

For Summer Complaints

Use

Fellows' Speedy

Relief

A reliable household remedy.

Price 25 Cents.

STEAMERS.

INTERNATIONAL S. S. COY.

FIVE TRIPS A WEEK.

20 Hours to Boston!

The Steamship "Star" will sail from St. John, N. B., every TUESDAY and FRIDAY morning, at 5:30 p. m., standard Port Express to Boston.

Steamers "Cumberland" and "State of Maine" will sail from St. John, N. B., for Boston, every MONDAY, WEDNESDAY and FRIDAY morning, at 7:30 o'clock, standard.

NOTE: Do not overlook this route to the Pan-American Exposition at Buffalo. Choice of route from Boston.

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, N. B., for Fredericton and intermediate landings every morning (Sunday excepted) at 8 o'clock, and will leave Fredericton every morning (Sunday excepted) at 7:30 o'clock.

and after June 22nd, Steamer Victoria will leave for what North End, every TUESDAY, 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 5 p. m. on the day of sailing. All freight must be prepaid.

J. E. PORTER, Manager.

For further information apply to

P. NASH & SON, Agents,

Bridge Street, N. B.

FOR

Washademoak Lake.

THE MODERN EDEN.

Unsurpassed on Earth for Beauty and Climate, the People's Line.

STEAMER STAR

Has been rebuilt under the supervision of the most practical government inspectors, and with further notes will, in the near future, be the most modern and comfortable of the region, calling at all her landings on River and Lake, returning on alternate days at 1 p. m.

Freight received up to 5 p. m. on the day of sailing. All freight must be prepaid.

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Bridge Street, N. B.

Str. CLIFTON

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

Freight received up to 5 p. m. on the day of sailing.

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

MILLIDGEVILLE FERRY.

Summer season MILLIDGEVILLE will leave MILLIDGEVILLE daily except Saturday and Sunday at 9 a. m., 4 and 6 p. m.

Returning from MILLIDGEVILLE at 6 and 8 a. m., and 4 and 6 p. m.

Saturday leaves MILLIDGEVILLE at 6:45 and 8:30 a. m., and 4:30 and 6:15 p. m.

Returning at 6:30, 7:30 and 10:15 a. m., 2:45, 4:45 and 7:45 p. m.

Sunday at 9 and 10:30 a. m., 2:30 and 7 p. m. Returning at 9:45 and 11:15 a. m. and 6 p. m.

DOMINION DAY.

Leaves MILLIDGEVILLE at 7:30, 9 and 10:30 a. m., and 2, 3:30 and 6:45 p. m.; returning, leaves Baywater at 8:15, 9:45 and 11:15 a. m., and 2, 3 and 7:30 p. m.

JOHN MCGILVER, Agent.

Telephone 225 A.

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To beautify your rooms at small cost. Also Engravings, Good Silverware and Stationery. Souvenir Postals, Cards and Views of St. John send to friends.

A. E. OLARKE,

67 KING STREET - St. John, N. B.

THE HORSE YOU DRIVE

Will be a good one if you order it from us. We have safe horses, fast horses, fine turnouts with rubber tires at

J. E. NASH'S, 124 Union Street.

Telephone No. 11.

DAVID CONNELL,

BOARDING, HACK AND LIVERY STABLES.

604 of Waterloo St., St. John, N. B.

Horse Boarding on reasonable terms. Boarding and Livery on River. Free 75-cent short notice.

A large back-board wagon, seats fifteen to twenty people, to let, with or without driver.

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BOARDING, HACK AND LIVERY STABLES.

Coaches in attendance at all boats and trains.

Horses to Hire at reasonable terms.

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THE ST. JOHN STAR is published by THE STAR PRINTING COMPANY (LTD.), at St. John, New Brunswick, every afternoon (except Sunday) at 3 p. m.

ST. JOHN STAR.

ST. JOHN, N. B., JUNE 23, 1901.

THEY DON'T AGREE.

The Hon. Mr. Fisher has assured the people of the old country that under liberal rule the exodus has been stopped and that there is now a movement of population from the United States into Canada. When Mr. Fisher returns it will be necessary for him to renege with the publishers of the Labor Gazette, which is a creation of the government, and for whose utterances the government is in a measure responsible. The June issue of the Labor Gazette gives some reasons for the scarcity of farm labor. The reason given in the case of Prince Edward Island is the movement of young men towards the eastern United States. In Nova Scotia, a general movement of young men and women from the farms to the United States, particularly Boston; New Brunswick, quite a marked migration to Boston and other United States cities, both in the case of men and women; Quebec, in the case of both young men and women the disposition to move to the United States is commented upon.

Mr. Fisher, if he is thoroughly familiar with the work of his own department of the government, must be aware of these conditions if they exist. If they do exist, he should not make such a statement as has been attributed to him; if they do not exist, such statements as those in the Labor Gazette should be suppressed.

AS IT IS IN CENTRAL PARK.

The officials at Central Park, New York, have hit upon a solution of an interesting problem. We all know what it is like to walk out to Rockwood Park, and arriving there hot and weary begin a hunt for a vacant seat, only to be disappointed. In New York the park seats are rented. For a nickel one may sit at one of the plain seats available. There are plenty of rocks and mounds in our park, which afford fairly good resting places, but light organies, muslin and tannels are placed upon them with considerable effect. What a delightful sensation it would be to make the exchange of a few cents for a feeling of perfect comfort. We might even become proof against the disappointed and sometimes indignant looks of less fortunate fellow-seekers after pleasure.

ISLAND FARMERS ORGANIZE.

Steps are being taken in Prince Edward Island to organize agricultural societies and a number have already been formed under the new arrangement made by the legislature of the province at its last session. The island has been divided into thirty-three agricultural districts, in each of which a society may be formed. If it has fifty members, who subscribe in fees a sum not less than \$40, a grant of \$50 will be given out of the provincial funds. The dominion department of agriculture will contribute by sending speakers to address educational meetings of the societies. It is believed that a good society will be organized in every one of the thirty-three districts, and that as a result the farming interest of the island province will be much benefited. The people recognize that the farm is the chief source of prosperity of the province, and that the more highly productive those farms can be made, and the more live stock they can produce, the better it will be for the interests not only of the farmers themselves but of all industries and all classes of the people.

RECORD WHEAT CROPS.

Kansas, as well as the Canadian west, is rejoicing in a great wheat crop. A larger crop of winter wheat than that of last year is now being harvested, and a New York merchant, who has just returned from a trip to the coast, says the outlook is good for the greatest crops on record all over the western country. This may mean low prices, but it will mean prosperity for the farmers and a great business for the railways. A letter received from Kansas by a New York banker, says: "Kansas is all right this year, and Oklahoma is going to produce the most phenomenal wheat crop in her history. You must tell all the pessimists in your city they are wrong this year as to Kansas. Kansas loaned New York money last year. The state will have a good deal more to loan you next year."

Mr. B. Schofield contributes a long letter to the morning papers urging that the whole question of wheat accommodation and harbor management should be fully investigated. As one interested in the movements of steamers he states emphatically that the present wheat and warehouse accommodation in both sides of the harbor is quite insufficient for the trade of the port, and that there should be a radical change in the present system of harbor management.

THE POPE IS NOT ILL.

ROME, June 2.—The report published in Paris that the pope is seriously ill and that Dr. Lepoint, his attending physician, does not leave the pontiff's bedside, is entirely unfounded. His holiness is in good health, and yesterday received in audience the Austrian ambassador to the Vatican and a number of other persons.

THE CORN KING.

Geo. H. Phillips, Who Made a Fortune on One Deal.

Says Time Is Coming When No Crude Corn Will Be Exported—Farmer Must Be Considered—Opposed to Trusts and Combines.

(Mail and Express.)

George H. Phillips, the young Chicago "corn king," possessor of a fortune made recently by one bold move in the grain market, declared today at the Holland House that corners, trusts and combines are the greatest stumbling blocks to individual integrity and commercial progress, when they are conceived with the one object in view of oppressing the weak.

"I am the happiest man in the world today," said Mr. Phillips, "for I believe have cleared myself of a gigantic transaction without serious injury to others, and because I see through the great grain industries of this country the brightest day in its history. With a proper recognition of the rights of the individual integrity and supply of the world means and a common-sense and business-like view of how it should be distributed, there is no reason why, within ten years, every city, town and hamlet this broad country over should not be a hive of industry."

Mr. Phillips, thirty-five years old, smooth shaven and fair, is the type of the young American who sees the horizon of the future painted with rosy hues, not because his rise to fame has been of the meteoric sort, but because he believes that there are no insurmountable objects in the way of young men who have success as the predominant purpose of their every act, and are willing to toil along joyfully to reach it, to secure it. His prophecies, however, are backed by figures and facts. His statements are not made at random, but are accompanied by much deliberation.

"The increase of corn consumption in this country in the last eight years," said he, "is alarming. In 1894 we had a short crop. But even then we carried over from that year a surplus of 2,355,000,000 bushels of corn to 1895. We did not have to draw on the new crop at all. But in 1899 the consumption had increased to such proportions that we not only used the 2,355,000,000 bushels of 1898 corn, but began to use that year's crop six weeks earlier than usual. I believe that in five years the consumption in this country will be so great that not a single year will carry to foreign ports corn in the raw state, but that every bushel will be in the shape of corn products, pork, beef, glucose and starch."

"A friend of mine said to me the other day: 'The production of corn must increase 50 per cent. in the next five years to keep pace with the consumption of corn. When it is known that hogs are the greatest consumers of corn, this is a truly startling condition of affairs. The part of the corn that is great that not a single year will carry to foreign ports corn in the raw state, but that every bushel will be in the shape of corn products, pork, beef, glucose and starch.'

"If corn is quoted at 41 or 42, persons with money to invest should buy it. The price of corn is 25 cents. I controlled, when the market was short in Chicago, was quoted at the beginning of 1899. I wrote personal letters to my friends urging them to buy. I saw the commodity on the counter and the country elevators and grain companies with me for corn which they could not deliver. A little foresight had revealed to me a possible shortage when the contracts were made. I controlled the entire supply and could have squeezed the market to death if the greatest possible gain had been my motive. Seven million is all they could deliver when the market was at 42."

"During the time from 25 to 42 I never refused to sell to a fellow who paid the market price. The \$200,000 I sold on top of the market in this way spoiled my hand and I knew it. But my theory of a legitimate transaction is that it is better to sell fifty times with an advance of one cent a bushel each time and squeeze no one, rather than to sell once with an advance of 100 and probably send many to their ruin."

This principle will be my guide in all future transactions. I am not as rich today as I might have been, but I am better satisfied. One year ago last November I did not have \$2,000, while today I am comfortable, but I do not feel that it has been at the expense of some one else's ruin."

ROYAL FISHERWOMEN.

The Duchess of Fife is undoubtedly the princeps amongst our royal fisherwomen. The joys most of her anglers on the Don at Abernethy, where there are over 100 men of angling and beauty to be taken by the expert fisher. The king's own fishing at Mar Lodge are mostly devoted to the pursuit of the trout, and the royal play and land a salmon with the best of her guests there.

The Queen, how to handle a rod, and the like, having better than taking the trout and roach, according to the royal play and land a salmon with the best of her guests there.

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PAINWELL TO WATERFALLS.

(Saturday Evening Post.)

Electrical experts and some common people are already hatching themselves to the prospect of the total loss of Niagara Falls as a scenic spectacle.

Each power plant, dam and returning opulent dividends to its projectors is an irretrievable argument in favor of the construction of another. The character is like a gold mine with two million tons of ore in sight. It is reasonable to suppose that the miners will stop when ten thousand tons have been taken out, or fifty thousand, or a hundred thousand, or any amount short of the entire contents of the lode? As reasonable as it is to suppose that the exploiters of Niagara will stop with ten thousand horse power, or fifty thousand, or a hundred thousand, or any other amount short of the entire capacity of the falls.

But while the probability that Niagara Falls may soon give place to a bare wall of rock is forcing itself upon thoughtful minds, the full implications of this tremendous fact do not seem as yet to have attracted attention. The inevitable corollary of the loss of the Niagara is nothing less than the total disappearance of all waterfalls as an element of natural scenery. Niagara represents the extreme limit of the resistance of nature to science in that direction. Long before the last drop of its mighty flood is tamed and made to flow through a turbine by way of a tunnel or a canal every minor character and cascade will be at work turning dynamo.

In most cases the problem is elementary compared with that of harnessing Niagara. A little dam across Yosemite Creek before it takes its half-mile plunge over the cliff will transform one of the world's wonders into an industrial substitute for a steam engine. It will be easy to persuade the Merced River not to take the dauntless leap of six hundred feet that we call the Nevada Fall. The Shoshone Falls, Minnehaha, the Genesee, the Passaic are either gone or rapidly going.

Every little cascade in a woodland glen is a potential source of wealth. Every one may be expected to disappear, unless it is preserved in a public or private park like the surviving specimens of the buffalo. We do not yet fully realize what this means—how much the loss of the laughter of falling brooks and the surge of falling rivers will subtract from the enjoyment of life. Perhaps sentiment may be sufficiently powerful to gain for us rare intervals of a taste of the old pleasure. On a centennial anniversary or the visit of a president the masters of the dynamo may shut down most of their plants and turn on Niagara for a day. It will be a spectacle that will draw excursionists from the whole continent.

A stream that starts in the Sierras ten thousand feet above the sea may run through a hundred power plants before it meets the tide. In time all its possibilities will be utilized. Every mile of yagran travel in its bed will be a waste of energy, and ultimately we may expect to find it running the entire distance through pipes. Hydraulic engineers will explore the remotest recesses of the Andes, the Himalayas, and the mountains of Africa for sources of power, and no waterfall will be too inaccessible to be caught and tamed.

What will the poets do then? They may find poetry in a turbine, but if they do, its quality can hardly match that inspired by a waterfall. Also even if the poets manage to adapt themselves to the new conditions what will become of the artist? How are they going to describe the inside of an iron pipe? This is where the flowing water will be, unless science discovers some still cheaper source of power.

TO CURE A COLD IN ONE DAY.

Take Laxative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box.

PERSONAL INTEREST.

Mrs. Alfred Markham and daughter left by the I. S. Co.'s steamer for Boston this morning.

Charles Green of Elm street, left last night on a fortnight's visit to Aberdeen, where there are over 100 men of angling and beauty to be taken by the expert fisher.

Murray Macneil will leave by the steamship Dominion next week on a trip to the west coast of North America, and will also take a cruise around Scotland and Ireland.

Mrs. Arthur J. Freeman and children have moved to St. John, N. B., for the summer. They are staying at the Weston House.

Winifred Laidlaw left last night for Arbutus, Victoria Co., to attend a district meeting to be held there. His pupil will be supplied during his absence, which will extend over a week.

Bicyclists