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VOL. 2. NO. 276.

REFRIGERATORS.

WILKE REFRIGERATOR.
OAK EXTERIOR.



The Wilke Class Lined represents the highest art in refrigerator construction. Lined with glass 1/2 inch thick, with a perfect system of cold, dry air circulation. Metal shelves painted with a non-corrosive paint.

We also have the ordinary metal lined refrigerators from \$7.00 up.

COMPLETELY LINED WITH 1/2 INCH PLATE GLASS.

W. H. THORNE & CO., Ltd.

FAIRVILLE NEWS.

Interesting Items From That Pretty and Flourishing Suburb.

Mrs. George Younger returned to her home, Moncton, after a very pleasant two weeks' visit at the Methodist parsonage.

Mr. and Mrs. Cleveland of Roxbury, Mass., is visiting Mrs. Samuel Tippett, Main street, mother of Mrs. Cleveland.

The new brick building connected with the Ready brewery is now under erection and will complete the corner with brick buildings. The plate glass from the old store front was removed whole and taken to the city for safe keeping.

The financial district meeting of the St. John district will meet in the Methodist church on Tuesday, August 5th, at 9:30 a. m. Rev. Dr. Sprague of Queen square church is the chairman and Rev. T. J. Delnstadt of Exmouth street is the financial secretary. The district includes seventeen circuits, and each circuit has a right to one layman.

During their stay here the ministers will be billeted as follows:—
A. C. Bell—Mrs. Dunstan's, Main street.
D. B. Bailey—Mrs. Dunstan's, Main street.
G. M. Campbell—R. Irvine's, Main street.
R. W. S. Clements—T. J. Wilson's, Main street.
T. J. Delnstadt—R. Irvine's, Main street.
R. G. Fulton—Mrs. E. Lyman, Church street.
J. B. Gough—John McColgan, Harding street.
C. W. Hamilton—E. A. Kirkpatrick, Main street.
S. Howard—James Masson's, Main street.
W. E. Johnson—John McColgan, Harding street.
W. J. Kirby—parsonage, Church street.
W. W. Lodge—Wm. Golding, Harding street.
H. D. Marr—E. A. Kirkpatrick, Main street.
H. Penna—James Masson's, Main street.
H. Perce—T. J. Wilson's, Main street.
Dr. Sprague—Mrs. R. Lewin, Lancaster Heights.
Dr. Wilson—parsonage, Church street.

The laymen will be billeted on their arrival at the church.

Rev. Mr. Dykeman returned home on Monday last after spending a week in Providence, Rhode Island, attending the convention of the B. Y. P. U. and two weeks in Boston.

Hay making has started in good earnest around the suburbs of Fairville, and it is said to be uncommonly good; all now is a favorable time to harvest it.

John Masson of New York is visiting his brother, James Masson, carriage builder, Main street. Mr. Masson did business in St. John some years ago as a saddle and harness maker, under the firm name of Masson and Robb, but has been several years in the States.

The Sunday school of the Church of the Good Shepherd is to picnic at the Ferns next Wednesday.

The Mission Band of the Presbyterian church held a delightful picnic at Manchester's Eden on Thursday afternoon. Rev. A. M. Hill accompanied the young people and helped to make the afternoon very enjoyable.

F. Henderson and family, E. Whelpley and family and other railway men and their wives to the number of about fifteen, went on a cruise up the river in the pilot boat No. 4, and had a most enjoyable week. An accident caused a few minutes of anxiety, for when at Day's Landing the party were going ashore to picnic, Mrs. Perry, one of the company, had the misfortune to slip between the small boat and the pilot boat into the river. Fortunately Mr. Whelpley who was near at hand and being a good swimmer he plunged into the river and with the help of Mr. Henderson, the rest of the men being ashore, succeeded in lifting her into the small boat. Besides a soaking no further effects followed the accident.

The busses are still running on the old route and they say they will run the electric cars off the track, but the way the cars were patronized on the few fine days we have had this week, looks as if there would be passengers enough for both.

Fairville people living near the bridge find the electric cars a great convenience, but those who have to carry parcels some distance above the town still use the busses, and likely will, unless the cars come through the town.

IN THE ROCKIES.

The Canadian Pacific Railway Co. inaugurates a Novel Motor Car Service in the Mountains.

Modern tourists demand many comforts and conveniences, and in earlier days of sightseeing, and big railway corporations are ready and willing to furnish these things. The Canadian Rocky Mountain region has many interesting features that require to be viewed at close range. The Canadian Pacific Railway Co. has now in use observation cars, but these are only attached to the transcontinental trains, or even if it were possible to ride on the pilot, it would not always be satisfactory, and the dust and cinders are not pleasant. In order to help the tourist to have a better view of the great ranges, and explore them under comfortable conditions, the Canadian Pacific Railway Co. has inaugurated a system of motor cars for the use of its patrons. These will be located at Banff, the fashionable summering place in Canada's mountains, and from there it will be possible to run as far as Laggan, the station for the famed Lakes in the Clouds, through the Bow Valley, or across the Great Divide to Field, the gateway to the Yoho Valley, or even to the Great Glacier of the Selkocks, and so approach the best of the mountain peaks which the wonderful mountain peaks may be seen.

The motor car resembles the ordinary electric motor. It is open at the sides, cushioned seats running across as in the street cars, save in the centre, where there is an open space for the engineer. The ends are closed with large sheets of plate glass, and heavy curtains along either side serve as protection from the sun or shelter from rain. The motive power is supplied by a gasoline engine of 20 horse power, which is sufficient to give a speed of from twenty-five to thirty miles an hour, and, if necessary, will haul a trailer. The engine operates in a similar manner to those used in launches and automobiles, an electric spark from a storage battery igniting the gasoline. Five gallons of the fluid will suffice for 100 miles journey. The car is mounted on a steel truck and all the machinery is carried underneath the flooring. The machinery is of English manufacture, though of Canadian design, the car body being constructed at the company's shops, where the motor parts were also assembled. The whole affair weighs four tons and can be easily moved without the assistance of the machinery. The seating capacity is for fourteen, with lots of elbow room for all.

The advantages of this special design of observation cars are evident. It is possible to view all points without any twisting or turning, and scenes over which all have travelled many times develop new interest when seen from this nearer point of view.

WAS IT MURDER?

Mysterious Death of Two Men in Evans & Sons' Warehouse.

(Special to the Star)

TORONTO, July 25.—George Whalley found dead in the cellar of Evans & Sons' drug warehouse on Sunday last, is now believed to have been murdered and the same fate is believed to have befallen Edgar Green, found dead June 7th in the same warehouse. The position is that the guilty man is one familiar with the warehouse and it has been suggested that he is one of the employees.

Doctors who performed the post-mortem are satisfied they ascertained the cause of Whalley's death, but they decline to say what it is, pending the coroner's inquest.

In the meantime the stomach of the dead man is being examined by the Ontario government analyst.

SHOT THE ROBBER.

FORTVILLE, Ind., July 24.—Just before noon today, while Assistant Cashier Pretippo was in the Fortville bank, a well dressed man came in, pointed a revolver at him and fired. The ball went wild and the man then demanded that Pretippo give him \$2,500 or be killed. The robber escaped to the woods, where he was captured after being shot several times. He confessed to a fellow-prisoner tonight that his name is C. A. Hall and his home is at Marion, Ohio. Hall is suffering from a score of shot wounds.

FATAL CHOLERA.

CAIRO, Egypt, July 25.—The total number of cases of cholera at Cairo and at Moucha, near Assiout, since July 15 is 307, of which 227 proved fatal.

HOW TORONTO HOLIDAYS.

(Toronto Star.)

This is the season when the city young men meet their summer vacation. Released from duty, he promptly hires himself to the seclusion of some friendly saloon, lies down for a fortnight in the shades of a cask of rye and soaks. In two weeks he returns to his former haunts, points with pride to the blossom on his nose, and declares that two weeks of yachting cruises always does give a fellow a deuce of a sunburn.

SCHURMAN WAS THERE.

Joseph G. Schurman, president of Cornell University, formerly of the Philippine Commission; President Nicholas Murray Butler of Columbia University, and Captain F. Norton Goddard of New York, took luncheon with President Roosevelt at Oyster Bay Wednesday. During the afternoon the president and Mrs. Schurman had a talk about the Philippine situation, going over the subject with some care.

QUEBEC, July 24.—It is estimated the cost of repairing the S. S. Indiana, which went ashore some time since, and is now in Levis graving dock, will amount to about \$60,000. About a hundred men are now engaged repairing the damaged vessel.

A FATAL FIRE. RAILWAY HORROR.

One Fireman Killed and Another Will Probably Die.

Property Loss Various Estimated at Half to Three Quarters of a Million.

ALBANY, N. Y., July 25.—One fireman dead, one in the hospital believed to be dying, and a number seriously injured, in addition to a monetary loss variously estimated at from \$500,000 to \$750,000, is the result of a fire which broke out in the heart of the business district shortly before three o'clock this morning. The entire fire department of the city was called into service and for hours it looked as if their efforts to check the spread of the flames would prove unavailing. The dead fireman is D. K. Bishop, an auxiliary member of the insurance patrol and prominent in the city's social and financial circles.

With him at the time that he met his death was James J. Shelly, a fellow member of the patrol who after almost superhuman work by members of the fire department was dug out of a mass of hot bricks and wreckage terribly burned, and with both hips dislocated, both legs broken, one arm shattered and several internal injuries. He is now in the hospital and the physicians hold out but little hope of his recovery.

The fire started in the top floor of what is known as the Public Market Building on Beaver street, and spread rapidly through that building and despite all the efforts of the firemen to check it, to the Columbia Hotel and the Elks Club House, which adjoin it on the west and east respectively. While the firemen were hard at work the front wall of the market building buckled and almost immediately fell, carrying with it the upper story of the Columbia Hotel. It was in this latter that the firemen met their fate.

INDIANAPOLIS, Ind., July 25.—A special to the Sentinel from Trebeins, Ohio, says:

One of the most appalling wrecks in the history of the Pennsylvania railroad occurred here last night at 10:30 o'clock when the limited from St. Louis to New York with a heavy train consisting of an engine, two mail cars, day coach and Pullman sleepers, while running at 70 miles an hour, dashed into a wild flat car loaded with coal coming down grade toward it at a rate of 25 miles an hour. The result was a terrible loss of life and property.

Three dead bodies have been taken from the wreck. The engineer's body was burned to ashes. Four others are missing. The train was totally consumed by fire with the exception of the two rear Pullmans. Sixteen persons were injured. Two postal clerks are dead, two others are badly scalded and a dozen or more people are more or less hurt. The crash came in the darkness. The clouds hid the moon and to add to the horror a gas tank under a coach exploded and the wreck was a mass of flames in three minutes after the collision with the runaway coal car. The dead are: Charles McGowan, Greenfield, Ind., railway clerk.
M. M. Peters, Columbus, O., railway postal clerk.
William Clark, Columbus, O., engineer.
William Dwyer, Columbus, O., fireman.

Two unknown women, burned to death in forward Pullman.
Four persons missing, may be burned in the wreck.
The injured are: George A. Clifford, Indianapolis, scalded, will recover;
William G. Forsythe, Indianapolis, scalded and injured, but recovering;
McPadden, Indianapolis, badly cut on head, will recover;
Fred Carpenter, Indianapolis, stunned and cut about the head, will recover; twelve others whose names could not be secured.

This little town is three miles west of Columbus. There is a heavy down grade from the city here. While switching coal cars there last night at 10:20 o'clock a loaded flat car got loose and shot down the heavy grade towards this place. The limited express on the Pennsylvania road was speeding on the same track in the opposite direction at the rate of 70 miles an hour. It was late and Engineer Clark was trying to make up lost time. In the darkness he did not see the coal car coming or at least saw it too late. His train crashed into the car, and an instant later the entire mass was a burning pile of wreckage. In ten minutes nearly 50 human beings, ten minutes later all had been taken out of the burning mass but seven.

The passengers escaped without clothing, except the seven in the day coach. The survivors stood helpless and heard the screams of the women and one man plunged down in the wreckage, for whom aid was impossible. For three hours the wreck burned. The Xenia and Dayton fire departments went to the rescue. They could save no life. The body of the engineer was burned completely but no vestige remains. A few charred bones tell of our loss of life. William Dwyer, the fireman, was taken out alive, but lived only 30 minutes. Four postal clerks were in the mail cars. They were Gifford and Forsythe of Indianapolis; Peters of Columbus, Ohio; and McGowan of Greenfield, Ind. The bodies of Peters and McGowan were recovered, badly scalded and mangled.

For an hour, the terror-stricken passengers stood about the burning wreck, horrified, before help arrived from Xenia. The survivors were taken there and the injured cared for. Later a special car for the uninjured to Columbus. There is nothing left of the train but two Pullman coaches. Everything else was reduced to charred iron and steel, hissing with the heat under the streams of the fire apparatus.

DAYTON, O., July 25.—Railroad surgeon at Xenia reports only four people killed in wreck at Trebeins, engineer, fireman and two mail clerks. Ten injured.

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FITZ. AND JEFF.

Each is Sure He Can Wallop the Other, and Both of Them Talk to the Newspapers About Tonight's Event.

SAN FRANCISCO, July 25.—Both Jeffries and Fitzsimmons express themselves as confident of winning tonight's fight for the heavyweight championship of the world. The public, however, favors Jeffries, and the betting is still 10 to 4 in his favor. Regarding his plans for the fight, Fitzsimmons is quoted: "I made a mistake when I met Jeffries before. I won't make it this time. I underrated his strength and ability. This time I am going to dodge his strength and play to his weakness. I believe there is not another man in the world as big as Jeffries who can handle himself as well; for that reason I don't know a man who has a chance to beat him in a stand up, give and take fight."

"But there is a way to get him, and I know the way. If he rushes at me from the start I will play for an opening, and once I get it you will see that Bob has the old punch still with him. Jeffries' size will not protect him, for bulk does not cut any figure when a good blow lands on a vital spot. I have got that sort of a punch and I'm going to use it."

"My style of fighting will depend entirely on what Jeffries does in the ring. If he makes me come to him I will do it, but after all his boasts of how easy it will be for him to get me any time he sees fit, I think it is up to him to do some of the fighting, and I don't believe the crowd will stand for anything else."

Jeffries will not admit that he can be beaten. He says: "I never felt better in my life. I have trained carefully; my mind is good; I am at my best fighting weight, and no matter what pace Fitzsimmons may cut out, I will be right with him from the first sound of the gong and will surely bring home the money."

"Everything about this battle is to my liking. The referee suits me. I would rather fight Fitzsimmons than any man alive, and when I whip him, as I surely will, I intend to keep right on at the fighting game as long as there are any aspirants for heavyweight honors left."

"As to how I will fight, or what my tactics will be, that is something I can say nothing about until I step into the ring."

A COREAN TREATY.

Britain and Japan Make Terms and Russia is Not Included.

ST. PETERSBURG, July 25.—A special despatch received here from Seoul, Corea, announces the conclusion of an important agreement between the British and Japanese ministers to Corea on one hand, and the Japanese counselor Kakio, special advisor of the Korean emperor, on the other, by which Great Britain and Japan mutually guarantee Corea's independence, and pledge her their support and assistance in all important questions affecting her international and foreign policy.

Corea in return agrees to raise her naval and military establishment to a footing sufficient for her own defence, and that in case of raising a foreign loan she agrees to restrict her loans to the markets of Great Britain and the United States. She further agrees that no foreigners shall be appointed to positions in the Korean state service, that measures shall be immediately taken for the protection of Corea's territory, and that a protest shall immediately be made against any state or persons attempting to erect works of buildings situated so as to prejudice Corea's scheme for national defence.

KING EDWARD.

He is Steadily Gaining—Preparing For the Coronation.

LONDON, July 25.—This was the first brilliant day since King Edward's arrival at Cowes, Isle of Wight, and his majesty enjoyed the sunshine on deck. At 12:50 p. m. the royal yacht left her moorings and cruised westward. All reports from the yacht agree that the king is steadily improving.

There was another rehearsal this morning of the royal procession from Buckingham Palace to Westminster Abbey. It was witnessed by a large crowd.

The very strict fire precautions at the Abbey and its vicinity have been accentuated by the recent fatal blundering at the Queen Victoria street conflagration. A special detail has been added to the regular Westminster force, and a private telephone solely for emergency use connects Westminster Abbey with the Francis street fire brigade station. Equal precautions are taken at the great stands surrounding the Abbey. Hoses have been laid and attached to all the neighboring hydrants and is ready for instant use.

THE ARGONAUTS.

NEW YORK, July 25.—Joseph Wright, captain of the crew of the Argonaut Club of Toronto, which has just returned from England, where it met defeat in the eight-oared championship race at Henley, says his crew lost because of having to row on the poorer side of the river.

"We can beat them," he said; "I know we can, and we are going to try again."

LEYS CANNOT GO TO AFRICA.

LONDON, July 25.—Denying a rumor that Dr. Leyds, who was the European agent of the Transvaal, was returning to South Africa, Mr. Chamberlain, the colonial secretary, made the important announcement today that all those not of African birth who had fought against the British would not be allowed to return to South Africa.

BIG WHEAT YIELD.

"The average yield of wheat per acre in the western part of Manitoba will be fully four bushels per acre greater than that of last year," said J. F. Alexander, a pioneer of Bolsesvald, Man., who was in Toronto Saturday. The yield last year was slightly over 24 bushels per acre. The visitor speaks in glowing terms of western prospects.

CARDINAL GIBBONS' BIRTHDAY.

BALTIMORE, July 24.—Cardinal Gibbons was 68 years old yesterday and quietly celebrated the anniversary with friends at Owing's Mills, Baltimore county. The cardinal was born in Baltimore, July 23, 1834.

CANADA AND NEWFOUNDLAND.

(Montreal Star.)

Sir Robert Bond says that Newfoundland's union with Canada is merely a question of terms. Let us know at once how many pounds of fish are nominated by the Bond.



SUMMER STRAWS.

In all the latest styles are shown at **ANDERSONS'.** Yachting, Golf and Outing Caps. **Lowest Prices.**

19 CHARLOTTE STREET. CHILDREN'S and INFANTS'.

Red, Tan, Chocolate and Black. **BUTTONED BOOTS.** Dressy Goods.

WOMEN'S WHITE CANVAS OXFORD SHOES.

Only 50c. Per Pair. Are among the bargains we are offering this week.

W. A. SINCLAIR, 65 BRUSSELS ST.

WILLIAM PETERS, DEALER IN LEATHER and HIDES.

Shoemakers' Findings, Plastering, Hair, Tanners' and Curriers' Tools, Lamplack, etc. **266 Union Street.**

CHAMPAGNES Pommeroy, Mumm's.

—FOR SALE LOW— **THOMAS L. BOURKE, 25 Water St.**

STOMACH COUGH

is Catarrhal; no ordinary Cough Remedy reaches this trouble, but Short's Dyspepticure does and cures too. 35c. and \$1.00.

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.**

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.**

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Clothing at Manufacturer's Prices.

We are offering OUR MEN'S SUITS just now as low as they can be bought wholesale from any manufacturer in Canada. This exceptional offer will not last long—you should not miss it.

\$14.00 Suits	for \$12.00.	\$7.50 Suits	for \$6.00.
\$15.00 Suits		\$6.00 Suits	for \$5.00.
\$10.00 Suits	for \$8.00.	\$6.50 Suits	
\$11.50 Suits		\$5.00 Suits	for \$4.00.
\$10.50 Sk't. S'ts			
\$12.00 Sk't. S'ts	for \$8.00.		

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