

STEAMERS, ETC.

EAST-ERN STEAMSHIP CO.'s

WINTER REDUCED RATES.

In effect Nov. 1, 1902, to May 1, 1903.
St. John to Portland, \$3.00; St. John to Boston, \$3.50.
Commencing MONDAY, Nov. 10th, 1902, steamers leave St. John at 8 a. m. (Atlantic Standard), Mondays and Thursdays, for Lube, Eastport, Portland and Boston.

Returning from Boston, via Portland, Eastport and Lube, Mondays and Thursdays at 8.15 a. m.
Through tickets on sale at principal railway stations, and baggage checked to destination.

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

A. H. HANSCOM, G. P. & T. A.,
CALVIN AUSTIN, V. P. and Gen. Manager.

General offices, Foster's Wharf, Boston, Mass.

Star Line S. S. Co.

One of the Mail Steamers, VICTORIA and DAVID WESTON, will leave St. John, North End, for Fredericton and intermediate landings every morning (Sunday excepted), at 9 o'clock, and will leave Fredericton every morning (Sunday excepted), at 8 o'clock.

Freight received daily up to 6 p. m.

R. S. ORCHARD,
Manager.

MILLIDGEVILLE FERRY.

Leaves Millidgeville daily (except Saturday and Sunday) at 9 a. m. and 3.30 and 5.00 p. m. and 4.15 p. m.
Returning leave Baywater at 7 and 9.45 a. m. and 3.30 and 5 p. m. and 4.15 p. m. and 3.30 and 5 a. m. and 4.15 and 5.45 p. m.
Sunday leaves Millidgeville at 9 and 10.30 a. m. and 6 p. m.
Returning at 9.45 a. m. and 5 p. m.

JOHN MCGOLDRICK,
Agent.

Telephone 228a.

TO LET.

Advertisements under this Head: Two words for one cent each time, or Three cents a word for ten times. Payable in advance.

TO LET—A barn. Enquire of M. J. WILKINS, 391 Haymarket Square.

TO LET—A small flat on St. David street, with water and gas conveniences. Separate entrance. References required. Rent \$4 per month. Enquire mornings at 341 Union street.

HELP WANTED, MALE.

Advertisements under this Head: Two words for one cent each time, or Three cents a word for ten times. Payable in advance.

WANTED—A first class job printer at office of SUN PRINTING CO.

GENERAL AGENTS WANTED in each town for special, accident, sickness, life insurance policies and general insurance business. Liberal terms to reliable men. Write to N. B. Montreal.

HELP WANTED, FEMALE.

Advertisements under this Head: Two words for one cent each time, or Three cents a word for ten times. Payable in advance.

WANTED—A housekeeper for light housework in a family of three. Apply at 30 Kennedy Street, North End.

WANTED—A reliable woman, who has been accustomed to children, to nurse and take full charge of a young child. Apply between 2 and 6 p. m. to THE KING'S DAUGHTERS' GUILD, 41 Chalmers Hill.

WANTED—A Servant for general domestic work. Apply to MRS. INGRAHAM, 116 Elliott row.

WANTED—A Girl for general housework. Apply between 1 and 4 p. m. at 292 Douglas avenue.

WANTED—Competent Girl for general housework. MRS. A. R. MELROSE, 173 Waterloo street.

WANTED—A girl for general housework. Apply to MRS. R. FINLEY, 78 Sewell street.

MISCELLANEOUS.

Advertisements under this Head: Two words for one cent each time, or Three cents a word for ten times. Payable in advance.

WANTED—We want you to call and examine our 6 1/2 x 8 1/2 lens, fitted with premium shutter, also set of amplifiers for same. Will sell at a bargain. Apply to EIR'S STUDIO, 15 Charlotte street.

WANTED—A house in the North End, furnished, and for two families. Apply, giving location and full particulars to A. M. C. Box 218, City.

HYACINTHS Choice Hyacinth Bulbs, 75 cents a dozen, at 127 Charlotte street.

A bargain for some one. 2 Upright and 2 Cottage Stoves. Call on W. TREMAYNE, GARD'S, Jeweller and Optician, 48 King street.

FOR SALE.

Advertisements under this Head: Two words for one cent each time, or Three cents a word for ten times. Payable in advance.

HOUSE FOR SALE—House 165 Adelaide street. 5 beds, 3 rooms on each floor. Enquire at the premises.

DAVID HARUM.

Edward P. Elliott, impersonator, last evening delighted one of the largest audiences that has attended any performance in York Theatre for years. Mr. Elliott gave a number of pleasing readings from David Harum, and thoroughly delighted all present, even those who were obliged to stand. The affair was under the auspices of the King's Daughters.

Mr. Elliott was introduced by Mayor White. Mr. Elliott before touching upon his subject proper related certain humorous occurrences that sent ripples of laughter circling about the room, so that when "David" finally made his bow it was to an audience at once responsive and sympathetic.

IRISH EDITORS SENT TO JAIL.

DUBLIN, Nov. 7.—Mrs. Annie O'Mahoney, the first woman imprisoned under the Crimes' act during the present campaign, was arrested at Waterford Friday morning and sent to jail where she will undergo two months' sentence. Mrs. O'Mahoney who is the proprietor of the Waterford Star, refused to furnish bail to cease publication of boycotting notices. H. P. Lyman, editor of the same paper, was also arrested and sent to jail for a similar term.

THE ST. JOHN STAR is published by THE SUN PRINTING COMPANY (Ltd.), at St. John, New Brunswick, every afternoon (except Sunday) at \$3 a year.

ST. JOHN STAR.

ST. JOHN, N. B., NOVEMBER 8, 1902.

A CASE IN POINT.

A recent issue of the Brighton, Eng., Herald, adds an interesting contribution to the discussion of municipal ownership of public utilities. The town of Hove, which is so close to Brighton as to be almost a part of it, though under separate municipal jurisdiction, was considering the question of installing a municipal tram, or street car system. The plan was hotly opposed by the British Electric Traction Co., and a local organization called the Industrial Freedom League, which the Municipal Journal declared was "an annex" of the Traction company.

The league brought down from London a Mr. Hartshorne, to discuss "Municipal Trading," and this gentleman declared that many municipalities had lost heavily by trading. He argued altogether against municipal ownership of public utilities. When he had concluded his address, Councillor Carden of Brighton, who was the chief advocate of the municipal tram system, replied. This gentleman denied that municipal trading was a source of loss throughout the country. If, he said, they took the official report asked for and obtained by Mr. Fowler two years ago, they found the average annual profits on all remunerative municipal undertakings in the country, for a period of five years, were £3,600,000 a year, while the capital invested was \$8 millions, showing that these undertakings had given an average return of four per cent. "There is no getting away from these figures. That covers the whole of the undertakings by all the municipalities," the debt which the lecturer mentioned as being 300 millions included that \$8 millions, but the balance of it was debt incurred for various non-remunerative purposes, including public health, drainage, school boards, etc. The only capital invested in true trading undertakings was \$8 millions.

The following is the Herald's report of Coun. Carden's address, and it will be read with special interest, dealing as it does with the experience of a particular town:—

Coming closer home, Mr. Carden proceeded to give as he has often done before, some of the figures for the municipal undertakings of Brighton. In the waterworks £800,000 had been invested, and the waterworks had never cost the ratepayers a penny piece. On the contrary, they were getting £8,000 a year profits, in addition to paying off large sums for the sinking fund and interest. In the last 30 years the ratepayers had had £140,000 in relief of the rates. "You may argue for a month, but you will never convince the ratepayers of Brighton that investing that £800,000 has not been a good financial speculation." Whose fault was it that some of the profit came from Hove? It was the fault entirely. Let the council of Brighton's electricity undertaking. "Here you have a splendid instance in the two towns of the difference between municipal enterprise and a private monopoly. In Brighton £400,000 has been invested in electric lighting, which has never cost Brighton a single penny. On the contrary, the ratepayers had had £10,000 out of the profits in relief of the rates, and the consumers are getting it at roughly half the price you pay in Hove." Last year there was £24,000, which, in the case of a company, would have been available for distribution as dividend. Of this, £11,000 was paid in interest and £12,600 in paying off capital. That sum of £12,600 was a larger sum per cent for reduction of capital than any company carrying on electric lighting in England had paid. It was equivalent to 31.3 per cent on the capital. The Brighton electricity undertaking was in a far sounder position than any company in the country, as was supplying the electricity at a cheaper rate.

The ratepayer had not paid for the undertaking, but the consumer of electricity. Exactly the same thing took place with regard to tramways in any town which undertook them.

At this stage Mr. Carden repeated the statement made at Rutland Hall regarding the favorable prospects of trams in Hove. In Brighton during the past six months they had made more than a clear £3,000 profit on the trams, after allowing a large sum for sinking fund and interest. "I cannot imagine that the Hove Corporation, with the instances of what they lost in the water and electric light, can contemplate handing over a large monopoly to a great Trust Company, which in the short period of about seven years has promoted companies with capital amounting to something like £22 millions." His audience might see the history of the Electric Trust set out in the London Daily News of the last few weeks. If there was money to be made in Hove by trams, why hand it over to a company? How can a company do it more cheaply than the corporation? The corporation could borrow far more cheaply, and could command the services of just as able engineers. In all these technical concerns the success or non-success must depend in the nature of things on the paid skilled men employed. "I have not the slightest doubt that there are several gentlemen in the service of the British Electric Traction Company who would be only too pleased to transfer their services to you if you will only pay them enough." The Traction Company were certain to get a line from Worthing to the westward boundary of Hove, because they had the consent of the local authorities along the route. "The Traction Company would do anything

to get it. If the ratepayers part with it they will only be sorry once, and that is always."

It may be added that the fare on the Brighton tram cars is only a penny, compared with five cents in St. John.

SATURDAY SERMONETTE.

Today is a king in disguise. . . Let us unmask the king as he passes.—Emerson.

Every day comes to the world as a stranger, with something, usually of the unexpected, always of the unknown, held in keeping for us. We awake in the morning feeling that today is just like any other ordinary day that has passed, full of the commonplace, tedious round of duties that must be performed. But, perhaps, before nightfall we have experienced a joy or a sorrow that may change the whole course and tenor of our lives.

Not only is this true, but each day brings with it many an opportunity for good, opportunities that are as precious as grains of gold. These in themselves are royal gifts, but only to those who make use of them to the best of their ability. The blessings that come with a day do not always lie on the surface of things, but must be sought after and drawn to light by patient effort. "The daily round, the common task" offers, perhaps, a phase of the day's programme that is not always viewed with a feeling of unmingled delight, but, if faithfully gone through with, will in itself have the result of forming the character in lines of strength and beauty. We must make the best of our time if we expect to receive any real and lasting good therefrom, and every duty however distasteful, and however small and apparently unimportant, if well and conscientiously performed, is a step toward revealing the hidden largesse of today.

"Today is a king in disguise." He will never come again in just the same manner, and with the same possibilities of pardon for us. Let us, then, give to this royal visitor a warm welcome and unmask his kingly face before he passes forever out of our lives.

CLARA MORTON'S DEATH.

BOSTON, Nov. 7.—In the developments of the day in the Mason case, which has puzzled the police of New England since Miss Clara A. Morton was struck down and killed in Waverley last Saturday, there are several interesting details. No further evidence, however, has been adduced which tends to discriminate in the case Alan G. Mason, the member of the well known Boston family who has been held since Tuesday on the charge of murdering Miss Morton. In fact, the police were compelled tonight to believe that Mason stood out clearer in the light of an innocent man. This status of mind is caused for the most part by the failure today of Joseph Nemeser, the West End jeweler, to identify Mason as the man who had offered for sale Miss Morton's watch last Saturday night. The attempted identification was made today at the Middlesex county jail when Mason was placed in a group of six men and when Nemeser decided he could not say that any one of the men had been in his store. Tonight, however, when the jeweler's attention was drawn particularly to the third man in the line—Mason—he announced that he "might have seen that man before." So convinced have been Nemeser's statements with relation to the description of the man in the case that the police have lost faith in his judgment. Such is their conclusion of the man's varying descriptions of the man who sold the watches stolen from Miss Morton.

Miss Agnes McPhee, who was murdered in the case, was suspected of being the man who pawned Miss Morton's watch, was arrested, but the pawn broker could not identify him and he was released. A woman from Watertown has identified Mason as a man who annoyed her last summer in the Natural History Society rooms at Boston.

Among your Saturday evening purchases include a package of Red Rose tea.

DEATH AT NEW MARYLAND.

(Fredericton Gleaner.) One of the best known and highly respected residents of York Co. passed away yesterday morning in the person of David Sinclair of New Maryland. Deceased had only been a few days with pneumonia. The late Mr. Sinclair was 62 years of age and was a native of Shetland, Scotland, and emigrated to this country about thirty years ago. Since that time he has been a prosperous and successful farmer of New Maryland and was beloved and respected by all who knew him. Besides a sorrowing widow, two daughters and three sons are left.

The children are Mrs. Robert Shaw and Miss Jennie Sinclair of Maryland, David, who owns a farm in St. Francis, Madawaska Co., and William and Robert, who are at present in the lumber woods for R. A. Estey.

SHOT FOR A DEER.

HOULTON, Nov. 7.—Word was received here Friday that Harry Fisher of Smyrna Mills was mistaken for a deer and shot through the shoulder by Chas. De Long, son of the Smyrna Mill hotel proprietor, about 14 miles from that town. Fisher's wound is not considered serious.

BIRTHS.

MOTT—At Campbellton, Wednesday, 5th, to Mr. and Mrs. Albert Mott, a daughter.

MARRIAGES.

KIRKPATRICK-CHAMBERS—At Brookton, Mass., October 24, by Rev. Andrew W. Archibald, D. D. George S. Kirkpatrick and Mrs. Dora Dowling Chambers both of Brookton.

DEATHS.

MILLAGAN—In this city, on the 7th inst., after a lingering illness, Stephen Millagan, aged 11 years and 1 month, eldest son of David and Janet Millagan.

Funeral on Sunday at 2.15 o'clock from his father's residence, Marsh Bridge. The burial will be in the cemetery at 10 a. m. ROBINSON—On the 5th inst., at 19 Burpee avenue, Mrs. Adeline E. Robinson, aged 38 years.

THE C. P. R. IN MAINE.

A Bangor Journalist is Much Impressed by What He Saw at MoAdam.

(Editorial Bangor Commercial.)

An interesting feature of railroading in Maine is the running of the great trains of the Canadian Pacific across the entire width of our state almost wholly within a region of high woods. This is a feature with which but few people are acquainted and fewer still have any conception of the immense volume of business which it handles. Our people go west to see great railway operations, but here, within a few hours ride of Bangor one can witness most interesting scenes in international railroading. Standing for a few hours on the broad platform of the beautiful granite station at MacAdam Junction, one obtains a new idea of the vast business which is done over this road running across Maine, nearly all of it through the woods. Here, at this little place, the arrival and departure of trains is a period of great interest and bustle. The customs officials are busy in inspecting personal baggage, trains are being made up and the special police officials in fine uniforms with C. P. R. on their heavily trimmed caps are announcing departures of trains. Trains for Woodstock; trains for St. Stephen; train for St. John; train for Fredericton; train for Moncton, Quebec and Winnipeg—such are the directions these officials are constantly calling. The trains, too, are certainly magnificent. No finer train of parlor and ordinary passenger coaches are seen on any road than are run over the Canadian Pacific on its through Montreal and St. John trains. These vestibuled trains almost always consist of from twelve to thirteen cars drawn by the most powerful locomotives and they are constantly filled. Of course there are many emigrant trains and second class cars or trains, but the character of the great body of travelers is so thoroughly English as to command notice. Elegantly dressed—even in traveling costume—these passengers are the best type of English men and women of culture, cosmopolitan in their appearance, educated and refined in their ordinary conversation as one overhears it at the station rooms and in the coaches. We see nothing like it in this section of the state, except now and then during the summer season at some of our popular watering places, like Bar Harbor or Portland Spring.

From Vanceboro to Mattawamkeag the trains of the Canadian Pacific pass over the Irons of the Maine Central. This is one of the most interesting sections of the railroading in Maine and there is probably no railway track in the state that is kept so busy as the section between these two points. Fine trains of passenger coaches, emigrant trains, grain trains, trains of general freight, are in constant passage over that section of the Maine Central. At some seasons of the year when large quantities of freight are being handled, a total of more than fifty trains during the twenty-four hours of the day pass over this line—those of the Canadian Pacific and Maine Central. There are through cattle and grain trains from Manitoba, Winnipeg and the great Northwest going to St. John and Halifax, for foreign shipment, carrying emigrant trains from St. John, there are long trains of people from the old world, seeking new homes in the fertile lands of the Canadian Northwest. From Mattawamkeag these trains again strike their own track and are hurried across through the woods of northern Maine along whose tracks have sprung up villages where only a few years ago was nothing but the high trees of the old forest. Away they go south of the Shoochie lakes, at the foot of Moosehead, across by Jackman, Long Pond and Attan Lake to Holey and the Canadian boundary at Megantic—a region which was formerly known to lumbermen and a few sportsmen, now the highway of great commerce and business of two hemispheres.

Few who remain closely at home or who go to Boston occasionally have little realization of the important business interests, the vast number of trains, the great number of passengers, and the immense volume of freight which, night and day, are making our north woods ring with the traffic of one of the world's great highways—a steel highway—reaching from the Atlantic to the Pacific, which has carved through northern Maine and across its rivers, won'ters claim of the commerce and business of two hemispheres.

Travellers and all athletes depend on BENTLEY'S Liniment to keep their joints limber and muscles in trim.

THIS CIGAR NOT HURTFUL.

Smokers May Not Like It, But Doctors Think It a Good Thing.

PHILADELPHIA, Pa., Nov. 7.—Doctors here have had their attention called to a substitute for the cigar, which seems to take its place completely. At the last meeting of the Council d'Hygiene of the Seine, M. Guignard presented a report relating to the placing on the market of a cigar which contains no tobacco. Many people have long supposed that thousands of the so-called cigars contained no vestige of tobacco. The cigar of M. Guignard is at least an honest production. It contains no tobacco. Its "base" is a fine word this—is an aromatic herb, and, moreover, it is said to be an antiseptic. It will give out plenty of smoke—so will brown paper and it is guaranteed to be absolutely inoffensive. In fact, so harmless is it said to be that even the late Mr. Gladstone, who never had a cigar in his mouth, but once, would have had no objection to using it. The council approved of the report of M. Guignard and should government approve the manufacturers of the "cigare antiseptique" will form another state monopoly.

CAMPBELLTON, N. B., Nov. 7.—At a meeting of the Caledonian Society of the Restigouche, held this evening, the following were elected officers for the ensuing year: President, John Montgomery; 1st vice-president, W. F. Gault; chaplain, Rev. A. F. Carr; treasurer, James McLaughlin; secretary, Archibald McKenna; marshal, A. D. McKendrick.

UNDERWEAR BARGAINS

FOR MEN AND BOYS

— In Linen Room, Ground Floor. —

We have commenced a special sale of

Samples, Odd Lots and Broken Lines of Men's Shirts and Drawers.

Comprising Plain Wool, Fleece Lined and Ribbed Wool, sizes of Shirts: 34, 36, 38, 40, 42, and 44. Sizes of Drawers, 32, 34, 36, 38, 40 and 42.

PRICES OF MEN'S SHIRTS AND DRAWERS, 25c., 35c., 50c., 75c., \$1.00, \$1.25, \$1.50, \$1.75 per garment.

There is not a very large quantity of the qualities ranging from \$1.00 to \$1.75, and these comprise broken lines of English Fine Natural Wool Underwear in medium and heavy weights; also a few in Genuine Scotch Lamb's Wool Shirts and Drawers.

A small lot only of BOYS' SHIRTS AND DRAWERS, for boys of 5 to 15 years, at 15c., 20c., and 40c. per garment.

These are all marked at exceedingly low prices to clear quickly.

None of this underwear can be sent on approval or exchanged.

Note.—Sale in Linen Room.

Manchester Robertson & Allison

TO COUNTRY NEWSPAPERS AND PRINTING OFFICES.

Owing to the purchase and installation of new plant, the undersigned will, in a few weeks, have the following articles for sale:

5 Imposing Stones with Stands.

1 Staple Binder.

1 Card Cutter.

2 Job Presses.

1 Counter, with 6 drawers, walnut top, 9 1/2 feet long.

SUN PRINTING COMPANY,

St. John, N. B.

MORNING'S NEWS.

LOCAL

Red Rose tea is good tea, and sold from the Atlantic to the Pacific.

A meeting of the recently organized rifle club will be held at R. J. Wilkins' Monday evening, when it is expected a name will be given the organization.

E. T. C. Knowles will deliver a lecture on temperance in Union Hall, North End, at four o'clock Sunday afternoon.

Rev. C. W. Hamilton is announced to speak on Missions at Oak Point on Monday night next, and to lecture on "My English Trip," at Jerusalem Tuesday night.

Sch. Luta Price is loading cordwood at Moncton for Salem, Mass. This is the first shipment of some 1,500 cords purchased in the vicinity of Moncton for the U. S. market.

Mrs. M. Brophy received word yesterday of the death of her sister, Mrs. Fitzgerald, at Holyoke, Mass., as the result of an accident sustained about three weeks ago.

The employees of the Portland Rolling Mills, the Maritime Nail Works, and the James Pender Nail Works will meet tonight to discuss the formation of an ironworkers' union.

The first winter port steamer of the season, the Allan liner Parisian, left Liverpool for Halifax and St. John yesterday. She has on board 37 cabin, 55 second and 178 steerage passengers and 130 naval ratings. She will leave this port on the 22nd inst.

E. J. Payson, of the Fredericton Gleaner was in the city yesterday en route to Yarmouth where he had been summoned by the death of his mother, Mrs. Alice M. Porter. Deceased was 66 years of age. She had been in failing health for some time.

St. Mark's Boys' Association held their annual meeting at St. John church school house last evening, when there was a large attendance of the lads eligible for the association. The age limit is placed at fifteen years. The rector, Rev. John de Soyres, presided, and the boys elected the following officers: E. Bates, captain; Edward Fritz, vice captain, and Clifford Merritt, secretary. The boys have started a ping pong tournament, and a lively contest is expected.

GENERAL.

A young man known as Francis J. Bressin committed suicide in Portland, Me., night before last. He appeared to have come from Boston, and had not been long in Portland.

THE UNION COAL SUPPLY.

The two car loads of Broad Cove coal ordered by the Labor Union is expected to arrive Tuesday or Wednesday next. The coal will be sold from the car until a store-house is obtained. The sale will be open to the public but shareholders will have first choice. The coal will be delivered by union men. The committee appointed by the local labor union to manage the coal purchasing scheme held a meeting last evening. James E. Fisher presided. It was decided not to close the sale of stock yet. A large number of shares have been sold to union men and the purchasers have until the 10th inst. to pay for their stock.

HALIFAX, Nov. 7.—Conductors: W. H. Corbett of the D. A. R. died today after an illness of ten weeks. He had been on the railway for 29 years. A widow and three children survive him.

Lady (engaging a maid)—Was your last mistress satisfied with you?

Maid—Well, mum, she said she was very pleased when I left!—Punch.

STEAMBOAT SERVICE.

By Dominion Atlantic.

S. S. Prince Rupert leaves St. John on Monday, Wednesday and Saturday mornings at 7.45 o'clock, arriving from Digby at 5 p. m.

By Eastern Line S. S. Co.

Steamers leave St. John at 8.00 a. m. on Mondays, Wednesdays and Fridays for Lube, Eastport, Portland and Boston.

By Grand Manan S. S. Co.

Leave St. John on Wednesdays at 7.30 a. m. for Grand Manan, Campbell and Eastport. Returning, leave for St. John on Mondays at 8.30 a. m.

By New Brunswick Southern.

Express from St. Stephen, 7.30 a. m.

ARRIVALS.

By Canadian Pacific.

Express from Fredericton, 8.55 a. m.

Express from Boston, 11.15 a. m.

Express from Montreal, 11.50 a. m.

Express from Boston, 6.10 p. m.

By Intercolonial.

Express from Halifax and Campbellton, 7.50 a. m.

Express from Halifax and Pictou, 12.15 p. m.

Mixed for P. du Chene, 1.15 p. m.

Express for Quebec, 3.00 p. m.

Express for Quebec and Montreal, 6.00 p. m.

Express for Halifax and Sydney, 12.25 p. m.