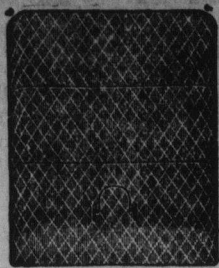


VOL. 4, NO. 26

ST. JOHN, N. B., FRIDAY, OCTOBER 9, 1903.

ONE CENT

Spark Guards.



Iron or Brass Wire.

24, 30, 36 inches wide. Prevent burnt holes in the carpet

W. H. THORNE & CO., -- Limited.

MARKET SQUARE, ST. JOHN, N. B.

A BIG BLAZE

STARTED INSTANTLY

is the effect produced by striking a

Headlight Parlor Match!

Made by Canada's greatest match makers, THE E. B. EDDY CO., LTD

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Direct Importation

JAMAICA COFFEES

JAMAICA COFFEE (Extra Value, 20 Cents Pound.)

JAMAICA COFFEE (Very Fine Flavor, 25 Cents Pound.)

Order a pound today. We feel sure you will be pleased with it.

F. E. WILLIAMS CO., Ltd.

Phone 543 Charlotte Street. Phone 521 Princess Street.

Lamps - Burning Oil - Lamps

In addition to our stock of Auer Lights, Shades, etc., and Incandescent Mantles; we are putting in a fine assortment of Parlor Lamps, Hand Lamps; the Celebrated Angle Lamp, also, Lanterns, Globes, Shades, Wicks, Burners, and Oil. Call and examine our stock before buying elsewhere.

Maritime Auer Light Company Limited, - 19 Market Square.

Electric Seal Jackets

We have a small lot of these that we will sell at a discount, to clear the line.

\$45 Jackets will be sold at \$35

\$40 Jackets will be sold at \$30

This is a good chance to secure your Winter Coat at a Bargain.

F. S. Thomas,

555 MAIN ST.

NORTH END.

125 MILES AN HOUR.

Wonderful Record of New Electric Car.

BERLIN, Oct. 8.—An electric car on the Marlenfeld-Zossen experimental line reached a speed of 125.4 miles per hour today, or a kilometre more than the highest previous record.

The machinery and roadbed were unimpaired. The engineers are determined to try for still higher speeds, and venture the opinion that they will be able to attain the rate of 140 miles per hour.

The current was between thirteen and fourteen thousand volts, capable of driving the car at the rate of more than two hundred miles. This power is reduced by transformers to about four hundred and fifty volts. The car used had four motors having together about eleven hundred horse power. It was the car used in the previous tests this year, and is constructed on the Siemens-Halske system. Another car of somewhat different

ent equipment as to motors and transformers has been built for additional high speed tests.

A large party of engineers, military men and civilians gathered at Dallwitz, where the highest points of speed are reached in these experiments. A French observer remarked that the new sensation of the power of velocity inspired by the car's flight was worth travelling from Paris to see.

There were twelve to fourteen persons on board the car, all technical men. They affirm that the motion of the car was no greater than that of an ordinary express train.

A curious phenomenon accompanying the car is the continuous sparking of electricity from the six trolley arms. While the engineers do not believe a speed of 125 miles is practicable at present on the State railroads, they are prepared to recommend a speed of ninety-three miles an hour between Berlin and Hamburg.

The lives of all on board the experimental car were heavily insured.

St. John, N. B., Oct. 9, 1903.

Heavier Clothing is necessary now.

Where will you buy it? Buy at HARVEY'S and you will get more style, better fit, a large assortment and lower prices than you have ever got before. Try it and see.

Men's Overcoats \$5.00 to \$18.50
Men's Suits 4.00 to 15.00
Boys' Overcoats 3.50 to 10.00
Boys' Suits 75 to 7.50

Perfect fit and satisfaction, or no sale, is our motto.

J. N. HARVEY,

MEN'S AND BOYS' CLOTHING,
199 and 201 Union St.

CANADA WINS YACHT RACE.

Rough Weather Causes Postponement of Regatta.

Ten Eyck, Lynch, Vail and Wray Fall to Arrive—Bad Weather Tomorrow.

Thousands of people were disappointed this forenoon when it was decided by the horse show committee that the boat races could not take place. There was only a faint breeze blowing, but the water was rather rough. Down the harbor at the lower end of the course, it would be impossible for the shells to do anything, while even in the upper waters it was too choppy. The rain held off well, but as there was no prospect of conditions improving to any extent the committee decided to postpone the boat races. In this decision they met with the wishes of the onlookers, none of whom were anxious to race on such unfavorable water. The boat races have been set down for ten o'clock tomorrow forenoon and will be promptly called.

It was decided that there was nothing to prevent the sailing of the yacht race and this was accordingly allowed to stand for twelve o'clock. The decision of the committee seemed to have been kept very quiet along the water front, and from all appearances no effort was made to spread the news among the many hundreds who lined the wharves. They waited until about eleven o'clock and made unkind remarks about those in authority.

The yacht race promised considerable excitement, and in this the spectators were not disappointed. Conditions on the whole were favorable. A sixteen knot breeze was blowing from the southeast, making the first leg of the triangular course a bag to windward. Long before twelve o'clock the wharves in the vicinity of Reed's Point were thronged with people, while the harbor was full of yachts and smaller boats. The tug Neptune was judged boat, and followed the yachts over the course. The Lord Kitchener, with a large party, also went out, as well as a number of sailboats.

The starting line was from Reed's Point wharf to a boat anchored in the stream. The course was to the buoy anchored about a half mile off Red Head bank, thence around the whistling buoy and back to the starting point. All boats were to be left to starboard. At 12.05 p.m. the preparatory gun was fired on the Neptune and the yachts became active. Ten minutes later the second warning was given and this was followed by some pretty maneuvering for position. In which the salmon boat Maple Leaf easily had the advantage. The starting gun was fired exactly at twelve o'clock, and the yachts crossed the line in the following order:

Maple Leaf, 12.00.18.
Gracie M., 12.00.33.
Phantom, 12.00.50.
Robin Hood, 12.01.27.
Avis, 12.02.00.
Canada, 12.02.00.
Winogone, 12.04.55.
Louvina, 12.04.58.

The first part of the race was pretty, the boats being rather bunched and all doing splendid work. On this leg the Canada rapidly overhauled the others and got a lead which she maintained throughout. The Canada was followed by the Louvina and these two boats got a good lead on the others. The Canada turned the second buoy well in the lead with the Louvina quite a distance astern. Then three or four smaller boats bunched and two others a long distance behind. On the home stretch the Canada still further increased her lead and made a fine finish.

The time of the finish, which is also the time of the race, was as follows:
Canada, 1.46.21.
Louvina, 1.52.37.
This is not official, but is approximately correct. It gives the Canada a lead of 5.16 over the Louvina, or with the time allowance of 1.50, makes her a winner by 3 min. 15 sec.

The other boats were so far behind that even taking into consideration the time allowances none of them could finish better than the second two.

There was no time allowance for less than 25-foot racing length. R. K. Y. Club measurements. There was no time limit. All other rules same as those of the R. K. Y. Club.

Officers—Referee, A. W. Adams; Judges, W. A. Macleachlan, Robert Thomson; Timers, Thos. U. Hay, R. A. Watson.

The time allowances are: The Louvina allows the Canada 1.50, the Winogone 8.00, the Wabewewa, 8.22.5, Gracie M., 10.05, Avis, 12.02.1-2, Robin Hood, Clytie, Phantom and Maple Leaf 12.53.4. The Canada allows the Winogone 4.10, Wabewewa 8.22.5, Gracie M. 8.00, Avis 10.03.1-2, the others 11.53.4. The Winogone gives the Wabewewa 12.5, Gracie M. 1.50, Avis 3.51.2, other boats 5.03.4. The Wabewewa gives the Gracie M. 1.45.4, Avis 3.40.1-4, other four 5.36.1-2. The Gracie M. allows the Avis 1.54.1-2 and the others 3.50.4. The Avis gives the other four 1.53.1-4.

It is more than probable that weather conditions tomorrow will again prevent the boat races. The probabilities are for strong easterly winds and rain, and it can scarcely be hoped that the severe storm which is now approaching will not be felt in St. John harbor. There is every indication that a strong gale will be blowing. Advice to the weather bureau is to the effect that a violent storm, supposed to be a West Indian hurricane, is sweeping along the Atlantic coast and is due to arrive here tonight. This storm is a most severe one and all shipping men are warned to use the utmost caution. Six inches of a rainfall has been reported from New York in the past twenty-four hours.

OARSMEN DIDN'T COME.

Mark Lynch, James A. Ten Eyck and James Wray, the professional scullers, did not materialize on this morning's

ARGUMENT FAVORS CANADA.

American Case on Main Points of Alaskan Boundary Case is Weak

LONDON, Oct. 9.—After the long argument over the Alaskan boundary, the question naturally arises, what is going to be the issue? That the Canadian case has been most ably prepared and most vigorously pressed by Hon. Mr. Bifton, assisted by his staff, is universally acknowledged, while the oral argument of Finlay, Robinson and Carson could not have been more comprehensive and effective.

The main points of the controversy relate first to the ownership of the head of Lynn Canal, second to the southern boundary (Portland Channel), thirdly, whether a mountain boundary can be followed along the shore crossing the mouths of inlets up to Lynn Canal, partly in a more easterly mountain line and partly in a ten league line. The impression prevails that Canada's case with reference to the last two questions is stronger than on the first, and in regard to them it is not seen how the United States members of the tribunal can resist the superior force of British argument. The first question is more doubtful and, having regard to various considerations, among others, the occupation and possession of the head of Lynn Canal by the United States, it is considered very problematical whether Canada's contention in this regard will prevail. This, however, is mere surmise.

MANIAC LEAPED FROM TRAIN

Wife's Pluck Saved Life of Child He Would Have Taken With Him.

CRAWFORDVILLE, Ind., Oct. 9.—Wesley Hodges, travelling on a big four train, accompanied by his wife and three children en-route from Jacksonville, Va., to La Harpe, Ill., suddenly became deranged. While the train was running fifty miles an hour, Hodges gave a wild scream, and, seizing one of his children plunged through the car window into the darkness. His wife grabbed the boy just as the man disappeared. The train was stopped and Hodges was picked up for dead and put on the baggage car. Shortly after arriving here he began to show signs of life. Left in the station unguarded, Hodges again became violent, insane and sprang out of the station and ran down the street, pursued by the police. With large stones which he picked up he kept his pursuers at bay. He was finally overpowered and taken to jail.

FOUND HER SON AT EXPOSITION.

Mother's Prayers Answered After Searching for Seven Years.

NEW ORLEANS, La., Oct. 8.—Phil Friedrichs is at home and a mother's prayers are answered after years of weary vigil and waiting, after days and nights of anxious prayer and a grief that no words can portray. Few women in New Orleans are not acquainted with the story of Phil Friedrichs, the bright young son of Dr. and Mrs. P. J. Friedrichs, who disappeared from home nearly seven years ago, and of whom no news had been found, though city after city of the Union was searched at the request and prayer of his devoted mother in hopes of one day receiving news of her boy.

About two weeks ago, still following every clue that seemed in any way to indicate the object of her loving search, Mrs. Friedrichs went to St. Louis. A message had come that her son was there, and she directed her footsteps to the St. Louis Purchase Exposition grounds.

As she went she began to look at the beautiful buildings in course of erection. What was her surprise to hear a voice at her side saying:—"Why, mamma, don't you know Phil?" She turned, and imagine her joy! After all these years she had found her son, and he was as healthy and as strong as ever, and she directed her footsteps to the St. Louis Purchase Exposition grounds.

Phil Friedrichs and his mother have now arrived in New Orleans and joy once more reigns in the family homestead in Cavendish street. Father and mother, sisters and only brother were united after long years of weary waiting.

A MAN OF MANY TITLES.

(English paper.)

"Are you the sacristan?" enquired a visitor to a country church of an aged man who was hobnobbing down the aisle. "You say I'm the sacristan," replied the ancient one in an aggrieved voice. "I don't know; I may be. There's no telling!"

The visitor expressed his surprise at the venerable person not knowing his social status.

"Well," he explained, "my first parson called me 'Beetle,' till the Lord took him. He was Low Church, he was."

"And then?"

"My second parson called me 'Sesant,' till the Lord took him. He was Broad Church, you see."

"And after that?"

"The Eastern liner, State of Maine, Capt. Allen, from Boston and intermediate ports in Maine, reached St. John about 9 o'clock last night. She landed a number of passengers.

train. They were to have arrived to take part in the aquatic events in the harbor today. It is just possible that they might have missed connections and may be here in time for the races tomorrow. A large number of admirers of the Halifax oarsmen have left for home, as they found it impossible to make a longer stay here.

SMUT LAMPS IN WESTON'S HOLD.

But Men Are Sure They

Didn't Cause the Fire.

Fred Downie Only Missed Life By a Fingers Breath—Inquest Still Going On.

Chas. Fleming, one of the dock hands on the steamer on the 13th of September last, examined by John Carleton, K. C., said that there was a passage way to the bow. The pumps were in good condition when he last used them. He did not notice how the hay was piled. When the fire broke out he was in the refreshment room with Fred Downie and Fred Titus. They opened the door to go out, but the smoke cut them off. They then went out of the window on to the guard. Witness stepped into the water on the starboard side and swam ashore. Just before he jumped he saw Downie on the guard, running aft. Downie said he could not swim. Witness said to Downie: "It's no use for me to stay here. I will go ashore," and he did so. Saw Downie turning to go into the paddle box. After witness went ashore he got a boat and, in company with the purser, went to rescue Downie, but he only got within fifteen yards of him that time. He went ashore and again went out with a boat; this time was about ten feet of him when Downie jumped and as he went down his fingers caught the stern of the boat in which Fleming was. He did not come to the surface.

The next witness was Frank Wood, one of the firemen on the steamer. He heard the engineer give the order that the hose be taken down. The fire looked to be on the top of the hay. He did not get any water in the hose because there was no time to get the donkey engine going. He was one of those who went back to rescue Downie, but when within ten feet of him Downie jumped. He told Downie not to jump, but others on shore were shouting for Downie to jump and he did so. Witness stayed there till the bubbles had disappeared. Witness said that he used a smut lamp the morning of the accident, but after he got through with it he blew it out, and put it on the engine bed. It was not used afterwards as far as he knew. To the coroner witness said he did not believe that Downie started and when he struck the water. It seemed to him that Downie was drowned, because he jumped about ten feet and went down and bubbles were seen coming up afterwards.

Geo. Allen, another fireman, son of Engineer Allen, examined by Mr. Carleton, K. C., said that he examined the parts of the machinery in the hull the morning of the accident. He used a smut lamp about ten minutes that morning, right under where the fire broke out. When he was through he blew it out and put it on the engine bed. He knew the fire did not start down in the hold because when he went down after the fire had started the lamp was not lighted and there was no fire there. Smoking was not allowed down there. After leaving the steamer he assisted the passengers in getting ashore. He was positive that the steam pump was in good order and that the hand pump also was, but was not certain.

The enquiry was adjourned at 12 o'clock till 2 o'clock this afternoon.

NEW YORK FLOODED.

Streets and Car Lines Impossible—

Thousands Kept From Business—A Record Rain.

NEW YORK, Oct. 8.—After seventy-four hours of heavy rain New York city and vicinity suffered today from severe floods. Six and twenty-four inches of rain had fallen in twenty-four hours, with rain still falling. Ferry lines and railroads were weather crippled or delayed. A heavy flood in the Bronx damaged several packing houses and a portion of the freight yard of the New York Central was covered by twelve feet of water. A watchman who had sought refuge on the top of a car was rescued.

The water was two feet deep in South street, at the New York side of the Fulton street bridge. Passengers arriving on the ferry boats waded through water up to their knees, while the dealers in the Fulton market used large boxes to build a bridge across the street. Thousands were unable to reach their places of business owing to the washouts and landslides on the railroads and trolley lines in New Jersey, Long Island and West Chester county. Passengers were forced to remain in the stalled trains for many hours, the overflowing streams making roads impassable for vehicles. A heavy wind accompanied the storm and telegraph wires were blown down.

Local street official Emery said that he believed that this was a record rainfall. The highest previous record he could discover occurred on Sept. 23, 1882, when six and 17-100 inches of rain fell in twenty-four hours.

NO HORSEWHIPS.

A writer who has spent some time in Russia says: Speaking of horses, there is a notable law in effect in most of the large Russian towns concerning them that deserves special mention. Among the curious things that arrest the attention on arriving in Moscow is the entire absence of whips among the drivers of cabs, carriages, and all sorts of vehicles. On inquiry I was informed that there was a law prohibiting their use. I don't believe there is a single whip in use in Moscow. The excellent condition of the horses attest the benefit of this humane law. Nothing can exceed the beauty of the sleek and well-groomed horses used in the carriages of Moscow.

READY FOR WAR.

Russian Fleet in Fighting Position is Watching Japan's Manoeuvres Around Corea.

PORT ARTHUR, Oct. 9.—A Japanese squadron is manoeuvring off Corea. The Russian fleet is perfectly ready. It is lying with steam up and the vessels are painted as in war time. It is denied here in the highest circles that the Japanese are landing troops.

NEW CHWANG, Manchuria, Oct. 8.—Thursday—The Russians are taking no steps to restore the government of New Chwang to the Chinese. On the contrary, they are hastening the erection of extensive government buildings and have added another gunboat to the naval force here.

Reports from northern Manchuria indicate no movement has been made towards the evacuation of that territory. Russian officials are discussing the permanent occupation of the points now held as being the settled policy. The Russian viceroy, Admiral Alexoff, has been conducting joint naval and military manoeuvres in the vicinity of Port Arthur this week. Ninety Russian war vessels of all classes were engaged.

NEW MINISTERS SWORN IN.

LONDON, Oct. 8.—The new cabinet ministers have assumed their duties, the seals of office have been exchanged at a privy council meeting held by King Edward at Buckingham palace this morning. All the retiring officials and their successors were present, with the exception of the Duke of Devonshire, the late lord president of the council, and Arnold Forster, the new war secretary. The latter was indisposed and the former was subsequently received in private audience by the King.

LIPTON GONE HOME.

NEW YORK, Oct. 9.—Sir Thomas Lipton, sailed for England yesterday on the Cedric. Sir Thomas said he was not feeling as well as he looked, but that he expected to gain strength on his way to England. Sir Thomas bade goodbye to H. H. Davis, his agent in this country, and Capt. Webster, who were the only persons at the Adirondack who had been in the Adirondack with him this summer, to spend the day with him. Gans' father was away, and the boys found two old pistols. One was of 38 and the other of 32 calibre. They thought it would be fun to have a mock duel.

"Are you sure they are not loaded?" asked Brandt.

"Of course not," replied young Gans, picking up the .38-calibre weapon. "I'll show you."

There was an explosion, and Brandt sank to the floor with a bullet wound through the mouth.

Young Gans ran out into the street screaming that he had killed his chum. Dr. Howard Lillenthal, of No. 766 Madison avenue, who was sent for, found Gans kneeling beside Brandt begging him not to die, and protesting that he did not mean to harm him.

Brandt's father, Julius W. Brandt, a jeweller, of No. 523 Broadway, who lives at Lenox avenue and 19th street, was sent for, and the wounded boy was removed to his home.

The Brandt family have refused to take any steps in the matter. The bullet entered Brandt's mouth and came out near his left ear. Dr. Lillenthal said that if the bullet had struck a quarter of an inch further back the jugular vein would have been severed. Young Gans is prostrated.

HIS BEAUTIFUL FAITH.

Assistant District Attorney Rand tells a story of his college days at Harvard in which a freshman and the late Phillips Brooks were the principal actors. Dr. Brooks was then one of the college preachers, and by the custom of the university set apart an hour on a certain day in the month to meet any students who might wish to talk with him on religious topics. One day the freshman in question called, and after the formalities of introduction were passed, opened conversation in this way:

"Dr. Brooks, I am an agnostic. But I desire to be far in the matter and so, placing myself in the position of one with an open mind, I have come to talk matters over with you."

Dr. Brooks said that he was glad of the opportunity to discuss the questions involved and bore with the freshman for nearly an hour. At the close of the talk the freshman observed with a sigh:

"Dr. Brooks, I am still an agnostic. But I want to tell you in spite of this that I hope that nothing that I have said has disturbed your beautiful faith in Christianity."

FOUNDER OF REPUBLICAN PARTY DEAD.

BUTTE, Mont., Oct. 9.—General John A. Leggett, territorial governor of Montana, under President Grant, died last night at Hot Springs, Mont., aged 71. General Leggett was one of the founders of the Republican party.

TOO LATE FOR CLASSIFICATION

WANTED—Junior wants a situation in a public or private house. Apply at 79 Leinster street.

Men's Fall Hats, 1903

We have just received, direct from the makers, twenty-five cases of the very newest styles, in low and medium price soft hats.

Prices: \$1.00, \$1.50, \$2.00

See our line of New Caps, 50c, 75c, \$1.00.

"Our Own Make" of Derby is the best hat on the market for \$2.00.

Anderson's,

Manufacturers, - 17 Charlotte St.

Trimmed And Untrimmed Millinery.

The latest novelties in trimmed and untrimmed Hats, Toques and Bonnets.

Also, a large display of Outing Hats, Misses' and Children's Hats trimmed and untrimmed.

Corsets a specialty.

Ghas. K. Cameron & Co

77 King St.

Umbrellas

Recovered, Made, Repaired.

CHAIRS Rescued—Cane Splint and Perforated (L.S. Cane only).

Hardware, Paints, Glass and Putty.

DUVAL'S

17 WATERLOO STREET.

SPORTSMEN'S SUPPLIES!

Shot Guns, Rifles, Loaded and Empty Shells, Powder, Shot, Wade, Decoys, Calls, etc.

J. W. ADDISON,

44 Gorman St. Phone 1074.

CLOCKS.

Another lot of Clocks just received, and we can give you a Good Clock for House, Office or Factory, in French or American and from the best Manufacturers.

COME AND SEE THE GREAT VARIETY.

41 King St.

FERGUSON & PAGE,

Pickling Season

Green Tomatoes.
8 lbs. Onions for 25 cents.
Spices, Vinegar.

At CHARLES A. CLARK'S,

49 Charlotte St., Market Building.

TeL. 803.

BOYD COALS—Queens, Joggins, Spraghill Mt., Springfield, Round, Picou Res. Sydney, Old mine Sydney. All kinds. Free-burning and Hard-burning Lignite, Pink and Red Ash Scotch. All sizes, from \$4.00 up.

GIBSON & CO'S, Smythe St. (near North West) and 5-2-2 Charlotte St.

POTTS

Furniture at Residence.

By auction at residence, 117 Brussels street on TUESDAY, the 13th inst., at 10 o'clock a.m. The following goods in very good order:

Parlor Furniture in Oak Chairs and Rockers, Lounges, Mantel Mirror, Pictures, Carpets, Rug, Bedstead, Ash Dining Tables and Chairs, Oil Cloth, Crochery and Glassware, Ash Bedstead, Bed, Bedstead, Mattresses, Springs, Parlor Stove, Cooking Range, Kitchen Furniture and Utensils.

F. L. POTTS, Auctioneer.

POTTS

Apples

Apples

By Auction, on Market Square, on Saturday Morning,

at 9.30 o'clock.

100 bbls. CHOICE APPLES.

F. L. POTTS, Auctioneer.

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