

A. H. HANSCOM, G. P. & T. A. USTIN, V. P. and Gen. Managel Offices, Foster's Wharf, Bostor

## Star LineS.S.Co.

One of the Mail Steamers, VICTORIA and DAVID WESTON, will leave St. John, North End, for Fredricton and intermediate landings every morning (Sunday excepted), at 9 o'clock, and will leave Fredericton every morning (Sunday excepted), at 8.00

B, S. ORCHARD, Manager.

#### MILLIDGEVILLE FERRY.

p. m. and 4.15 p. m. Saturday leaves Millidgeville at 7.15 and 9.45 a. m. and 3.30 and 5 p. m. Retarning at 6.30 8 and 9.45 a. m. and 4.15 and 5.45 p. m. Sunday leaves Millidgeville at 9 and 10.30 Sunday leaves Millidgeville at 9 and 10.30

TO LET.—A bain. Enquire of M. J. WIL-KINS, 331 Haymarket Square.

TO LET.—Small flat, four rooms, in rear of 48 Exmouth street, with or without bara. Apply to G. H. ARNOLD, 44 Exmouth street. TO LET.—A small flat on St. Lavid street.

TO LET.—A small flat on St. Lavid street, with water and other conveniences. Separate ontrance. References required. Rent 4 per month. Enquire mornings at 341 7,010 street.

### HELP WANTED, MALE.

WANTED.—A first class job NTED—A smart young man of goo rance and business ability to canvas collect for the York County Loan and Company, experience not necessary and commission. Apply 9 a. m., or and J. HANCOCK, Supt., 101 Prince

#### HELP WANTED, FEMALE.

TED.—A Servant for general domes-rk. Apply to MRS. INGRAHAM, 110 WANTED.—A Girl for general housework

WANTED.—Competent Girl for gen ousework. MRS. A. R. MELROSE, WANTED.—A House Maid, Apply to MRS. W. S. FISHER, 78 Orange street. WANTED-A nurse girl. Apply at

WANTED—Immediately, a good general servant to go to Centreville, Carleton Co Liberal wages. Apply at 86 Duke street. TED-A girl for general housework to MRS. R. FUNLEY, 78 Sewel

### MISCELLANEOUS

word for ten times. Payable in advance.

WANTED.—We want you to call and exmine our 6½ x 8½ lens, fitted with renicum hutter also set of ampliscopes for same. Tublo, 13 Charlotte street.

BOARD can. BOARD can be obtained by applying at No. 306 Princess street, with all modern

improvements.

WANTED.—A house in the North End, freehold, and for two families. Apply, giving location and full particulars to A. M. Z., Box 243, City.

BICYCLES Repaired, Stored, Cleaned and Insured. Science, Knives, States, etc., dreum and Polished. J. M. ROBERTSON, 111 Princess street. Telephone 1430.

### SEWING MACHINE.

Call at W. H. Bell's, 28 Dock Street. Sest makes to select from. Tel. 1487.

FOR SALE

#### THE BATTLE LINE.

Str. Himera, Capt. Lockhart, bound from Manchester canal for Boston with coal, was due at Louisburg yes-terday for coal. Str. Albuera, Capt. Grady, from St. John for Glasson

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## ST. JOHN STAR.

T. JOHN, N. B., NOVEMBER 4, 190

#### THE ABATTOIR.

The abattoir proposition now before the city council appears to meet the requirements of the case. Since abattoirs are built in American cities without proving objectionable, there ought not to be any serious objection to the site proposed here. Property owners in the vicinity would probably not object to securing tenants for their houses, which would be one result of the building up of an important new industry there. Close to the proposed site is an industry which is exempt site is an industry which is exemp ask this favor. The company under-take to construct a modern abattoir, and positively affirm that it will not be undertake to make a large expenditur on the plant and to employ a large

Of course, until their plans are fully explained final judgment cannot be pronounced upon the project, but at this company deserve a good hearing, and the industry should not be lost to the city unless there are very urgent rea-

The Star has from time to time for over two years, urged the need of an abattoir, and found ample evidence, in the monthly reports of the slaughter house commission, to support that view. Probably no city in Canada of early equal size is served by so poor a system of slaughter houses. In the present houses it is not only impossible always to do clean killing, but the by products are largely if not wholly wasted. As a matter of fact, there are no two opinions about the need of ar abattoir, and the only question to be determined is that of the site and who shall go on with the work. The present company have gone about the business in a very business-like way, and, so far as the Star can judge from the statements made and the assurances given their proposition deserves the favorable consideration of the authorities.

#### THAT KNOTTY QUESTION.

The meeting of the Evangelical Alliance yesterday showed quite clearly, agree in regard to the scheme presentbecause that plan was not elabroated scheme is understood, it may receive hearty co-operation, and again it may meeet with more or less disapproval If the mission is to draw from the churches it is not likely that the pastors will give it hearty endorsation. already touched by the churches, but how to lay hold of those who never enter a house of worship. Something must be used to get them. They fluences of the regular kind. Perhaps attain the highest possible success, the endorsation of the clergymen, representing as they do a large body of the to whom an appeal for support would come, is necessary. But, even if this is not obtained the promoters will probably go ahead. It was suggested at yesterday's meeting that perhaps the church-going people had done all that could be required of them when they had built churches, organized Sunday schools and young peoples' societies and paid salaries to we The city, it was suggested, should now go ahead and provide play grounds and the like. Something might be said both for and against the first part of the suggestion. It apparently strikes right at the root of all mission work. The second part should com-mend itself to everyone. Public play-grounds are needed and that in the worst possible way. They might not worst possible way. They might not keep all the boys off the corners and away from the streets, but they cer-tainly would keep some. It would be money well spent. Meanwhile the clergymen do well not to give up their

Prof. H. W. Wiley, expert chemist of the national department of agriculture, Washington, in a speech in Chicago the other night gave vent to this warning to persistent prohibitionists and other water drinkers: "If alcohol has elain its thousands, water has slain its tens of thousands. The victims of intoxication cannot be compared, in point of numbers, with the victims of germ-laden water."

From the St. John's, Nfid., News comes the following: "It is quite evident from prevailling circumstances, that liquor of inferior hature is being disposed of to the city. Within a few weeks two events, one of which ended seriously, have happened through the

on reading these two statements the coltisen afflicted with thirst may be pardoned if he rise to enquire what he shall drink. He may not have time to boil the water, and is not sure anysome as yet undiscovered germs fatal to the human system. If on the other hand he reject water and turn to hard liquor, he is not certain that it is honest liquor, or that it will not set him crazy.

uotation from the St. John's News that is worthy of attention. It is said to be very easy to adulterate liquor, or put an article on the market that is very a compound would be far worse than that this explains the sometimes very toxicated persons. It is obvious that if iquor is considered a proper article of commerce and consumption there is just as much reason, even more, to take care that it is not tampered with, as in the case of ordinary foods and drinks. The phrase "crazed with liquor" is often heard. May it not in many cases be interpreted to mean "crazed with bad liquor." Since prowould a crusade in favor of pure liquor be a step in advance? The question is not one that will commend itself to prohibitionists, but is it not worthy of consideration by those who do drink and are in danger of the fate of the persons described by the St. John's News?

Of course this city is not seriously oncerned in the matter. The rich brown liquid that comes from the taps these days is not intoxicating liquor; neither would one care to call it water

#### TARTE'S SUCCESSOR.

OTTAWA, Nov. 3.—Laurier is to make a trip to Montreal, it is said, to consult his friends about a successor to Tarte. There is not the slightest doubt now that James Sutherland will get the portfolio of the public works and that Frefontaine will be minister of marine and fisheries. A readjustment of departmental work is to be made. The question of transportation and the widening and deepening of the St. Lawrence channels, heretofore adminstered by the public works department, will be transferred to the engineering branch of the marine department, so that the entire administration work in connection with the St. Lawrence will from this time be in the hands of Col. Anderson, chief engineer. This change will necessitate the transfer of some members of the staff present on the public works department to the marine and fisheries. It is denfittely settled that Mr. Flint, M. P., will be the new clerk of the house, in succession to Sir John Bourinot.

Jules Tessler, ex-speaker of the Que-

not.
Jules Tessier, ex-speaker of the Quebec legislature, will succeed the late
Mr. Dechene in the senate.

To cure Headache in ten minutes use KUMFORT Headache Powders.

#### MONCTON AFFAIRS.

MONCTON, Nov. 3.—Representatives of the brotherhoods connected with the running of trains on the Intercolonial are here, apparently with the object of getting an increase in wages, in line with similar action taken by Grand Trunk and Canadian Pacific men.

J. E. Muhifeld, late superintendent of machinery and rolling stock on the Intercolonial, has been appointed assistant to the general superintendent of motive power on the Baltimore and Ohio railway, with headquarters at

of motive power on the Battimore and Ohlo rallway, with headquarters at Baltimore. He will have charge of mileage and maintenance of locomotives, improvements and designs of coaling stations and shops, and improvements in tools and machinery. It is understood his salary is in the vicinity of \$5,000.

### SWIFT JUSTICE.

SALEM, Ala., Nov. 3.—Sam Harris, a negro, entered the home of Geo, Meadows, a prominent planter who lives six miles south of here, today, during Mr. Meadows' absence, and struck his wife and 18-year-old daughter on the head with an axe, crushing Mrs. Meadows' skull and fracturing that of the daughter. Mrs. Meadows has not regained consciousness and will die. The negro was placed in custody and held till Miss Meadows had sufficiently recovered to identify him.

This afternoon he was taken in charge by 125 men and his body riddled with bullets. He acknowledged the crime.

MONTREAL, Nov. 3.—Tarte in La Patrie tonight sets after Blair. In discussing the latter's "dream" of a government line to the Pacific he says: The name of Tarte has been removed from the golden record of those who respect the constitution, because he believed it was his duty to speak concerning the discal policy of Canada. It interests us to know what Judgment will extend against the discourse of the minister of railways and canals.

#### ST. JOHN CASES.

Was in a Dry Dock for Thirteen Months.

And Her Bill Will Amount to About a Million Dollars.

(Brooklyn Eagle, Oct. 30.)
After being in No. 2 dry dock, Erle
Basin, for thirteen months and five
days the International liner New York
was floated out at 7 o'clock this morning. She was towed around to the slip
adjoining Beard's Stores, where she
will remain until Monday, when she
will be towed to Cramp's yard, Philadelphia. There her engines and boliers will be installed and the rest of her
general alterations completed.
The altering of the New York is the

general alterations completed.

The altering of the New York is the largest piece of work of the kind ever performed in an American shippyard. The main change consisted in the inclosing of the outboard twin shafts in the hull right up to the propellers. To do this the entire lower stern, of the ship had to be rebuilt for a distance of 160 feet. In all the earlier type of vessels of this class the shafts were exposed from the point where they left the hull to the propellers, the only support being a V-shaped strut, the apex of which carries the bearing of the shaft. The ends of the strut are riveted to the hull and offer but a weak support to the massive wheels. In many cases the rapidly revolving propellers were found to work the struts loose, and in the case of the New York, the upper side of the port strut was found to be cracked near the flange, by which it was made fast to the hull.

In consequence of this defect in construction a German naval architect invented the modern method of completely inclosing the shafts in tunnels, that form a part of the hull. The plating of these is riveted to U-shaped frames, and nothing is visible outside the hull but the propellers. These are supported at the stern by a massive stern frame is connected. On the latter the fifty ton, and to this the massive stern frame is connected. On the latter the fifty ton rudder is hung:

This style of construction adds greatly to the hougancy of the hull. It is a remarkable fact that, while the New York drew 22 feet of water when entering the dock, she drew but 16 feet leaving it. Many of the ballast tanks had to be removed and other changes made which no doubt lightened the hull one the outpass of the contract the Cramps supplied all the material and the John N. Robins Company the dock and the labor. The ship was on the dock since September 25, 1901. It is reasonable to suppose that the local company received seven cents a ton for dockage, although the rate may have been less because of the large amount of labor involved. This would amo

employed on the ship, whose wages would average \$2.25 a day, including helpers, passers and rivet boys. This bill would foot up to about \$540,000. Then there was a considerable amount of Sunday and over time, which is very highly paid for. It is likely that the whole bill at the Erie Basin will not fall short of \$1,000,000. Her engines, bollers and interior fittings at Cramps', with the labor involved, will probably reach another \$1,000,000, and then the New York is far from being a new ship at that, having been built in 1888. She is a magnificent model of a passenger ship, but would be practically useless for freight purposes, being quite narrow forward. This fact is believed to have had much to do with her costly reconstruction. Her sister ship, the Paris, now the Philadelphia, has been similarly reconstructed at the yard of Harlan & Wolff, Belfast, Ireland been similarly reconstructed at the yard of Harlan & Wolff, Belfast, Ire-

Men are engaged today in getting on board the New York a lot of the old material removed from the hull, among which are 280 plates. A tem-porary steam boiler has to be installed

to connect with the pumps. This latter is insisted upon by the underwriters, to provide for any possible leak that might appear.

The yard looked lonely today after the New York was floated out, but there is no lack of work. The latest wreck to arrive is the British steamship Lady Joleey, which was ashore on the west coast. Some fifty plates will have to come off the forward third of the bottom.

Work is being rushed night and day on the Clyde liner Apache, sunk in collision with her sister ship, the Iroquois, in Charleston harbor. Although but a week at the yard all the plates are in position, closing up the huge gash in her port bow, which reached almost to the keel, and she is scheduled to sail on Tuesday next. The American steamship Washtenaw is being turned into an oil tank for the Texas Oil Company; the Trinidad liner Maracas has arrived at the yard, and the Hero is having a new bottom put in so that there is plenty of work in sight

### Danger Next Door.

haps it's diphtheria, or clet fever. Keep your i home free from the ms of these diseases.

# LINER NEW YORK BARGAINS IN FLOOR GOVERINGS.

# Special Sale of Carpets,

FOR ONE WEEK ONLY.

nday Morning, November 3rd, we will offer in our eneral assortment of Carpets, Olloloths and Linopet Department, a general as ms at very special prices.

TAPESTRY CARPETS, from 25c. to 75c. per yard.

BRUSSELS CARPETS, from 70c. to \$1.10 per yard.

AXMINSTER AND VELVET CARPETS, 75c. and \$100 per yard.

UNION AND ALL-WOOL CARPETS, fram 20c. to \$75c. per yard.

A GOOD ASSORTMENT OF CARPETS, fram 20c. to \$75c. per yard.

A GOOD ASSORTMENT OF CARPET REMNANTS, all grades, ranging itength from 11-2 to 30 yards.

REMNANTS OF OILCLOTHS AND LINOLEUMS. GREAT BARGAINS WOOL AND UNION SQUARES, slightly solled.

You can make a substantial saving by supplying your present or future or covering needs now.

Sale will commence at 8.30 a. m. MONDAY, November 3rd.

M. R. & A's Unrivalled \$10.00 Suits for Men.

York. [The dry dock in which the New York was re-constructed was one of those built by J. E. Simpson & Co., whose representative has visited this city in connection with dry dock mat-

#### THE EXTRA BERTH

Common Council Place the Matter Plainly Before Mr. Blair.

At yesterday afternoon's regular meeting of the Common Council many matters of more or less importance were dealt with. Mayor White was in the chair, and all the members except Aid. Maxwell and Hilyard were present.

were dealt with. Mayor White was in the chair, and all the members except that passing through the eyes. This is the New York weighs about us, and to this the massive stern is connected. On the latter the nrudder is hung: style of construction adds greathe buoyancy of the hull. It is rivable fact that, while the New rew 22 feet of water when entered edock, she drew but 16 feet; it. Many of the ballast tanks be removed and other changes which no doubt lightened the reymuch.

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The reports of the boards of work, safety and water and sewerage were adopted.

The special abattoir committee reported that it would be unwise to allow the location of an abattoir within

the city limits.

The petition of W. O. Purdy, James H. Doody, John Russell, jr, and W. J. Emerson, asking the council to approve of the Dunlap shipyard as an abattoir site, was referred to the board of

of the Dunlap shipyard as an abattoli site, was referred to the board of works.

A petition asking that the Indiantown wharves be extended was sent to the board of works.

The Teamsters' Union asked that their license law be either enforced or done away with. Their request was referred to the mayor.

Ald. Christie read a letter from a well-known citizen, stating that in view of the fact that it might become necessary for the city to help people out in the direction of supplying their needs in the way of fuel, he would agree to deliver to the city teams at his firm's saw mill 1,000 loads of wood free of charge. Ald. Christie explained that this letter was written to him privately, and the gentleman in question did not wish his name given to the public.

The offer will be accepted if the city is called on to help any needy people.

Ald. Christie was asked to return the thanks of the Council to the generous citizen.

SEAMS OPENED OFF MUSQUASH.

A Machias, Me., despatch yesterday,

says:
The tug Wm. Murray arrived here
today from St. John with the schooler
J. A. Wilson in tow, leaking badly.
The Wilson loaded wood at Digby for
Beverly, but when off Musquash Fer
seams opened, causing her to roll well
over, and a considerable portion of the
deckload was lost. The schooler will
be hauled out on the marine railway
here for repairs.

THE LAKE SUPERIOR

Louis Miller of Boston and Thos. Toole of Portland, who are interested in the Lake Superior, arrived here yesterday. The intention is now to tow her to Eastport, and St. John tugs will be employed for that purpose. The tugs which will do the work will probably be the Flushing, Dirigo and Lord Roberts. When Eastport is reached it will be decided what will next be done, but it is probable she will go to Boston. Plates have been made for use on the ship by the St. John iron we ks, but the present ides preclude their being put on. It is likely some days will elapse before she leaves St. John. No difficulty is anticipated in connection with the towage of the Superior to Eastport.

#### LAW EXAMINATIONS

J. D. Hazen, M. P. P., and J. B. M. Baxter went to Fredericton 'ast night to attend a meeting of the council of the Barristers' Society, when reports on the preliminary examinations will be presented and final arrangements made for the examination of tudents applying for admission as attorneys. These examinations will ommence this morning at the law library. Those who will appear for the examination are R. B. Hanson and Peter Hughes, Fredericton; F. A. Morrison, Milltown; A. C. Calder, Welchpool; F. B. Hill, St. Stephen; G. A. Hutchinson, Rexton; J. W. deB. Farris, White's Cove, and Alphonse Turgeon, Bathurst.

Chronic constipation surely cured or money back. LAXA-CARA TABLETS never fail. Small, chocolate coated, easy to take. Price 35 cents. At drug-gists!

BUSINESS AND LABOR MEETINGS.

BUSINESS AND LABOR MEETINGS.

Last evening a committee of the Trade and Labor Council and a committee of the Board of Trade met to discuss the best way to settle industrial disputes.

This was the first of a series of meetings to be held during November and December. The participants hope that some result can be reached which will be the basis of a useful provincial law. The Board of Trade members of the committee are John E. Irvine, Robert Maxwell, T. S. Simms, W. F. Hatheway and John Keefe.

#### THE ALLAN LINE

Str. Bavarian, from Montreal, ar-

day morning.
Str. Peruvian, from Liverpool, arrived at Halifax at 10.30 Sunday night with goods for St. John.

#### TRAVELLERS' GUIDE.

Passenger train service to and from St. DEPARTURES.

By Canadian Pacific. Express for Boston... ... ..... 6.45 a. 10-

By New Brunswick South
for St. Stephen......

ARRIVALS.
By Canadian Pacific.
from Redericton.....

from Boston....

Str. Cliften leaves for Hampton on Mondays, Wednesdays and Saturdays at 3 p. m., leaving Hampton on return at 5.30 a. m. Strs. of the Star line leave for Fredericton daily at 2 a. m., leaving Fredericton on return at 8 a. m. Str. Springfeld leaves for Springfeld on Tucsdays, Thursdays and Saturdays at 11 a. m., leaving Springfeld on return on Mondays. The Str. Springfeld on return on Mondays and Frederick Str. Majestic has been for Cagetown daily, at 4.30 p. m., leaving dagstown on return at 5.50 a. m.

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