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THE STAR, ST. JOHN, N. B. SATURDAY, JUNE 29, 1907.

LYKEMAN'S

The Sale of the Patterson Bankrupt Stock is Now in full swing at Our Store.

Gradually the goods of each department have been brought forward and put on sale.

The Ladies' and Children's Ready-to-wear Goods, as well as **Corsets**, are on the **SECOND FLOOR**. **Men's Furnishings** and **Piece Goods** on the **LOWER FLOOR**.

There are still about 150 pair of the splendid **P. C. Corsets** left, which must be cleared out within a short space of time. We do not stock these Corsets, so we do not want a single pair carried into stock. **The prices run from 25c to 75c a pair.**

Waists, Skirts, Both Under and Outside Ones, at prices unheard of before in St. John. Over 100 stylish **Tweed Skirts** at **\$1.75 and \$2.25** each. They are worth \$4.00. **25 Linen and Duck Skirts**. Pretty styles and in perfect condition. To be sold at **\$1.25, \$1.50 and \$1.95**. Regular prices as high as \$3.50.

Children's Dresses—A large assortment of these are on sale at about one-half their usual price. **The Gent's Furnishing** goods were put on sale Saturday morning. **300 Regatta Shirts**—prices from 40c to 55c, and many of them worth \$1.25. Men's winter underwear, you do not need them now, but we are selling them at a price that will pay you to lay them away until you do want them.

The Dress Goods portion of the Stock was not very large, but it consists of about 20 pieces of real good and stylish materials, which are marked at prices from 25c to 45c yd, running in width from 40 to 50 ins. **300 yards of French Opera Flannel**. Regular 50c quality—to be sold at 29c a yard. These are most suitable for Dressing Jackets and House Gowns.

A lot of **French Velour Flannels**, worth 20c and 25c, on sale at 25c. A small lot of Ducks, Muslins, etc., are on sale now.

F.A. DYKEMAN & CO., 59 Charlotte St

REVIEWS THE STORY OF IRELAND'S FRUITLESS FIGHT

A. J. Kettle, Old Time Home Ruler, Tells of the Parnell Campaign, Its Successes and Failures—He Still Hopes for a Satisfactory Outcome.

DUBLIN, June 29.—One of the most interesting statements in connection with the Irish situation is that made by Mr. A. J. Kettle who in a recent interview said: "My only claim for interpolating at the present crisis in the affairs of Ireland is based upon my experience. After the Kilmainham Treaty and the Phoenix Park tragedy Mr. Parnell told me that he would have to fall back upon parliamentary lines absolutely. He pressed on Mr. Davitt and on me the importance of our going to parliament. I told him that I had no faith in my power to do any good there, that I had all my life's earnings pledged, and that as the fight was over for the time being I would go to work to redeem them. On looking over my papers he pressed me to get the party to pay them. I thanked him but told him that I had never intended to beg until I must, and that I only let him see the documents to give him the real proof of my retirement, but that I would watch the current of the struggle in the belief that he would have to advance to revolutionary lines once again before the end. Well, he said, it may turn out that way. He sent for me to meet Sir George Trevelyan, the chief secretary, about the first Laborers Act. I saw him and learned that about the Tory proposals a few days after he met Lord Carnarvon. I helped him to keep the labor leaders from uttering political views with the Tory policy. Mr. Davitt and I spent a whole day with him. He was in a terrible state of despondency after his failure with both English parties when he exclaimed, 'Well, Kettle, I have forced into the service of Ireland the leading men of both the English parties, but I have failed all along the line and now the fight has gone back to Davitt's line and yours. Go and make the best of it. He got a very severe attack of illness soon after this and Mr. Davitt went to America to get married, I think.

"Now Mr. William O'Brien who had been very ably covering the retreat after the failure in 1881 in 'United Ireland' declared his intention to start an agitation in Ireland to force the Tories to govern Ireland as Gladstone said by Home Rule or coercion. He consulted me about the start but he evidently had no faith in the success of the movement. When I learned why he was starting a land agitation on the lines of expediency taking little account of the merits of the question I declined to join him. When he published his 'plan of campaign' I at once took public exception to it. Nevertheless the great talents of Messrs. O'Brien and Dillon the agitation caught on and spread like wildfire over the country simply because it possessed the real revolutionary element which must be present in every effective Irish movement. But the rent strike by which it was worked was a terrible blunder. Instead of placing a garrison on the campaign estates by buying the valuable holdings and enclamping the evicted tenants on those holdings the entire people were cleared out and the roads and left the landlords in little difficulty in utilizing the estate. The plan of campaign could easily have been made a great success but instead it nearly bankrupted the movement, and many of the leading men were in America trying to raise funds for the unequal conflict when the Parnell crisis arose.

"Mr. Parnell always made a revolutionary use of parliamentary politics; he used English parties but never allowed them to use him. After his misfortune and death parliamentary politics without the revolutionary ingredients commenced, and after all of these years of able and interminable party pulling with English statesmen, he has produced just Sirred's Bill, which the Irish people honestly spurned. Every man on the front bench of parliament men has been a failure as the result, as the Parnellite leaders became reactionaries when they went in to help the Tories kill Home Rule with kindness.

"When the Redmondites and Dillonites and Healyites became exhausted nothing Mr. O'Brien pulled them together again on the Land Platform. I joined him hoping to be able to get the revolutionary sting inserted in the agitation in the shape of a common-sense rent strike, but he fought against its introduction so vehemently that he overruled the other leaders who in his absence were willing and ready to agree with me. So the movement dragged on until the extraordinary, ill-starred Land Conference where so much was conceded to the landlords to win them to devotion. The unanimous and crushing decision of the bill convention to me appears to be a turning point in the fortunes of Ireland. There is not much use in looking back unless to gather wisdom and no use at all in fault-finding; let us move on now. As a matter of history since Parnell's silent, inexorable pressure was taken off the English mind all our political movements have tended to mislead the Irish and the English peoples. Let us be tolerant of the mistakes of all our Irish sections and commence a new Irish movement."

Arrangements are now being completed for the visit to Fontenoy on August 25 next in connection with the unveiling of the monument. The party will leave Dublin traveling via Dover and Ostend. On Sunday a special mass will be celebrated in the church of Saint Quentin, and after luncheon the party will proceed by steam-train to

Fontenoy where they will be received by the local authorities and an address of welcome will be represented to the Lord Mayor. The memorial will then be unveiled and addresses delivered in Irish and French.

FATAL DUEL WITH CAVALRY SWORES

Two Austrian Officers Fight Until One Is Pierced Through the Heart.

VIENNA, June 29.—A terrible duel, with fatal results, was fought in the barracks at Trieste yesterday, between two officers, Reserve Lieutenant Hertl and Lieutenant Wernik. A trumpet dispute, which ended in sword down on his opponent's forehead with great force, cutting partly through the skull, while at the same moment Lieutenant Wernik's point pierced Hertl's heart, and he fell dead on the spot.

Lieutenant Wernik's injury is serious but not fatal. The military authorities will hold an inquiry.

TALK QUARRIES. One of the largest talk quarries in the world is in the St. Bartholomew mountain, Luzerne. The best rock is brilliantly white and has a greasy touch when powdered.

THE HORSE. In proportion to its size the horse has the smallest stomach of any quadruped.

TELEGRAPHIC NEWS OF INTEREST TO CANADIANS

TORONTO, June 28.—The city architect this morning tested a plan for the Royal Bank building to be erected in King street, east of Yonge. It will be five stories high and cost \$300,000. LITTLE CURRENT, June 28.—This morning fire broke out in the Mansion House barn, destroying E. M. Bradley's barn, Queens Hotel barn, R. Malt's store and stock, May Brown livery barn, Methodist church. Three good horses were lost in Bradley's barn. E. Malt's is heavy loss. He had big stock and little insurance. Hard work saved the two hotels.

OTTAWA, June 28.—The lawlessness of the party who fired a rifle seven times at the government patrol steamer near Dalhousie a few days ago will be punished if the guilty person can be found. As long as the regulation requiring the raising of nets on Sunday is in force, it will have to be respected and if while officers are enforcing the law, there is but one thing to do and that is to prosecute the guilty parties. This is the view held by the officers of the department and instructions have been sent to the fishery inspector in charge of the district, where this outrage occurred, to set the law in motion.

LONDON, June 28.—However his ministers and politicians may regard Lord Dundonald, the King himself does not refuse the highest regard for him. Today's honor list records his appointment as Knight Commander of the Royal Victorian Order and rightly or wrongly this peculiarly royal distinction is regarded as the King's personal comment on the ministry's neglect of Lord Dundonald and his subsequent resignation. The similar royal honor conferred on Sir Thomas Shaughey is the King's recognition of courtesies extended by the Canadian Pacific Railway to the King's nephew, Prince Arthur of Connaught and the King's recent guest, the Prince Fushimi.

KINGSTON, June 28.—George Armstrong, with N. C. Polson & Company, was shot in the arm with a blank cartridge by a soldier enroute to Bartfield Camp. The shot was fired from a passing train. Armstrong was badly wounded. The men in the car belong to the 4th Regiment of the Royal Canadian Mounted Police.

LONDON, June 28.—The Dominion of Canada, New Brunswick and Nova Scotia duly organized in London, the Hon. John A. Macdonald in the chair, and subsequently held interviews with Her Majesty's legal officers, beginning on the 24th of January, 1867. On the 29th of March, 1867, the Union Act was finally enacted by the Imperial Parliament.

On the 2nd of May a Royal Proclamation issued at Windsor Castle. On the 1st of July, 1867, the Union was proclaimed throughout the four provinces, which became the Dominion of Canada.

On the 1st of July, 1872, Rupert's Island was admitted to the Dominion of Canada. On the 1st of July, 1872, Prince Edward Island was admitted to the Dominion of Canada. On September 1st, 1867, Alberta and Saskatchewan were admitted provinces to the Union.

Since Confederation the Dominion has had nine Governors-General, seven Prime Ministers and ten Parliaments. The Governor-Generals have been: The late Viscount Monck, the late Baron Lisgar, the late Earl (afterwards Marquess) of Dufferin and Ava, the Marquess of Lorne (now the Duke of Argyll), the Marquess of Lansdowne, Baron Stanley of Preston (now the Earl of Derby), the Earl of Aberdeen, the late Right Hon. Sir John A. Macdonald, the late Hon. Alex. Mackenzie, the late Hon. Sir John Abbott, the late Right Hon. Sir John S. D. Thompson, the Hon. Sir Charles Tupper, and the Right Hon. Sir Wilfrid Laurier.

STEPS THAT LED TO CONFEDERATION

A short resume of the march of the great measure of confederation towards its final consummation will not be without interest. In 1808 Richard J. Uniacke introduced the question of union of the British provinces in North America, before the legislature of Nova Scotia. In 1814, Chief Justice Sewall of Quebec proposed the union of the British North American colonies to Lord Bathurst as a plan for solving government difficulties then existing. In 1822, John Beverley Robinson, attorney general for Upper Canada, drew up a plan for the confederation of British North America. In 1825, Mr. McCulloch, then publishing the Montreal Free Press, wrote strongly and earnestly in favor of federal union, and in December, 1835, Robert Gourlay, writing in London, submitted a scheme of the same nature. In 1839, Lord Durham recommended a confederation of the provinces in a report to the British government. In 1844 Hon. J. W. Johnston introduced a resolution in favor of union of the provinces in the Nova Scotia legislature. In 1857, John J. Johnston and Hon. A. C. Archibald went to England as delegates from the Nova Scotia legislature on a mission. In 1857, Hon. A. T. Galt spoke in favor of confederation in the Canadian legislature. In the same year, when Hon. G. E. Cartier, Hon. John Rose and Hon. A. T. Galt were in England on intercolonial matters, they talked over confederation with the Marquess of Salisbury, then British Colonial secretary, Sir Bulwer Lytton, who asked for a public expression of opinion from the Canadians. The first legislative step towards a Federal Union was made by the parliament of Nova Scotia in 1861 by the unanimous vote of the Legislative Assembly, which was favorably received by the Secretary of State for the Colonies in a despatch of the 6th of July, 1862.

On the 14th of June, 1864, Hon. George Brown, as chairman of a select committee of the Canadian Legislature, reported in favor of a federative system applied either to Canada alone or to the whole of the British North American provinces. On September 1st, delegates from the governments of Nova Scotia, New Brunswick and Prince Edward Island met at Charlottetown to discuss maritime union. While discussion was going on, delegates from the Province of Canada asked permission to attend, which was granted, and the larger union was proposed on the 12th of September.

On the 10th of October, 1864, delegates from the Provinces of Canada, Nova Scotia, New Brunswick, Prince Edward Island and Newfoundland met at Quebec, and the resolutions of the Quebec Conference were submitted by Hon. E. P. Tache in Legislative Council, and by Hon. John A. Macdonald, in the House of Assembly. The motion of approval was carried by 91 to 32. On the 24th of April, 1865, New Brunswick having returned a Legislative Assembly opposed to Confederation, Hon. Charles Tupper in the Nova Scotia Assembly moved that negotiations for the Union of Nova Scotia, New Brunswick and Prince Edward Island should be renewed. The motion carried.

On the 17th of April, 1866, Hon. Charles Tupper moved in the Assembly of Nova Scotia that the Lieutenant-Governor be authorized to appoint delegates to arrange with the Imperial Government a scheme of union effectively ensuring just provision for the rights and interests of Nova Scotia. This was carried by thirty-one to nineteen. On the 30th of June, 1866, a similar resolution was moved in the New Brunswick Legislature and carried by 31 to 8.

On the 4th of December, 1866, the deputations from the Provinces of Canada, New Brunswick and Nova Scotia duly organized in London, the Hon. John A. Macdonald in the chair, and subsequently held interviews with Her Majesty's legal officers, beginning on the 24th of January, 1867. On the 29th of March, 1867, the Union Act was finally enacted by the Imperial Parliament.

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RAILROADS.

CANADIAN PACIFIC	
DOMINION	
A July 1	
RETURN TICKETS AT SINGLE FARE	
Going June 28, 29, 30 and July 1st, 1867 for Return until July 2nd, 1867.	
Between all Stations in Canada East of Port Arthur.	
W. B. HOWARD, D. A. C. P. R. ST. JOHN, N. B.	

INTERCOLONIAL RAILWAY

ON AND AFTER SUNDAY, June 18th, 1907, trains will run daily (Sundays excepted), as follows:	
TRAINS LEAVE ST. JOHN.	
No. 2—Express for Pt. du Chene, Moncton, Campbellton and Truro.	7.10
No. 6—Mixed train for Moncton.	7.40
No. 4—Express for Moncton, Pt. du Chene.	11.00
No. 28—Express for Pt. du Chene, Halifax and Pictou.	12.00
No. 128—Suburban for Hampton.	12.25
No. 2—Express for Sussex.	12.35
No. 128—Suburban for Hampton.	12.40
No. 124—Express for Quebec and Montreal.	12.45
No. 126—Suburban for Hampton.	12.50
No. 10—Express for Moncton, Sydney and Halifax and Pictou.	12.55
TRAINS ARRIVE AT ST. JOHN.	
No. 3—From Halifax, Sydney and Pictou.	6.30
No. 128—Suburban from Hampton.	7.45
No. 2—Express from Sussex.	8.00
No. 123—Express from Montreal and Quebec.	12.30
No. 127—Suburban from Hampton.	12.35
No. 2—Express from Moncton and Point du Chene.	12.40
No. 28—Express from Halifax, Pictou, Point du Chene and Campbellton.	12.45
No. 126—Suburban from Hampton.	12.50
No. 1—Express from Moncton and Truro.	12.55
No. 28—Express from Sydney, Halifax, Pictou and Moncton (Sunday only).	1.00
All trains run by Atlantic Standard Time. 2.40 o'clock is midnight.	
CITY TICKET OFFICE, 3 King Street, St. John, N. B. Telephone 271.	
Moncton, N. B. June 18th, 1907.	

STEAMERS

C.P.R.

ATLANTIC STEAMSHIPS

EMPRESS SERVICE

AT ROYAL MAIL OF CANADA

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