

WIRE ROPE.

WIRE ROPE

M'fd. by Allan, Whyte & Co., Glasgow.

Messrs. Wm. Denny & Brothers, the well known ship-builders, in a letter to Allan, Whyte & Co., said:

We have pleasure in stating that you have held our contract for Flexible Wire Ropes for two years now, that we have used a considerable quantity of your material and have had every reason to be satisfied with it.

FOR SALE BY

W. H. THORNE & CO., Limited.

Special Prices to Clear:

Mens D. B. All-Wool Ulsters reduced to **\$3.00**.
Mens Blue Melton Overcoats reduced to **\$2.00**.
Mens \$6 Overcoats reduced to **\$4.00**.
Special snaps in Overcoats at **\$5.00**.
Boys' \$5 Overcoats reduced to **\$4.00**.
Boys' D. B. Ulsters, formerly \$4.50, reduced to **\$3.00**.
Mens and Boys' Reefers all reduced. Bargains in all lines of Mens and Boys' Suits and Pants.
Boys' Short Pants, **25c**.
Store open evenings till 8, Saturdays till 11.

J. N. HARVEY, 199 UNION STREET,
Opera House Block.

TEA SETS BELOW COST.

2 Pink with Gold Edge, 42 pieces, at \$2.50 each.
1 Blue with Gold Edge, 42 pieces, at \$2.50 each.
3 Green with Gold Edge, 40 pieces, \$2.50 each.
1 Pink Spray with Gold Edge, 40 pcs., at \$2.60 each.
4 Assorted Colors, 42 pieces, at \$2.50 each.

W. H. HAYWARD, 85, 87, 89, 91, 93
PRINCESS STREET.

TEA SETS,

DINNER SETS,

TOILET SETS.

—AT—

C. F. BROWN'S, 501-5 Main Street.

SIDE SPRING EXPRESS WAGON

FOR GROCERS,

Also a Few Second-Hand Expresses.

Jas. A. KELLY,

640 to 644 MAIN STREET.

HAVE YOU

A

House For Sale

Or

To Let?

Advertise it in

THE STAR.

GERMANY

Desires to Maintain a Stronger Fleet in American Waters.

NEW YORK, March 7.—A special cable to the Herald from Berlin says: "I am informed from a trustworthy source that the ultimate object of Prince Henry's visit to Washington is to bring about an agreement by which Germany will be permitted to maintain a large fleet in Caribbean waters to serve for the protection of German settlers and property rights imperilled by the frequent revolutions in South American republics. In official correspondence the fleet of German warships assembled at La Guayra is styled as the 'American station.' Capt. Stige of the Vienna has received the title of Commodore and will be in command henceforth, flying his own ensign. Although the fleet sent to Venezuela for the enforcement of the rights guaranteed the German capital and citizens already consists of five vessels, it is intended to steadily increase this number. The difficult issue is the acquisition of a repair dock and coaling station. Hope is entertained here that no objection will be made to the maintenance of the fleet in the West Indies, because it is intended to be entirely for defensive purposes and not to acquire territory.

"It is claimed that representations made by Prince Henry and Dr. Von Holleben, the German ambassador at Washington, have convinced the officials in Washington that no covert designs are entertained, and that protection only is desired, especially because the Berlin government now undertakes the task of directing the German migration movement to South America. Heretofore, the work had been performed by the Hansatic League and Colonial Societies bureau of the home office, of which Count Von Buelow is ex-officio presiding officer. It is mainly intended to induce German immigrants to settle in German colonies, or, if they cannot be induced to go there, to settle in South America, where home ties are still preserved. The director of the bureau was for many years consul-general in South America, and was especially chosen for this task.

"I am also informed that the German financiers who constructed the Venezuelan railway which is the subject of pending negotiations between Germany and President Castro's government, are anxious to dispose of their property to American investors. These financiers are represented in New York by Kuhn, Loeb and Company. The claim is made that Germany is not in a position to offer adequate protection to German capital and investments in South America, and that the Great Northern Venezuelan railway might fall better in the hands of United States capitalists.

MAY CAUSE A LOCK-OUT.

CHICAGO, March 7.—Upon the result of a series of conferences now being held in Chicago apparently depends the inauguration of a lock-out which may result in tying up navigation on the great lakes. This lock-out, if inaugurated, will affect the 2,000 members of the Licensed Tugmen's Protective Association, composed of the captains and engineers of the tugs running out of twenty-eight harbors along the lakes. The difficulty is over an alleged attempt of the Great Lakes Towing Co., otherwise known as the "Tug Trust," to lengthen working hours.

ENGLAND.

We too shall pass, we too shall disappear. Even as the mighty nations that have perished. Not more. The crescent and the cross, of the year. Right hearted June, October spent and aye, Then this gray consummation. We have reigned. Benignly: let our part be so sustained. That Time far hence shall hold our memory dear! Let it be said: "This mistress of the sword And conquering prow, this empire swain with spoils, And the human cause, yet strove for Man. Here was the purest greatness we record: We whose ingathered sheaves her tillage ran, Whose peace comes of her tempest and her toll."—William Watson in the London Daily News.

INTERESTING HOROLOGES.

A very "timely" conversation was carried on recently between a hostess and a fair young guest. The hostess was entertaining her company with descriptions of her trip abroad and of the wonderful things she had seen. Among other things she mentioned the clock at Strasburg.

"Oh, yes," remarked the girl, "I have heard all about that. And did you see the watch on the Rhine too?"—Boston Journal.

THE GUYED GUIDE.

The guide was guiding a guy. As the guide guided the guy the guy guided the guy until the guy would no longer be guided by a guide whom he had hired not to guide, but to guide. So the guyed guy guided the guide. No wonder every one guyed the guyed guide guiding a guyed guy.—Life.

A SUGGESTION.

The Professor—We should like to establish a few more chairs in our university, but we can't do it unless we receive some more bequests or contributions.

Friend—Why not establish a Chair of Bequests and Contributions with a persuasive professor who can hustle?—Puck.

BUSINESS TROUBLES.

Knicker—What makes the office boy so quiet?
Bocker—Thinks they're going to fire him.

Knicker—Well, why is the junior partner so glum?
Bocker—Thinks they're going to freeze him out.—Brooklyn Life.

ST. JOHN DELEGATES

Asked By Sir Wilfrid to Put Their Request in Writing.

(Special to Star.)
OTTAWA, March 7.—The St. John delegation accompanied by New Brunswick members and senators, met the premier, Hon. Mr. Fielding, Sir Richard Cartwright and Hon. Mr. Blair this morning to discuss the dry dock. George Robertson made a strong statement of the case and was followed by John H. Thomson, Mayor Daniel and W. M. Jarvis. The mayor stated that the city would make the same grant intended to be given to the stone dock, and Mr. Emmerson, M. P., expressed the opinion that the provincial government would continue the grant as previously arranged. Sir Wilfrid Laurier asked that the request be put in writing.

BOTHA CAPTURED BUT ESCAPED.
Was Entrusted to Rear Guard Who Let Him Slip in Confusion.

LONDON, March 6.—It is reported, but the story is not confirmed, that Gen. Lord Botha, was recently made prisoner and got away again. According to the report the affair happened after the capture of Botha's laager near Knapdaar, and the astounding details would not now be known had not a trick been played on the British censor. The tidings came in a private letter from an officer in the field, the latter having been mailed by an intermediary at a free port to avoid the censor's scrutiny and certain mutilation.

When Remington's troops made the night attack at Knapdaar they captured several prisoners and the camp equipment of the Boers. Among the men taken was Gen. Louis Botha, but the British did not recognize him and the other prisoners took care to shield him in every possible manner.

After the pursuit of the fugitives had ended the captured men were divided into groups, and Botha—fortunately for him—was included in the number that was entrusted to the care of the rear guard.

Another force of Boers hearing of the disaster to the main body, and that their general had been captured, menaced the British command. In the confusion of the expected attack, the body of British troops that held Botha as their prisoner permitted a few of the burghers to escape and among the number was the redoubtable Botha.

MIXED FIGURES.

(London Tattler.)
To Lord Rosebery's famous "spade and wind" metaphor may be added two or three lapses, not all of which are mixed metaphors, perpetrated by Lord Londonderry. In 1894 Lord Londonderry threw the House of Lords into roars of laughter during the debate on the second reading of the Irish bill by gravely declaring: "This is the reason why you have failed to settle the Irish land question in the future as you have in the past." In the course of the same speech he conceded a period with: "This is the keystone of the bill: are you going to kill it?" Better still was a sentence which he uttered in 1897, when speaking once more on the Irish land question: "That, your lordship, will see," referring to a quotation he had just made, "endorse up to the hilt what I have said."

THE LATE LORD DUFFERIN.

(Christian World, London, Feb. 13.)
Lord Dufferin was a brilliant speaker. His sallies and quips repartees often recalled his ancestor, Sheridan, once at a public dinner in the city at which he presided, a Tory orator, remembering the relationship between Lord Dufferin and Sheridan, quoted a passage from the latter's play of Pizarro as an argument against the then pending Reform Bill. It was from the speech of Bollo: "The changes which they offer us are a delusion. We want no change, and least of all such changes as they can bring." But the orator had not counted on Lord Dufferin's readiness. When his turn came he created roars of laughter by reminding the speaker that he had not quoted the whole of Bollo's speech—he had omitted certain words which might be applied to the conservative offer of protection. "They offer us protection. What is their protection? Why such protection as the vulture gives, covering and devouring."

INVESTING IN THE WEST.

A Minnesota Company Has Been Incorporated in Manitoba With \$2,000,000 as Capital.

WINNIPEG, March 6.—Application has been made here for a charter for the North West Colonization Company, with a capital of \$2,000,000. The applicants are Messrs. O. A. Robertson, F. B. Lynch, and J. C. Wood, of St. Paul; F. E. Kenaston, of Minneapolis, and F. G. Barrows, of Pergus Falls, Minnesota. The applicants for the charter are officers of the Minnesota Land and Colonization Company of St. Paul, Minn., a very strong corporation, which has done a large and successful business in the States.

The parties have secured a tract of about 1,000,000 acres of land from the Canadian Pacific Railway Company and the Canada Northern Land Company, embracing some of the best wheat lands in the North-West in the Alameda, Arcola, Estevan and adjacent sections in south-eastern Assiniboia.

BIG PROFIT FOR A LADY.

FORT FRANCES, Ont., March 6.—One of the largest deals in which Fort Frances prospectors have been interested for a long time is the purchase by American capitalists of the iron property at Sleep Rock Lake. It is understood that the purchasing price was \$300,000. The original syndicate was composed of twenty-five shares, and among others to invest was a lady of this place, who owned one-half share for \$50, and when the division of the money is made her share will be nearly \$4,000.

WANT INCREASE OF PAY.

(Montreal Witness, Wednesday.)
John T. Wilson, president of the Brotherhood of Railway Trackmen of America, and A. Lowe, vice-president, left yesterday for Montreal, N. B., where they will advise with the committee representing the seafarers of the Intercolonial, who appear before the management of that system tomorrow. The freight handlers of the Intercolonial Railway are asking the Minister of Railways and Canals to look favorably upon a request for an increase of pay.

STEAMSHIP SUNK.

Particulars of the Collision Off Holyhead Wednesday Night.

LIVERPOOL, March 7.—The British steamer Hiramoides, from Brazilian ports, which was in collision with and sank the steamer Waeland, Wednesday night, 40 miles southwest of Holyhead, and which was towed to this port early this morning, has a great hole in her bows. The Waeland was bound for Philadelphia and had 32 cabin and 52 steerage passengers.

One of the rescued passengers of the Waeland, who was on board the Hiramoides, said the Waeland was run into amidships, in a fog at midnight, and sank half an hour afterward, her boilers bursting as she went down. The report that only two of the passengers of the Waeland, a man and a child, lost their lives, appears to be confirmed. In addition one woman was injured. Some of the Waeland's boats were in the water a couple of hours, owing to the fog, before they could get alongside the Hiramoides. When the Hiramoides arrived here her decks were crowded with the half clad passengers of the Waeland, whose pale and haggard faces told the story of their trying experiences. So hurried was the departure of the passengers from the sinking ship that in some cases they were only covered by blankets, and handkerchiefs were their only head gear.

When the disaster occurred (on Wednesday night) the two vessels were steaming off the coast of the Island of Anglesey. The Hiramoides crashed head-on into the Waeland and backed away, but once again struck the then sinking ship, making a great gap in her side.

The sea was perfectly smooth but the denseness of the fog added to the terror of the passengers of the Waeland. The women rushed on deck screaming, but were soon rescued by the officers. Boats were lowered, but while this was being done, the end of one of the lifeboats slipped from its davit and precipitated the occupants into the sea. A steerage passenger, Edward Dargfield, of Kansas, struck his head against the boat's fittings and was instantly killed and Elsie Emmett, twelve years old, the daughter of the Rev. A. Emmett, was drowned.

The other persons who had been in the boat were picked up. The behavior of the passengers, many of whom were Scandinavian emigrants, was exemplary. Precedence was given to women and children. As the last boats were leaving the fast sinking ship, whose decks were already awash, her boilers burst, and forty minutes after the first impact, the Waeland disappeared beneath the waves, sinking about midway between Holyhead and Tuskar Light. Nothing was saved except what the passengers and crew wore. The boats containing the passengers were for a time separated, owing to the fog, but eventually they all reached the sides of the Hiramoides and the survivors were taken on board that vessel, where everything possible was done for their comfort.

PRINCE HENRY.

BOSTON, March 7.—Prince Henry was officially received by the governor and mayor, acting for the state and city, yesterday, and afterwards presented to Harvard the gifts of the Kaiser to the museum and received the honorary degree of Doctor of Laws. Last night the prince was given a dinner by the city of Boston, and sat at the table with more than two hundred representative citizens of Massachusetts.

His reception in Massachusetts was marked by the same enthusiasm which has greeted him throughout his tour in the States.

ALBANY, N. Y., March 7.—Prince Henry arrived in Albany this morning.

TORONTO HAS OBJECTIONS.

To the Government's Telephone Bill at Ottawa.

(Toronto Star.)

The city is not satisfied with the new telephone bill introduced at Ottawa by Hon. Mr. Fitzpatrick, the attorney-general.

Corporation Counsel Fullerton says that the present bill takes out of the hands of the municipalities the control of the telephone companies and the streets, as far as the telephone companies are concerned. The bill, Mr. Fullerton also says, does not even restrict the companies to running along the sides of the streets, nor is any provision made for any interference with the travelling public by means of the poles. The public right for damages for injuries sustained by reason of the companies' poles or wires upon the streets is neglected, he declares, and there are no regulations regarding the height of poles, or for the safeguarding of trees along the streets where lines are strung.

Mr. Fullerton is drafting some clauses which the city will ask to have substituted for objectionable clauses.

MORMON CONVERTS.

(Portland Press, Thursday.)

About 65 Mormon missionaries left on the 9 o'clock train this morning over the Boston & Maine for their homes in Utah. The party arrived Tuesday on the steamship Dominion from Liverpool. They have been engaged in the Mormon work in Europe for some time, making converts to their cause. Among the party were several elders, and one of them, it is said, has, or had, four wives and about 20 children.

THIS IS CRUEL.

(From the London News.)

Looking about him, the News reporter was struck with the number of beautiful birds which nestled in the hats of the lady prohibitionists, their once sweet little throats silent, and their soft little eyes replaced by beads of glass! Hunted and slaughtered in their woodland homes to satisfy a demand which capricious women have created.

New Golf Caps

For

Men and Boys.

Nice Patterns.

D. MAGEE'S SONS,
63 King Street.

CHURCH ORGAN FOR SALE.

A Mason & Hamlin pedal Church Organ, hand blower, walnut case, full toned. A splendid instrument for a medium-sized church. Will be sold at very low price.

Wm. Peters,
266 Union Street.

CHAMPAGNES

Pommeroy, Mums's.

—FOR SALE LOW—

THOMAS L. BOURKE, 25 Water St.

To the Electors of the City of St. John:

LADIES AND GENTLEMEN:—

I will be a candidate for the office of MAYOR at the election to be held on Tuesday, the fifteenth day of April next, and respectfully solicit your suffrages. A service at the Common Council Board of Aldermen extending over six years has afforded me an opportunity of becoming familiar with civic affairs, and if further honored with your confidence I will endeavor as far as it lies in my power to guard the rights of our city and advance its interests.

Faithfully yours,

WALTER W. WHITE.

H. L. COATES,
(Cor. Main and Harrison Streets, Opposite St. Luke's Church, N. E.)

CARPENTER, BUILDER
and GENERAL JOBBER.

Special attention given to the placing of plate glass windows.

GLADSTONE AS A BOY.

Lord Ronald Sutherland Gower, in his Old Diaries, just published, relates a story of Mr. Gladstone which should prove comforting to parents who have mischievous boys. Mr. Gladstone was full of mischief as a boy, judging from his own statements to Henry Chaplin, who related the following to the diarist: "Some time ago, when they met at Waddesdon, the G. O. M. said to H. C. that he had a confession to make to him regarding a certain Mrs. Chaplin, whom the G. O. M. said he was sure was H. C.'s grandmother. The lady lived in Grafton street, and used to give what were then called 'roars,' or large evening parties. Mr. Gladstone's parents were then living next door to Mrs. Chaplin, and it was the wont of Mr. Gladstone and a brother of his, on the occasions of these festivities, to go to the top floor of their house, armed with squirts, with which they squirted the coachman and footmen waiting in the street below. Henry Chaplin said the way in which the G. O. M. chuckled at the recollection of these youthful escapades was most amusing. He said that Mr. Gladstone became quite convulsed when he proceeded to tell him how delighted he and his brother were to hear the servants expressing their wonder as to where the rain came from!"

NICOLA TESLA'S PREDICTION.

Will Soon Be Able to Run Machinery In England With Electrical Impulse From Niagara Falls.

NEW YORK, March 6.—Nicola Tesla stated Wednesday that he will before long be able to send an electrical impulse across the Atlantic ocean, and from the Niagara Falls put machinery in motion in England without the use of wires.

Tesla refused to comment on the Marconi system or to say whether or not he believed it to be an infringement on his own rights. He says that he experimented successfully years ago and that the sending of messages without wires is a very simple matter. Anent sending exclusive messages, he said:

"Many scientific men have fallen into the error," said he, "that exclusive wireless telegraphy can be carried on by Hertzian rays. This kind of telegraphy is just like heliography, only the rays are invisible. The best that could be done would be to send a ray in a particular direction. This can be done with light, but the Hertzian rays have not the great penetrative force of light, and they spread out in all directions. So it comes that when a powerful oscillator, such as would be capable of carrying the electrical disturbance, is worked, all other wireless instruments are more or less affected."

DANISH WEDDING RING CUSTOMS.

(London Telegraph.)

The maidens of Denmark never receive a diamond engagement ring. They are always presented with a plain gold band, which is worn on the third finger of the left hand. On the wedding day the bridegroom changes the ring to the right third finger, which is the marriage finger in that country.