

## STEAMERS, ETC.

### EASTERN STEAMSHIP CO.'s

#### (International Division)

#### WINTER REDUCED RATES.



In effect Nov. 1, 1902, to May 1, 1903.  
St. John to Portland, \$10.00; St. John to Boston, \$15.00.  
Commencing MONDAY, Nov. 10, 1902, steamers will leave St. John at 4 a. m. (Atlantic Standard), Mondays and Thursdays, for Lubec, Eastport, Portland and Boston.

### MILLIDGEVILLE FERRY.

Leaves Millidgeville daily (except Sunday) at 9 a. m. and 4 p. m.  
Returning leaves Baywater at 7.40 and 9.45 a. m.  
Sunday leaves Millidgeville at 9.30 a. m.  
Returning at 4 p. m.

JOHN MCGOLDRICK, Agent.  
Telephone 228a.

### TO LET.

TO LET—A nice, convenient flat for a small family, situated on Metcalf street, containing seven rooms, pantry and clothes room, with a convenient wood house connected with it. Come and see it. Enquire of JOSHUA E. COWAN, 99 Main street.

TO LET—A flat No. 71 High street, North End. Modern improvements and moderate rent. To be seen any time.

### 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—Boy, 15 or 16 years of age. Apply to A. B. GILMOUR, 68 King street.

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

GENERAL AGENTS WANTED in each town for special, accident, sickness, indemnification policies and general insurance business. Liberal terms to reliable men. Write box 216, 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 good girl to do general housework. Apply to Windsor Hotel, No. 29 King square.

WANTED—At once, a housemaid, where a parlor maid is kept. Good wages given. Apply between two and six p. m. at King's Daughters Guild, 13 Prince William street.

WANTED—At once, a girl for general housework. 30 Wellington Row.

WANTED—A girl for general housework. Apply at 177 Princess street.

### MISCELLANEOUS.

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

BE YOUR OWN BOSS—We will start any one anywhere in pleasant, permanent and profitable business. Apply COOPER, 322-6 Clarence street, London.

BOARDS WANTED—First class board and rooms may be obtained at reasonable rates at 75 King street, just over Macaulay Bros' store.

ONE BETTER—You can get one of Tartar and one pound of Baking Soda for 20 cents at 137 Charlotte street.

SHOW-CASES—A bargain for some one. See Nickle Cases for sale cheap. Call and see them at W. TREMAINE GARD'S, Jeweler 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.

FOR SALE—A second-hand Typewriter in good condition. Apply to MRS. J. N. PARLEE, 176 Main street.

HOUSE FOR SALE—House 165 Adelaide road, 2 flats, 6 rooms on each flat. Enquire on the premises.

### SITUATIONS WANTED.

Advertisements under this head inserted free of charge.

WANTED—A sober, industrious man, married, wants situation at general work. Accustomed to horses. Apply W. F. Star office.

GENTLEMAN, college-bred, desires immediate employment as teacher, collector, or any suitable occupation where energy and executive ability would be appreciated and fairly remunerated. Address B. A. care of Sun Printing Co.

WANTED—By a middle aged man, employment as bookkeeper or for general office work, long experience, best of references. Address "Scribe," care of Sun Printing Co.

### LOST.

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

LOST—Lady's Watch on Pab Chain, between the Opera House and Hotel Dufferin. A reward will be paid for its return. SAMUEL McCUTCHEON, Hotel Dufferin.

### DEATH OF THOS. B. REED.

WASHINGTON, Dec. 7.—The remains of Hon. Thomas Brackett Reed, formerly speaker of the house of representatives, who died early this morning, left here this afternoon for Portland, Me., his former home, where the interment will take place on Tuesday afternoon. The body was placed aboard a special train leaving Washington at 4.59 o'clock and running as the second section of the Federal express, scheduled to arrive at Portland tomorrow. Accompanying the body were Mrs. Reed, the widow, Miss Catherine Reed, the former speaker's daughter; Hon. Amos L. Allen, Mr. Reed's successor in the house of representatives; Asaph C. Hinder, Mr. Reed's parliamentary clerk while speaker, and Augustus G. Payne of New York, life-long friend. At Mrs. Reed's request there were no ceremonies of any kind here, and at Portland they will be of a simple character.

During the entire day there was a stream of sympathetic callers at the Arlington hotel, where the body of Mr. Reed lay awaiting removal to the railway station. They included President and Mrs. Roosevelt, members of the cabinet and of the senate and house of representatives and of the diplomatic corps.

THE ST. JOHN STAR is published by THE SUN PRINTING COMPANY (LTD.), at St. John, New Brunswick, every afternoon (except Sunday) at \$2 a year.

## ST. JOHN STAR.

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

### ST JOHN'S POSITION

Mr. Blair's organ is industriously booming the Grand Trunk, which is expected soon to apply to the government for material assistance in the promotion of its great western schemes. It will, however, occur to the readers of the Telegraph that no great thanks are due to a railway which sends cattle to this port only when it is shut out of an American port. Let the embargo be raised and even the blandishments of the Telegraph will not bring the Grand Trunk traffic to St. John. It was to compete with the Grand Trunk that Mr. Blair built an elevator and wharves and warehouses. The elevator is idle and the wharves and warehouses are used in connection with the traffic of the C. P. R. Whatever views St. John people may hold with regard to the acquisitive faculty of the C. P. R. company, there is no way of getting around the fact that the winter port development is entirely due to the co-operation of that line. We owe nothing to the Grand Trunk, and if we are used by that line now it is merely as a temporary convenience. If that great corporation does build a trans-continental line, pressure must be brought to bear to see that any federal aid given to it is offset by benefit to Canadian and not United States ports. Everybody here would like to see two competing lines having their terminus at this port, but the wish will not be realized without a vigorous effort. And until such time as the Grand Trunk manifests a real and permanent interest in St. John the organ of Mr. Blair will gain little sympathy in any partisan attacks upon the corporation whose traffic brings so many steamships to the wharves. The Star does not wish to be understood as contending that the city is under special obligations to the C. P. R., for the latter is in no sense a benevolent institution. It is here for business. But its business helps the city and in that sense we owe it fair play.

### A LIGHT THAT FAILED.

Readers of that unique periodical the Philistine, published by Elbert Hubbard, at the Roycroft Shop, East Aurora, N. Y., and all who have read Mr. Hubbard's lectures, or his Message to Garcia, or who have seen any of the beautiful books turned out of the Roycroft Shop, will learn with regret that the serpent has again got loose in Eden. That idyllic abode of men and women who worked for work's sake, and dwelt in loving harmony under the gentle sway of Fra Albertus is divided against itself. The following meagre despatch tells the story though not the cause:

SYRACUSE, Dec. 4.—Ray Williams, right-hand man of Elbert Hubbard of the Aurora Roycroft Shop and formerly editor of the Sunshine Bulletin, has joined the opposition and was in town today to confer with St. Jerome, the sculptor, who has started a shop in Syracuse and who is no longer a friend of Hubbard.

No movement in the social life of the United States has excited more interest in the last two or three years than the development of the little community in East Aurora. Elbert Hubbard became a kind of prophet in a cult far wider than the little New York town. His terse vigor of expression, his unsparring criticism of every kind of sham, his almost savage attacks upon what may be called fashionable religion, his clever and sometimes biting maxims, and his tireless preaching of the gospel of work attracted universal attention. He was asked to deliver lectures, his long hair and wide hat and somewhat patriarchal expression became familiar to readers of magazines, and the Roycroft Shop, where everybody worked and loved to work became an illustration of semi-socialist venture that succeeded. The Roycroft Shop will go on, for Elbert Hubbard is a man of genius, but human nature having asserted itself and broken the continuity of the narrative there will be less public interest in the rest of the story.

St. John harbor must look to itself, if what A. W. Robinson says in the Engineering magazine may be depended on. He says: "Vessels of 1,000 feet in length and 40 ft. or more in draught will have to be reckoned with before very long and only those seaports which have prepared themselves for such visitors will be able to reap the advantages of the commerce which such ships will bring."

The record of this winter's steamship business will be the best advertisement the port has ever had, if quick despatch can be given to the vessels of the various lines.

## SEVEN KILLED

### And Twelve Others Were More or Less Severely Injured

#### By a Terrible Accident on the I. C. R., Saturday Near Belmont, N. S.

### KILLED.

Malcolm McLean, Newfoundland, a passenger.  
William Kennedy, Newfoundland, a passenger.  
W. B. McDonald, New Glasgow, a passenger.  
John O'Toole, Newfoundland, a passenger.  
Samuel Trider, engineer—leaves widow and four children.  
William Waugh of Tatamagouche, a passenger.  
Miss Croake, Halifax, a passenger, on way to Boston.

### INJURED.

A. S. Belyea, postal clerk, St. John, slightly hurt.  
Edward Bigney, passenger, broken nose.  
Robert H. Brown, New York, passenger, left leg broken, right badly bruised.  
J. Crandall, brakeman, fracture of left leg.  
Jas. Clairborne, conductor dining car—slightly hurt.  
Frank Deboo, Canadian Express messenger, Sussex, N. B.—legs bruised.  
W. K. Edwards, Dominion Express messenger, slightly hurt.  
J. P. Hipwell, postal clerk, St. John, slightly hurt.  
James Kavanagh, St. Johns, Nfld., passenger, back, arms and legs bruised.  
Robert J. Norton, Dominion Express messenger, Montreal, broken arm, cuts about face and body.  
Samuel Taylor of Sackville, traveller for John Fisher & Son, Montreal, cut on head, eye and right hand; back and hip bruised.  
Wm. Vickers, passenger, slightly hurt.

HALIFAX, N. S., Dec. 6.—Seven are dead and a dozen are more or less injured as a result of the wreck at Belmont, N. S., of the Intercolonial train that left Halifax this morning for Montreal. Exactly at 12 o'clock I. C. R. Agent Gunn at Belmont ticked to Truro that No. 25 had arrived. One minute afterward he again broke in: "The train is off the track," and then followed the terrible news of an accident attended by death and maiming among the passengers and crew of the train. The ill-fated express arrived at Truro this morning from Halifax one hour and twenty-five minutes late and left there that much behind time. The train was in charge of Conductor Jas. Millican of St. John, and Engineer Samuel Trider. The train is one of the fastest on the road. When Belmont was reached the train was running at a high rate of speed, and right in front of the station the engine left the track and a minute afterward went crashing into the ditch, with Engineer Samuel Trider beneath it. Fireman Harry Campbell was thrown out on his head to the ground on the opposite side of the engine, 50 feet away. The second class and baggage cars telescoped and along with the mail and express cars were shattered. The top and sides of the second class car were completely separated from the bottom. There were a dozen passengers in the second class car, and when the crash came they were driven by the forcing of their car through the baggage up into one end of the second class, so that when all was over there was a mass of dead, dying and wounded packed in amongst a heap of splintered wood and twisted iron. The moaning of the dying and the agonizing cries of the wounded made the stoutest hearts faint.

The engine lay on her right side, a complete wreck, with Engineer Trider beneath it. When taken out he was found to be dead, but there was not a cut on him, death having ensued from suffocation by mud and steam. In the meantime willing hands were hard at work extricating the dead, dying and injured from the wrecked cars. Three people, one a woman, were taken out dead, and three others died shortly afterwards. A relief train was sent from Truro, and later a second, the auxiliary, put in an appearance; on board were Rev. Father Kinella, Drs. Kent, Fulton and Randall and a Sun correspondent.

It was a ghastly sight in the little waiting room of the Belmont station house. Lying on the floor, covered over with sheets, were the dead bodies of two of the victims who were taken out of the wreck alive, but soon succumbed to their injuries, while in the corner lay Frank Kennedy, a passenger, in a dying condition, with legs broken and hips crushed. By his side was Rev. Father Kinella, whispering words of spiritual consolation. Out in the freight shed was the body of Engineer Samuel Trider. His face bore a calm and peaceful look, but withal the sight was sufficient to cause one to turn aside with a shudder. There were tears in many eyes as old com-

rades looked on the dead man's face and murmured, "Poor Sam." Further on up the line in a cold, bleak trolley house was another sad sight. Lying side by side was an aged man with the top cut from his head at the mouth, and a mere girl, not more than 20 years of age, crushed and battered. Conductor Millican says she boarded the train at Bedford and had a ticket for Boston. In one of the cars nearby was the mangled body of a man, the sixth victim. In the cars were the injured, twelve in all, including several of the train hands.

The inmates of the first class car, the diner and the Pullman did not suffer any injury, other than a severe jolting. In fact two of these cars were not off the rails.

Robert Brownell, a passenger who was in the forward end of the first class, next to the car in which many of their deaths, says he only felt a jolting when the crash came. He gives it as his opinion that had the cars been heated in the old fashioned way with stoves the entire train would have been set on fire and the loss of life and list of injured would have been appalling.

It is believed the accident was caused by a defective pilot, popularly known as the "cowcatcher." It is thought to have become loose, dropped down and put the forward truck off the track, which in turn threw the whole of the machine across the rails. Just as the forward trucks left the track a part of the pilot came away, flew into the air and came down, striking the signal on the station, partly destroying it.

A man standing near the trolley house says that when the locomotive passed him, after the piece of the pilot struck the station, the forward trucks seemed to be passing. It was only a second after that when the crash came. When Engineer Trider's watch was taken off it was found to have stopped at 12 o'clock. The watch must have run 15 minutes after the crash, while its owner was being smothered to death in the steam and mud.

The dead and injured were taken to Truro, and the former were placed in Oliver's undertaking rooms, where an inquest will be held and identification arrived at if possible.

The dead engineer, Samuel Trider, is a native of Three Mile Plains, near Windsor, N. S., and has been in the I. C. R. company 35 years. He was looked upon as one of the most competent men on the road. His wife is a daughter of D. C. Slack of Truro, and their home is in Moncton.

Conductor Millican and Engineer Samuel Trider, who was killed today, were also in the Palmer Road accident on the I. C. R., near Dorchester, N. B., in 1896, when the train broke away from the locomotive, went over an embankment and down into the pond, which was hard frozen, several passengers being killed.

HALIFAX, N. S., Dec. 7.—Miss Minnie Croake, the only woman killed in the Intercolonial railway accident, was on her way home to Boston after a visit to this city, where she had come to see her mother, who was supposed to be dying. Miss Croake was a nurse in the Waverly hospital, where Miss Clara Morton, who was recently murdered, was also employed.

HALIFAX, N. S., Dec. 7.—There are no new facts regarding the cause of the railway accident. The theory is becoming more general at Truro that something was wrong with the pilot of the engine. It is possible that there may be dead beneath the debris yet unaccounted for.

### AMHERST FAT FAIR.

The Maritime Winter Fair and Fat Stock Show which opens at Amherst on the 16th of this month and runs for three days, marks the latest stage of advancement in agricultural education in Canada as carried forward by the modern exhibition.

The prize list is framed and all operations conducted with the sole purpose of presenting the live stock breeder with object lessons and instructions by means of addresses by leading agriculturists, which shall help him in the practical work of every-day life.

The judging competition designed for the education of the younger men is particularly worthy of mention. The Massey-Harris Co., maritime branch, have offered \$300 in this department. The money has been divided into six prizes: \$200, \$50 and \$50, being offered for the best judging of beef animals and a like amount for judging of dairy cows. All farmers or farmers' sons under twenty-five years of age may compete, and entries will be received up to the evening of the first day of the show. Contestants will pass upon animals selected and their work will be judged by a scale providing 50 points for selection, 40 points for reasons given, and 10 points for promptitude. An entrance fee of \$1.00 will be charged for each class.

Excursion tickets will be issued on the standard certificate plan on all Saturdays and steamboat lines at a fare from December 13th, good to return December 23rd.

WANTED.—A case of Headache that KUMFORT POWDERS will not cure in ten to twenty minutes.

### ALMOST ANOTHER TRAGEDY AT THE FALLS.

Geo. Hampton and Allen Wheaton of the west side had a narrow escape from death on Saturday evening. They were in the vicinity of the Falls, in a boat, picking up drift logs, and had been engaged in that work for some time when the tug W. H. Murray came up. The night was dark and it is claimed that either the tug had no lights on or that they were not visible. Whatever may have been the cause, the men were not aware of the tug boat's approach until she was right on top of them. Their boat was cut in two and the men thrown into the water. Both were got on board, Hampton being able to climb, but Wheaton was considerably exhausted. The men were landed and taken to their homes on Prince street, Carleton, suffering severely from their terrible experience.

### TO CURE A COLD IN ONE DAY

Take Lavative Bromo Quinine Tablets. All druggists refund the money if it fails to cure. E. W. Grove's signature is on each box. 25c.

# FUR DEPARTMENT

## FOR CHRISTMAS:

LADIES' BLACK MARTEN TIES, \$7.50, \$8.25, \$10.25, \$11.25, \$15.50, \$16.00, \$19, \$19.50.  
BLACK MARTEN MUFFS, \$6.25, \$8.25, \$9.75, \$10.75, \$12.50.  
LADIES' MINK TIES, \$23, \$25 and up to \$45.  
MINK MUFFS, \$12.75, \$13.75, \$17.50, \$19.50, \$21, \$22, \$33, \$37.50.

# CHILDREN'S FURS:

Children's Grey Lamb Collars, \$4.50, \$5.00, \$5.75, \$6.25, \$7.00, \$10, \$10.50.  
Grey Lamb Muffs, \$3.50, \$3.75, \$4.00 and \$4.25.  
Children's Grey Lamb Caps, \$2.50, \$2.75, \$2.90, \$3.25.  
Children's Grey Lamb Tam O'Shanter's, \$4.00, \$4.50.  
Children's Grey Lamb Mitts, \$3.75.  
Children's Grey Lamb Gloves, \$5.00.  
Children's White Mongolian Boas, \$2.10.  
Children's White Mongolian Tam O'Shanter's, \$2.40.  
Children's White Mongolian Storm Collars, \$2.75.  
Children's Opossum Collars, \$3.75, \$4.50, \$5.25, \$5.75, \$6.25.  
Children's Opossum Muffs, \$2.50, \$2.90, \$3.25, \$3.75.  
Children's Opossum Caps, \$2.25, \$2.90.  
Children's Opossum Mitts, \$3.75.

# 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, 9½ feet long.

SUN PRINTING COMPANY,  
St. John, N. B.

## YOUR MONEY BACK

### IF, AFTER A TRIAL, YOU FIND THAT LAXA-CARA TABLETS

are not as claimed, a cure for constipation, you can get your money back. That shows better than anything else the faith we have in this medicine.

It will promptly correct and permanently cure any case of constipation with all its attendant evils. This is guaranteed to the very letter. If Laxa-Cara Tablets fail, your money awaits your call. Purely a vegetable compound, put up in tablet form, small and easy to take, and pleasant in operation.

39 cents a box at all druggists, or by mail on receipt of price.

**FRANK WHEATON**  
FOLLY VILLAGE, N. S.  
SOLE AGENTS FOR CANADA

**NEPTUNE CLUB SMOKER.**  
On Saturday evening the Neptune Rowing Club held a smoker. The programme rendered was as follows: V. D'Oloqui, piano solo; R. Ritchie, song; Dan Littlejohn and Mike McGuigan, boxing; John Froehman, auto-harp; string duet, mandolin and guitar, Geo. Blizard and V. D'Oloqui; G. Davidson, banjo solo; R. Ritchie, song; R. Ritchie, C. Evans, F. Boomer and A. Lindsay, quartette; F. Boomer, song; E. M. Ellis, recitation. Mr. McCutcheon invited all the members of the club to attend the Opera House some night next week. Light refreshments were served. A most enjoyable evening was spent by all present.

**TO ADVERTISERS.**  
Copy for CHANGE OF ADVERTISEMENTS in the STAR should be in the office not later than 10 a.m. to ensure insertion in that day's issue.

**DROPPED DEAD LAST NIGHT.**  
Mrs. Mary Ann Whelpley, wife of Edward Whelpley of Mispec, dropped dead last evening at the home of her sisters, the Misses Fisher, on St. David street. Mrs. Whelpley, who had been living with her sisters for a long time, spent some days recently with friends. She went to the Fisher house Saturday evening in a hack and seemed well enough. While at the supper table she fell out of her chair and died at once. Coroner Berryman after careful inquiries decided an inquest unnecessary. Death was due to heart failure. The deceased was 69 years of age.

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

**COUGHS, COLDS, HOARSENESS,** and other throat ailments are quickly relieved by Vapo-Cresoline tablets, ten cents per box. All druggists.

**ANNIVERSARY SERVICES.**  
Anniversary services in connection with the educational fund of the Methodist Church were held in the Centenary Church yesterday. The preacher in the morning was Rev. D. J. Fraser of St. Stephen's Presbyterian Church, with whom Mr. Campbell exchanged pulpits. In the evening the Centenary congregation were delighted to hear again their former popular pastor, Rev. J. J. Teasdale, now of Fredericton. Mr. Teasdale has not quite recovered from his recent illness, but he spoke with his old time earnestness and power.

**HOTEL ARRIVALS.**  
DUFFELIN HOTEL, Dec. 6.—F. H. Manley, Montreal; Jas. Brennan, Hamilton; W. H. Rowson, Boston; G. F. Campbell, Toronto; W. M. Aitken, Halifax; E. D. Allen, Montreal; D. G. Clark, London; Mrs. W. R. Butler, Ontario; J. H. Corcoran, Montreal; T. F. Corcoran, Dorchester; G. G. Bent, Amherst; R. D. Adams, Toronto; James Mill, Hamilton; E. M. Helyer, Woodstock; N. L. Buckingham, Mrs. N. L. Buckingham, Boston.