Dr. White is Warden—The Jail Question—Alms-house Affairs.

At the meeting of the municipal
council yesterday Coun. W. W. White
was elected warden. He spoke briefly.
The reports of the finance committee
and committee on county buildings
published in yesterday's Star, were
presented. The former was adopted.
The claims in the latter relating to the
two plans for improving the jail build-
ing, one to add a story, the other an
annex, were discussed. Coun. Christie
expressed himself as opposed to the
large expenditure, \$12,000, or there-
abouts, involved by the acceptance of
either plan.

Coun. Baxter moved that the plans
be referred to the finance and county
buildings committee with power to ac-
cept and call for tenders. The motion
was finally carried.

A communication was read from
Richard Whiteside, the auditor, with
reference to the financial affairs of the
almshouse commissioners. It was
stated by Mr. Whiteside that in 1899
there were \$14,000 of debentures issued
and the proceeds, \$12,184.46, placed to
their credit to pay off their large in-
debtedness to the Bank of New
Brunswick, and for improvements in
the almshouse, and in consequence of
which, showed in December, 1899, a
balance to their credit of \$1,115 in
bank, but they had \$115 unpaid at
that date to the extent of \$1,773.39,
brought into the past year's account
(see appendix, pages 4, 5, 6 and 7, which
page, 131, shows \$1,423.31 overdrawn,
which includes \$170 interest to 31st
December last. Today the account
overdrawn in bank is \$5,774.44, which
includes all debentures from collectors
to date. Against this balance the
chamberlain has \$1,355.30 not yet paid
over. The commissioners asked for
an assessment of \$14,000 for 1900, and
have received \$14,165.12. Furthermore,
while their account has been largely
overdrawn, they have been receiving
salaries and wages as follows: Super-
intendent and matron from \$300 to
\$1,500 per annum; school teacher from
\$12.00 to \$15 per month; kitchen ser-
vant from \$4 to \$5 per month. This
latter is a new item commenced about
four years ago. The commissioners
should be requested to include all
charges for the year, whether paid or
not. These must not be paid should be
J. A. Macdonald, I am under
the impression that the minutes of the
council states at the time of the
issue of the last debentures that the
commissioners were not to overdraw
without the consent of the council. On
referring to page 129, broad allowance,
there is an excess of \$612.16. At one
pound per adult per day, this would
supply 24 additional inmates daily for
\$12.00. The broad allowance for for-
ward trade, but which the Grand
Trunk could haul 60 cars, the former
line could only take 30 over the short
line. He submitted that the C. P. R.
must be encouraged if the winter port
business was to be kept in Canada.

A letter was received from Rev. J.
A. Macdonald, asking that permission
be given to wait on the council in re-
gard to the required jail improvement.
If no steps were being taken. The let-
ter was referred to the joint commit-
tee. A letter from the W. C. T. U. was
also referred to the committee.

A. A. Macdonald was appointed auditor
in place of Richard Whiteside.

A cup of tea is a nice thing to offer
a visitor, and a nice thing if it is Red
Rose.

THE DRY DOCK SCHEME.

George Robertson, M. P. P., made
his report at the private meeting of
members of the Imperial Dock Co. last
evening. The Sun estimates that the
admiralty has declined to assist the
dry dock enterprise, but that the com-
pany has not yet given up the project.
What action will be taken has
not been stated. The members of the
dock company include George Robertson,
James McAvity, Wetmore Merritt,
James Manchester, Joseph Allison, W.
H. Thorne, John H. Thomson, Hcn.
William Pugsley, Col. H. H. McLean
and James Kennedy.

TROUBLE IN MEDICAL COLLEGE.

HALIFAX, N. S., May 14.—There is
serious friction in the faculty of the
Halifax Medical College, and two of
the principal members of it have re-
signed. Dr. N. B. McKay and Mur-
dock Chalmers. The immediate trou-
ble is the attempt of the faculty to
appoint Dr. Murphy to a lectureship.
This is resented by McKay and Chis-
holm and by some others. But for a
long time there has been no peace in
the faculty, and when Dr. E. A. Curry
was made president a week ago, the
mutterings began which have now
broken into open war.

To cure headache in ten minutes use
Kimford Headache Powder—10 cents.

TO WELCOME THE DUKE.

BOSTON, Mass., May 12.—Several
hundred of the British residents of this
city will form a delegation to visit St.
John, N. B., and present an address of
welcome to the Duke of Cornwall on
his arrival in Canada.

The largest bottle in the lot is Ben-
tley's Liniment, 32c. size.

FREDERICTON.

FREDERICTON, N. B., May 14.—
Premier Tweedie spent the afternoon
here and went to St. John this evening.
He enjoyed a drive about the
city behind his handspan pair, pre-
sented by his political friends. The
horses will be sent to Chatham by
tomorrow's Canada Eastern train.

DECLINED THE CALL.

SYDNEY, N. S., May 14.—At the
meeting of Sydney presbytery today,
Rev. D. Macdonald, of St. Columbia
Church, Marion Bridge, Miramichi, de-
clined the call of the Sussex, N. B., con-
gregation.

There is something about a cup of
Red Rose tea which makes you want
a second cup.

QUEBEC, May 14.—Trading stamp com-
panies doing business in Quebec will have
to pay the city a five hundred dollar tax an-
nually. The court so decided this morning.

MONEY TO LOAN.

On Freehold and Leasehold Property—repa-
rable by monthly instalments, or otherwise.
Apply to CHAPMAN & TILLEY, Barristers,
Palmer's Building, 175 Queen Street.

TO LET.

These notices, not exceeding
four lines, cost TEN CENTS for
one insertion, THIRTY CENTS
A WEEK.

TO LET—A small upper flat of 7 rooms,
with bath and closet, at 115 Elliott Row,
Apply to S. W. Kain at Customs House, or
125 Elliott Row.

TO LET—Flat containing seven rooms in
brick building, Prince William street, corner
Queen. Rent 112. Apply to HENRY FIN-
GAN, 224 Prince William street.

TO LET—A large Store and Cellar, on
corner of Union and Waterloo streets, oppo-
site Golden Ball corner. This is one of the
best business stands in the city. Inquire of
FRASER, FRASER & CO.

WANTED.

WANTED—A housekeeper to take charge
of a small family. Apply to MRS. J. K.
HAMM, 61 Spring street, St. John.

WANTED—Wanted at once, a Pant Maker,
Apply to D. J. FATHERSON, 77 Gormain
street.

WANTED—Table Girl and Bell Boy at
PARK HOTEL.

WANTED—A Woman for General House
work to go to Goldboro. Apply at SHAND'S
FLOWER STORE, 77 Gormain street.

WANTED—By The Sun Printing Company,
a good steady, sober Job Composer. Apply
at once.

WANTED—A young man for office work;
must be a good writer and quick at figures. A
good chance to learn a good business. Ad