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VOL. 2. NO. 307.

ST JOHN, N. B., SATURDAY, AUGUST 30, 1902.

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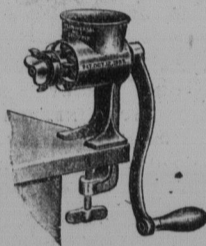
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**Shampooing Machines, Straps, Extra Blades, Etc.**

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The best have cutting discs of various sizes. These cut with a snipping process as with a pair of scissors.

Chops much easier and quicker than is possible with a hand knife and bowl.

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| No. 0, "UNIVERSAL," small size,                     | \$1.25 |
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MANUFACTURERS OF AND DEALERS IN

**First Class Bedding, Wire Mattresses,**

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**101 to 107 GERMAIN STREET.**

## Bargains for To-night:

Cups and Saucers, 35 cents 1-2 doz.  
Plates to match, 5 cents.  
Berry Sets 29 cents.  
Table Sets only 29 cents.  
Knives and Forks, 5 cents to \$4.00 a dozen.  
TINWARE AND GRANITE, great bargains ever offered.  
Come and see the new goods opened this week.

**McLean's Department Store, 565 Main Street.**



**Stylish Shapeliness IN ALL OUR SHOES**

The magnetic power of our Shoes always attracts.

**King Street. Waterbury & Rising, Union Street.**



## Play Ball,

But before getting your outfit call and see our large line and get our prices, we can interest you.

**KEE & BURGESS, Sporting Goods, 195 UNION STREET, Near Opera House, St. John, N. B.**

**St. John, August 30, 1902.**

## CALL AT HARVEY'S TO-NIGHT

—FOR—

**Boys' School Suits and Pants,**

Men's Suits, Pants and Overcoats, Hats, Caps, Umbrellas, Shirts, Collars, Cuffs, Underwear, Braces or anything for men or boys.

**6 WASHING TIES FOR 25c.**

35c. and 50c. Ties, special at 20c. or 3 for 50c. Store open tonight till 11

**J. N. HARVEY, Men's and Boys' Clothing, 199 Union Street, Opposite Opera House**

## THE COAL STRIKE.

The Miners Declare They Are Able to Hold Out.

The Operators on the Other Hand Say There Will Be Lots of Coal.

WILKESBARRE, Penn., Aug. 29.—Pres. John Mitchell of the United Mine Workers made the following statement regarding Mr. Morgan's refusal to interfere in the coal strike:

"I have no formal reply to make to the statements of Mr. Morgan and the coal presidents. The strike will go on indefinitely in spite of all that is said and done until the men are awarded their just demands."

"I deny the statement of Mr. Baer that the men are going back to work in groups throughout the region. There are isolated cases of defection here and there among the mine helpers, but the licensed miners are holding out firmly."

"It will do the operators little good to have their mines full of engineers, pumpmen, machinists and helpers if the only men licensed by the state to mine coal remain on strike."

"What are your plans for managing the continuance of the strike?"

"Our present plans will hold good. We contemplate no new movements. The men will simply remain on strike and the mines will stay idle until their demands are acceded to or the operators consent to arbitration."

"Can the strikers hold out all winter?"

"Most decidedly they can. We are providing for that. At present we are relieving every case of distress and we will be able to take care of everyone in need as long as this strike lasts."

"Do you feel that you will be able to prevent disorder among the strikers when the companies reopen their mines?"

"I anticipate no disorder. Our union has pledged itself to the preservation of order."

"Were you disappointed by Mr. Morgan's refusal to take a hand in the settlement of the strike?"

"I do not care to make any statement regarding that. I will only say that the developments incident to the gathering of the coal presidents have not influenced the strikers in the least, and from our point of view have brought no change in the strike situation."

NEW YORK, Aug. 29.—In an effort to still the public demand that the coal strike be ended, the presidents of the coal unions have decided to bring at once to New York another important center of consumption in the east enough anthracite coal to bring the price down to the neighborhood of \$7 a ton.

This action was decided upon at the meeting of the presidents on Wednesday. The information was communicated to two or three of the leading retail firms so that they could arrange to supply some of their customers within a week or ten days.

The coal to be brought here is that which has been lying loose in the mines since the strike began. There are many thousands of tons of it.

Before it can be shipped it must be hoisted to the surface and put through the breakers and sifters. This work can be done by ordinary laborers.

The dealer who communicated the fact to the reporter said he had been told that the operators of all the important mines had agreed to take this concerted action, that enough laborers had been employed to do the work, and that within a week or ten days trains of coal cars would be arriving daily for New York.

Enough coal would be sent here he was assured to force the retail price down to \$7 a ton.

A double purpose the operators hope to accomplish by the proposed movement of coal. One is the effect upon those miners who are wavering. The operators are confident that the seeming resumption of business will bring hundreds of men back to the mines, and in that way break the backbone of the strike.

The other is to silence the public outcry. The demand that some immediate action be taken that will afford relief to consumers has grown to such dimensions within the past week that the operators are seriously disturbed and argued that unless something were done they would eventually be forced to meet the miners half way to reach an agreement.

By bringing on coal enough to reduce prices to somewhere near the normal level they expect to appease the public and divert its attention from their own attitude in the matter.

The normal consumption of coal in this city at this period of the year is about 60,000 tons a week. The amount of coal ordinarily sold at retail at this time, however, is greatly in excess of those figures, as thousands of families lay in their winter's supply during August and September.

## ANOTHER COLLISION.

GLASGOW, Aug. 30.—Twenty-three persons were seriously injured this morning by a collision between two passenger trains. One of the trains was standing at the station and the other crashed into it telegraphically and the cars sustained fractures of limbs.

## EXPERT DEAD.

NEW YORK, Aug. 30.—Wm. R. Hagan, one of the most noted experts in hand writing in this country is dead at his home in Troy, N. Y., says a special to the Times.

Among the important suits in which Mr. Hagan was engaged were the Davy case, the Molloy case, the case of Dr. Kennedy, charged with the murder of Dolly Reynolds and the Patrick case.

## FRENCH COACH HORSES.

Splendid Exhibit of J. S. Sanborn that Will Come to St. John.

The most notable exhibit in the horse department at the Maine state fair, is the display of J. S. Sanborn of Lewiston Junction, enough of itself to form the leading attraction of any state fair. It is also to the credit of President Beal's management of the Eastern Maine fair that this great breeder leaves his own home territory to add to the attractions of our great presidential fair—the only state fair in the country at which the president of the United States is the honored guest.

It is not necessary to repeat the history of Mr. Sanborn's great breeding enterprise as it is well known to all intelligent people of the state and of New England. At first a breeder of thoroughbred Holsteins Mr. Sanborn abandoned them for the French coach horses, and since about 1880 or 1891, has bred nothing at his great farm in Poland but this class of horses. He has now in his stud 150 horses of different ages, including two imported, 18 pure bred French coach mares as breeders, and a number of good native mares which produce the ideal horse for family and carriage use, and which produce the finest park horses for the demand of the large cities. It has been found that the Morgan is the best type of mares from which to breed, producing cross-bred horses weighing from 1,050 to 1,500 pounds. About 25 of these mares have been bred at the farm this season; and 13 of such mares owned by Mr. Sanborn have been selected for this purpose with great care.

At the head of this string of 13 beautiful horses is the imported French coach stallion Gemare, as well known as the foundation sire of the stud. This horse weighs 1,270 pounds, stands 16 1/2 hds. and is a rich, dark bay, with black points and star in forehead. This is Mr. Sanborn's favorite, in the horse he always likes to drive and always drives him singly. Next is Lorraine, an imported horse of great beauty. This horse has been twice champion at the Boston horse show, also at Barre and family horse shows, and a champion sire of carriage horses at the Brockton fair—the largest open air show in the United States—as the ideal brougham horse. Next comes Gerome, three years old, by Gemare, in color and fine disposition a duplicate of his sire, and a horse that will eventually take Gemare's place in the stud. Reymundine is an imported French coach mare, which in common with all the horses at this farm have been bred in trotting lines, not only in this country but in France. The sires at Mr. Sanborn's farm should produce sufficient speed for family carriage purposes.

Leadership is a one-year-old colt by Lorraine, solid color, black points and star in forehead, and a very promising animal. Two finely bred mares in this string are Follyfarina and Louise, by Lorraine, and are probably two of the finest coach horses in America—these three years old. Firefly and Senator are an exceptionally flashy tandem team, with high action, and are both ideal show horses. They are by Gemare out of native mares. Another elegant pair are by Lorraine out of native mares, four and five years old, respectively an extra, high-acting pair.

Another favorite of Mr. Sanborn's is Kitty, eight years old, by Gemare, dam a native mare, a filly, which Mr. Sanborn has used for two years for his private driving, which has trotted a mile inside of 2:30. His fine display is completed by a well-mannered saddle horse, Mona, five years old, by an imported stallion, and a three-year-old filly by Lorraine, from a native dam.

We must add a word about the elegant carriages which give beauty and completeness to Mr. Sanborn's exhibit. This display embraces one Stanhope phaeton of the latest design, for two persons, from the French carriage company, Boston. Then comes a rig of up-to-date make, with wheels, seat and railings of the accepted style—in fact, the most appropriate carriage for a single gentleman, and one which Mr. Sanborn always uses when driving Lorraine. There are also a tandem cart and run-about, in which last the filly, Kitty, is always driven by Mr. Sanborn, and a very light Stanhope. These are among the most beautiful carriages in the world, are of the latest style, the running gear, dark blue and the bodies black. The harness accompanying this outfit of fine carriages are equally artistic, some of which are imported and others made by the London Harness Company, Boston. All the trimmings are in brass.

This exhibit is in charge of Dr. J. A. Ness, D. V. S., who is a most agreeable gentleman to meet. Dr. Ness is a graduate of the veterinary college of McGill University, Montreal, Canada. Mr. Sanborn's display goes from here to the provincial exhibition at St. John, which is to be held next week. Mr. Sanborn has many customers in the provinces, who wish to see his horses, and he has decided to go there to let the people see them. It is an exhibition of the state of Maine is very glad to show our provincial neighbors as representative of what we are doing in this state in the breeding of fine horses.

## IS RESPONSIBLE.

His Automobile Ran Over and Killed a Man.

NEW YORK, Aug. 30.—W. Dupuy, a wealthy Yale student, whose automobile recently ran over and killed D. Thorpe Munro, has been declared by the official report of the coroner to be criminally responsible, says a New Haven despatch to the Press. Dupuy's arrest will follow, it is said, as soon as the accused can be reached in his Pittsburg home. The formal finding of Coroner Max was to the effect that Dupuy was violating the speed regulations and rules of the road at the time of the fatality, driving his machine in a "careless, reckless and unlawful manner."

## RAILWAY MEN

Will Demand a Million a Month More Wages.

A Movement to Secure Uniform Rates and Compensation on American Roads.

MILWAUKEE, Aug. 29.—By Sept. 15 it is reported here all the large systems of the country will be confronted with a demand by 100,000 members of the Brotherhood of Railway Trainmen for an increase in wages.

The increase to be asked for will mean an additional outlay of \$1,000,000 a month for wages by railroads in the country. The alternative is said to be a strike, which will eclipse in its extent all previous strikes, including the demonstration of the American Railway Union in 1894.

The demands which have been formulated here, but not yet presented, are for an increase of 20 per cent. in wages, which means from \$10.00 to \$20.00 a month increase for brakemen and conductors.

Plans have been made for the sending of delegates from each of the 400 lodges in the country to a general conference of railway managers, and local members of the order have already connected with the conference.

CLEVELAND, Aug. 29.—Asst. Grand Master Leep of the Brotherhood of Railway Trainmen said: "It is true that a concerted movement has been inaugurated by trainmen and conductors employed on the railroads west of the Mississippi River to secure uniform rules and compensation."

"A vote of the men, which will probably result in the officers of the two organizations being authorized to present requests to the various roads for these concessions, is now being taken."

"It will, however, be at least 90 days before the vote has been completed."

"There is absolutely no talk of a strike, and the possibility of such a movement is extremely remote."

## CABLE IN ORDER.

Skagway and Juneau Are Again Connected.

SEATTLE, Wn., Aug. 30.—News has been received via the steamer Cottam City that the cable between Skagway and Juneau is again in order. The cable has given a great deal of trouble in the past, but it is said to be giving good service in the future. This does not refer to the occasional lapses in service occurring on all cables from minor causes.

## ANOTHER CARDINAL.

Thirteen Million Catholics in America to be Further Represented.

NEW YORK, Aug. 30.—In view of the increase of Catholics in the United States the pope has decided, according to a World despatch from Rome, to create another American cardinal in order to re-establish the equilibrium in the Sacred College. It has been pointed out to him that whereas Great Britain and Ireland with 6,000,000 Catholics have two representatives, and even Australia, with hardly one million, has a cardinal, thirteen millions of American Catholics have only one, Cardinal Gibbons. It is considered certain that Archbishop Ireland will get the red hat.

## FOREST FIRE.

BUTTE, Aug. 30.—Reports received here from Sheridan, Wyo., say that the great forest fire in Gremont Co. is still raging. Special Land Agent Camplin, who takes a force of 15 men out to fight the fire, has returned. He declares that the flames are of gigantic proportions and his men could do little towards checking their progress. The fire has already burned over a territory of forty miles. As a result of the fire Camplin says the entire timber tract of Lander Valley will be destroyed.

## A "FOOL" VERDICT.

What the Sackville Post Says of the Central Railway Case.

(Sackville Post.)

Now when one considers that this case has been going on for the greater part of three months, and that all kinds of witnesses have been examined, the utter absurdity of the verdict becomes apparent.

Any two-year-old child with an ounce of sense could have decided as much in two minutes after the accident had occurred. What the public wants to know is the cause of this accident. Is it nothing that a strong, healthy man goes down to his death as did this poor fireman? Is it a matter of so little consequence that the jury felt warranted in bringing in this fool verdict? Somebody was to blame. Why did the accident occur? Why did a similar accident occur on the same road only a year or so ago? The public has a right to know. Thousands of dollars of public money were expended in the construction of this and other rattle trap railways, and the public should demand that they be managed more carefully or closed down. What then must we think of a jury of men sworn to do their duty, who in the face of all that has occurred on the Central railway will bring in the verdict given above. The thing is not only absurd, it is monstrous. It is high time that public sentiment was aroused with respect to such cases. If railroad managers will not take the necessary precautions to protect their patrons and their employees, they should be made to do so.



**OUR FALL BLOCKS**

this year are all that is to be desired, in both DERBYS and SILK HATS. Our own make of Derby prices \$2, \$2.50 and \$3.

Our own make of Silk Hat, \$4, \$5 and \$6.

Furs made to order and repaired.

**ANDERSON'S, Manufacturers, 19 Charlotte Street.**

—WE SELL THE—

**PACKARD SHOE Co.**

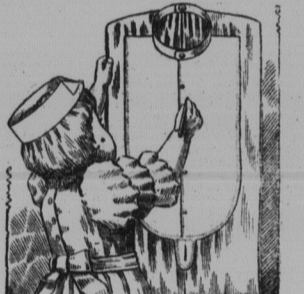
of Brockton, Mass.,

**High Grade Boots.**

in Box Calf, Dongola and Patent Enamel.

SEE OUR WINDOW.

**W. A. SINCLAIR, 65 BRUSSELS ST.**



## PAPA'S SHIRT

was not made to write upon, although its surface looks as spotless, white and of the same artistic finish as the best card-board when it is laundered at the GLOBE LAUNDRY. If you want your linen of exquisite color and finish, and sent home in the best condition, you will always get the best results from the GLOBE.

50 Flat (white) pieces washed and ironed for 50c.

**25-27 Waterloo St.**

**WILLIAM PETERS,**

—DEALER IN—

**LEATHER and HIDES,**

Shoemakers' Findings, Plastering Hair, Tanners' and Curriers' Tools, Lamplack, etc.

**266 Union Street.**

## Sleeplessness.

"I sleep like a babe since taking Short's Dyspeptique," is an ordinary remark for this remedy causes sweet, natural sleep, soothing the irritated condition of that Great Nerve Centre the Stomach. 50 cents and 10c. All Druggists.

**LARGE FAT NEWFOUNDLAND HERRING. BARRELS ONLY.**

**JAMES PATTERSON,**

19 and 20 South Market Wharf, 8 City Market.

**To the Electors**

**of St. John:**

**LADIES AND GENTLEMEN:**

I beg leave to announce I will be a Candidate for the office of

**ALDERMAN AT LARGE,**

made vacant by the resignation of Ald. Seaton.

Yours respectfully,

**W. C. RUDMAN ALLAN.**

**A GOOD INVESTMENT.**

It will pay you to have your work done at DUNHAM'S. Upholstering, Carpet Laying, Furniture Polishing and Packing, Repairing, etc. First Class work at moderate prices.

**FRED H. DUNHAM, 408 Main Street, N. E.**

**POOR CLOSETS.**

(Yonker's Statesman.)

"And you see, there are plenty of closets," said the flat owner, showing a lady through the apartment.

"Do you call those closets?" replied the lady. "Why, gracious me, they're not big enough to even keep our family skeleton in!"