

ST. JOHN STAR, THURSDAY, FEBRUARY 11, 1904.

Now, you have coughed long enough. Get a bottle of  
**Royal Cough Balsam**  
You will find it safe and sure.  
25c.  
At Royal Pharmacy,  
**S. McDIARMID**  
KING ST.  
Tel. 403.

**OPERA HOUSE**  
THE DAILEY STOCK CO.

Friday, Saturday and Sunday Matinee, February 12 and 13, a grand scenic revival of

**UNCLE TOM'S CABIN.**  
Little Edwin Paul as Eva.  
Bring the children. Don't miss it.

Monday, Tuesday, Wednesday and Thursday Matinee, Feb. 13, 14, 15, 16, the great rural play.

**DAVID HARUM.**  
The hit of the year.  
Come and see DAVID "swaps" horses. Usual prices.

**THE YEOMEN OF THE GUARD**  
COMMO OPERA,  
By W. S. Gilbert and Arthur Sullivan, will be presented in

**The York Theatre,**  
...ON...

**11th, 12th & 13th February,**  
Under the auspices of the New Brunswick Musical Festival Association.

Chorus of Forty Voices.  
Musical Director, A. CHIFFEY RITCHIE.  
Stage Manager, RUPERT B. WALKER.  
Tickets, 50 and 25 cents. Admission, 10 cents.

Advance tickets can be exchanged at Miss Gray's book store, King street, on and after Feb. 4th.

**CANADIAN PACIFIC**  
Atlantic Steamship Service.

WINTER SAILINGS, 1903-1904.

ST. JOHN, N. B., TO LIVERPOOL DIRECT.  
From St. John, N. B., via Montreal, to Liverpool, Feb. 12, 1904.

From Liverpool, Feb. 13, 1904.  
From St. John, N. B., via Montreal, to Liverpool, Feb. 14, 1904.

From St. John, N. B., via Montreal, to Liverpool, Feb. 15, 1904.  
From Liverpool, Feb. 16, 1904.

From St. John, N. B., via Montreal, to Liverpool, Feb. 17, 1904.  
From Liverpool, Feb. 18, 1904.

From St. John, N. B., via Montreal, to Liverpool, Feb. 19, 1904.  
From Liverpool, Feb. 20, 1904.

From St. John, N. B., via Montreal, to Liverpool, Feb. 21, 1904.  
From Liverpool, Feb. 22, 1904.

From St. John, N. B., via Montreal, to Liverpool, Feb. 23, 1904.  
From Liverpool, Feb. 24, 1904.

From St. John, N. B., via Montreal, to Liverpool, Feb. 25, 1904.  
From Liverpool, Feb. 26, 1904.

From St. John, N. B., via Montreal, to Liverpool, Feb. 27, 1904.  
From Liverpool, Feb. 28, 1904.

From St. John, N. B., via Montreal, to Liverpool, Feb. 29, 1904.  
From Liverpool, Feb. 30, 1904.

From St. John, N. B., via Montreal, to Liverpool, Feb. 1, 1905.  
From Liverpool, Feb. 2, 1905.

From St. John, N. B., via Montreal, to Liverpool, Feb. 3, 1905.  
From Liverpool, Feb. 4, 1905.

From St. John, N. B., via Montreal, to Liverpool, Feb. 5, 1905.  
From Liverpool, Feb. 6, 1905.

From St. John, N. B., via Montreal, to Liverpool, Feb. 7, 1905.  
From Liverpool, Feb. 8, 1905.

From St. John, N. B., via Montreal, to Liverpool, Feb. 9, 1905.  
From Liverpool, Feb. 10, 1905.

From St. John, N. B., via Montreal, to Liverpool, Feb. 11, 1905.  
From Liverpool, Feb. 12, 1905.

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From St. John, N. B., via Montreal, to Liverpool, Feb. 27, 1905.  
From Liverpool, Feb. 28, 1905.

**JOHN W. DANIEL,**  
Liberal-Conservative  
Candidate.

**OUR POLICY and OUR PORT.**

THIS ST. JOHN STAR is published by THE SUN PRINTING COMPANY (LTD.), at St. John, New Brunswick, every afternoon (except Sunday) at \$2.00 a year.

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**ST. JOHN STAR.**

ST. JOHN, N. B., FEBRUARY 11, 1904.

**A WORTHLESS AGREEMENT.**

It is only a quibble to distinguish between the Grand Trunk and the Grand Trunk Pacific. The head men of one company are the head of the other; the morale of one company will be the morale of the other.

Now, it dwells in the memory of St. John people that in 1879 the I. C. R. through Mr. Blair, made a traffic agreement with the Grand Trunk.

Speaking of the matter in this city, Mr. Blair named as an important part of the contract, an agreement entered into by the Grand Trunk to hand certain quantities of its freight over to the I. C. R. at Montreal for shipment to and export from St. John. Mr. Blair predicted great things for this port in consequence.

The freight never came. The Grand Trunk traffic went on its old way to Portland, as it had done before the agreement was signed. The next year Mr. Blair admitted that there was nothing to bind the company to the agreement and that he never expected they would keep it.

The agreement which the Liberals are now boasting about is no more binding than this one was. It will be observed in the same way. Unless it is revised, St. John will surely be side-tracked.

A vote for Mr. McKeown is a vote for the contract as it stands and therefore a vote for side-tracking St. John.

A vote for Dr. Daniel is a demand for such amendments as shall protect this port.

**A BLOW AT ST. JOHN.**

This city has asked the government to help it with some dredging work must be done at once for wharves which are urgently needed next winter.

It has informed the government that any offer, to be of value, must be accompanied by a guarantee that the work will be completed. Otherwise the city cannot enter into an agreement with the C. P. R. for the building of the wharves.

The government has refused to give any such guarantee. Sir Wilfrid Laurier has, indeed, ordered dredging work. They are working now and will be on election day, but the government refuses to pledge itself that the work shall continue one day after election. To partially palliate its refusal, the government makes a reversal of it dependent upon impossible concessions by the city.

If the government persists in its attitude a few more days, it will be late to enter into any agreement for the building of wharves in time for next winter, which means that the port of St. John will not be in a position to meet the demands of next season's trade and will suffer a loss in prestige which will affect her progress for many years.

How any citizen of St. John who has any love for his city and any pride in her progress can fail to resent such a blow as the government is threatening to give, is past understanding.

**SHADOW AND SUBSTANCE.**

So long as this port gets trade, what difference does it make which railroad brings it here? So far, what traffic has come we owe to the C. P. R., and if the common council decides that the company's request for more yard room is reasonable, as it certainly seems on the surface, the city will have no objection to the granting of the land necessary for that purpose, and, in this matter, will brook no interference from a government which is apparently in

the pay of the capitalists who are booming the Grand Trunk Pacific.

The assertion that the acquisitions by the C. P. R. of some 28 acres of water lots out of the 102 acres from the elevator to Fort Dufferin, would block any other road from reaching the harbor is absurd. In the harbor proper, on west side and east, there is ample accommodation for all the traffic that three railroads can bring. Around in Courtenay Bay there is room, with proper dredging, for as many more.

The harbor of St. John can handle all the winter traffic that the west of Canada, during the next century can pour into it. The city of St. John intends to treat fairly any road proposing to come here and will certainly not begin by treating unfairly the road which is already here for the sake of favoring an imaginary line which may never materialize, and certainly will not inside of ten years at the very least.

This pleasant habit of jostling with the truth appears not only to be growing upon Mr. McKeown, but to be dangerously affecting some of his followers. The result is confusing. With Mr. McKeown one may be fairly certain that whenever he makes a political promise, or states a political opinion, he does so in a jocular way; but with a man who has not fully acquired the habit one is in doubt just when to believe or disbelieve him.

"Why is St. John passed over? If the shortest line is the object, why do you go 100 miles out of the way? St. John is only 48 miles from Montreal by way of Lewis, Rivière du Loup and the St. John Valley. Why do you want to travel 120 miles farther than is necessary? There is no necessity for it in any business interest. St. John is passed by."—Hon. A. G. Blair.

**ST. JOHN SOLDIER AND A PRINCE**

How Alexander of Teck, Paid Two Shillings Borrowed from St. John Boy in Africa.

The announcement of the marriage Wednesday of H. R. H. Prince Alexander of Teck, while of interest to nearly all persons was of more than usual interest to a member of the first contingent of St. John boys who were sent to the South African war by the Canadian contingent, then in camp at Bloemfontein, was sent out some twenty or twenty-five miles toward the scene of the disaster. About ten miles out was a Dutch farm and shop, at which General French was with temporary headquarters. At this store several of the St. John boys were detailed for fatigue duty on a Saturday afternoon.

An officer, with the rank of major, who was there with his straps slung, but his servant was unable to find any of the "dubbing" used on service for this work. One of the Canadians offered to sell a box which he had, for money was scarce and extra food could be bought by those who had the cash. The major agreed to take the dubbing for two shillings. When it came to closing the bargain he had no money with him, and the St. John private without the expected hop ale and biscuits.

Next day the major took a notion to go to Bloemfontein to church, and a horse and Cape cart, owned by the store keeper were commandeered. The major and Canadian drove in, attended church, and went back to the open country to read on a private mark which said "H. R. H. Duke of Teck, major 10th Lancers."

That evening, on coming across some equipment belonging to the gallant major the St. John man was somewhat surprised to read on a private mark which said "H. R. H. Duke of Teck, major 10th Lancers."

The incident which was one of the party accompanying the Duke of York on his visit to St. John a couple of years ago and while in this city was engaged in conversation, as by accident, by the man to whom he owed the money. On the incident major went into his pockets, and finding some cash this time, laughingly paid his debt. Those two shillings have not been spent.

**DEAL WITH DANGER OF BURIAL ALIVE.**

LONDON, Feb. 10.—As an illustration of the dangers of premature burial, most people will be greatly surprised to learn that the home secretary has admitted that ten thousand persons are buried annually in England and Wales without death certificates. William Tebb, president of the London Association for the Prevention of Premature Burial, has determined to take action to remedy this state of things.

The doctors, as is not infrequent, differ on the chances of premature burial, but even if the odds were a million to one it would still be desirable to take all possible precautions to save the unfortunate unit from so terrible a doom.

The manner in which Mr. Tebb's association proposed to deal with the danger is by the constitution of a public mortuary, where bodies can remain until the fact of death is put beyond the possibility of doubt.

Another practical remedy suggested against the peril is a more general acceptance of the principle of the open coffin and the shallow grave. But there is a great deal of prejudice to overcome before this system could prevail.

**BICYCLES and all athletes depend on BENTLEY'S LINIMENT to keep their joints limber and muscles in trim.**

**HOTEL ARRIVALS.**

DUFFERIN HOTEL, Feb. 10.—S. Smith, jagator; John Williams, Toronto; J. H. Haines, Toronto; Frank Marshall, these three; A. Marshall, Toronto; J. A. Johnson, Halifax; Louis Cousens, Quebec; J. F. Bouché, Montreal; A. Belliveau, Fredericton; G. E. Newell, Dalhousie.

**LOCAL NEWS.**

The fourth of the Thursday afternoon talks in the Ladies' Association course will be given by Mrs. J. F. Robertson this afternoon at 4 o'clock. All members and their friends are invited.

The weather yesterday was such that the tug Lord Kitchener could not get up to Quaco for the four deal-laden schooners she is to bring here. She left at an early hour this morning for that place to perform the work.

At a special meeting of the Father Matthew Society last night the following were appointed delegates to the Champlain tercentenary meeting this evening: James McCarthy, Henry Gritou, Daniel Carr and Vincent Murphy.

Ensign Leadley, the poor man's friend, will conduct a grand school room last night. There was a large attendance and the musical part of the programme was much enjoyed. Refreshments were served at the close of the evening.

The annual meeting of the shareholders of the Maritime Splice and Coffee Co. was held yesterday afternoon. The report of the managing director showed the affairs of the company to be in a highly satisfactory condition. There has been a large increase in the volume of trade done, and they are branching out in new directions. The old board of directors was re-elected, and a new board was elected. C. F. Fleming, W. L. Hamm, J. R. Woodburn and Geo. E. Day.

**COMMUNICATION WITH P. E. I.**

Strait Filled With Ice—No Mails For Four Days.

Communication with P. E. Island is cut off, both by steamer and ice boats and the prospects are that crossing will be out of the question for some days. For the past few weeks the mails have been carried by ice boats from Cape Tormentine to Cape Traverse, but now on this line another difficulty has arisen. The N. B. and P. E. I. railway from Sackville to Tormentine is blocked and the agent advises that it will be tied up for at least five days. This road is about forty miles long and runs through an open country. The highways are said to be under ten feet of snow and unbroken by many places, but in spite of this the mails will have to be forwarded by teams, and today arrangements are being made for a courier service. The Northumberland Straits are full of ice and while the winds remain as at present there is no hope of a passage being cleared. No mails have crossed from the island for four or five days.

Of the Pictou-Georgetown service the agent at Pictou advised yesterday as follows: "The Minto left Pictou for Georgetown at seven o'clock Tuesday morning, but was able to get only about five miles from Pictou wharf and had to return between six and seven o'clock this evening. The Stanley left Georgetown at seven o'clock and we have not heard from her since. She is still in full of ice and the weather is very cold. There is no chance to make a trip until the weather moderates and until there is a day or two of southerly winds."

To cure Headache in ten minutes use KUMFORD Headache Powders.

**LOCAL HOUSE MEETS MARCH 3.**

FREDERICTON, N. B., Feb. 10.—At a meeting of the local government today it was decided to open the provincial legislature on Thursday, March 3rd. Premier Tweedie, Dunn and Sweney were the only members of the government present. Somewhat later, Attorney General Pugsley arrived from Montreal.

In the morning the government promised to the Beersville Coal and Railway Co. a subsidy already earned by the company, and took into consideration the granting of another subsidy for the extension of the company's railway.

F. R. Taylor, of St. John, acting for the Empire Tobacco Co., asked for a reduction of the license fee paid upon the establishment of a branch in St. John.

The government took the matter into consideration.

"You look run down?" "I am run down. I haven't slept a wink for two nights. I've been suffering from a car-sickness. "May I ask where it is?" "On my husband's neck."—Houston I've been able to do is to listen.—Town Topics.

**SUFFERED FOR THREE YEARS.**

**HEADACHES AND RUSHING OF BLOOD TO THE HEAD.**

**APPETITE WAS GONE.**

**TRIED MANY DIFFERENT REMEDIES BUT**

**BURDOCK'S Blood Bitters**

**CURED**

**MRS. BALKENHORN, BROOKLYN, N. S.**

She says: "I suffered for three years with terrible headaches and rushing of blood to my head. I lost my appetite and became very thin and weak. I tried many different remedies and I started to use Burdock Blood Bitters. I had not taken more than two bottles when I began to feel better, my appetite improved wonderfully and I increased rapidly in weight. I took altogether four bottles and am now as well as can be, for which I owe my thanks to Burdock Blood Bitters. I can recommend it to all those suffering as I did."

**MANCHESTER ROBERTSON ALLISON**  
KING ST GERMAIN ST AND MARKET SQ. LIMITED

**A Few Announcements Here Which Will Interest Pretty Nearly Everybody!**

**WHY ENAMELLED IRON BEDS ARE SO VERY CONVENIENT!**

Because they can be had in nearly any size to fit even the smallest room. They are clean and neat-looking, and easy to renovate. Prices are low or high, just as you wish, and the brass ornamentation gives them all an appearance which invariably adds coziness to the surroundings.

**\$4.50**  
THE BED ILLUSTRATED costs \$4.50. It is enamelled in white and is surrounded by brass knobs in white from 2 feet to 4 feet 6 inches.

PLAIN BEDS at \$2.50. Very similar to beds shown, in widths from 3 feet to 4 feet 6 inches. BEDS run from \$4.50 to \$20.00 in price, and as the cost grows greater more brass-work and ornamentation is added. (Furniture Department, Market square.)

**REAL BARGAINS.**  
**MEN'S NIGHTSHIRTS.**  
FEBRUARY SALE.

Hundreds have been thoroughly satisfied during the last ten days with their purchases at our February Sale of Men's, Youths' and Boys' Furnishings. We want hundreds more to come, for besides having a large and modern equipment, we sell at prices that suit the finances of even the most saving workman. Take these Night-shirts for instance:

**MEN'S NIGHT SHIRTS** of white with cotton; excellent quality; full size and carefully made. This week 75c. and 85c.

**SHAKER NIGHTSHIRTS**, very fine grade of goods, nice coloring. This week 90c.

**EXTRA FINE QUALITY SHAKER**, with silk embroidered front. This week 90c.

**BEST QUALITY SHAKER**, full size, and strongly made. This week 90c.

**TWEED SUITS** for \$5.00. BROWN AND GREY STRIPED SUITS, \$4.00 to \$6.00. TWEEDS IN STRIPES AND CHECKS \$3.50. NEW TWEEDS AND WORSTEDS \$3.50. RELIABLE NAVY SERGE SUITS \$3.50. FINELY-TWILLED WORSTEDS, \$4.00. HEAVY WALKING SERGE, \$4.00. PINK TWILLED WORSTED, \$3.00. QUALITY NUDEWEAVE, \$3.00. NICE BLACK CHEVIOT, \$2.50.

**ARE THE MEN HARD TO CONVINCE? NOT ALWAYS.**

It stands to reason that keen men, particularly the business fraternity, are not all carried away by clear their pressure of advertising. If they see an article they want and it suits them they buy. That's the way with many who have visited our clothing department since the February Sale started; they saw what they wanted and had it sent home without any arguments pro or con. It is its own evidence of real worth. Just take these suits for example:

**BLACK AND DARK GREY FRIEZE SKIRT**, with deep drape. \$1.50. Extra value.

**GREY FRIEZE SKIRT**, with some running deeper towards back. \$2.75.

**BLACK FRIEZE SKIRT**, with lap seam and stitched. \$2.25.

**GREY FRIEZE SKIRT**, with narrow lap and pointed skirt trimming. \$4.00.

**MEDIUM GREY HOMESPUN SKIRT**, with black belt, full flare and strap seam. \$4.25.

**BLACK CLOTH SKIRT**, vertical taffeta trimming. \$4.50.

**LIGHT GREY HOMESPUN SKIRT**, black stock, full flare, side pleats. \$3.25.

**MANCHESTER ROBERTSON ALLISON**  
KING ST GERMAIN ST AND MARKET SQ.

**The Attractions of Our Stores Are Their Low Prices.**

**D. A. KENNEDY,**  
(Successor to WALTER SCOTT.)

**32-36 King Square, St. John, N. B.**

**"Clearing Sale of Hosiery"**  
FOR MEN, WOMEN AND CHILDREN.

**At 20 per cent. Off**

**FIFTY DOZEN LADIES' BLACK CASHMERE HOSE**, English, made in Plain or Ribbed. At only 25c, 35c, per pair. The best values in Canada. Children's Cashmere Hosiery in great variety of sizes and makes, every price to be had here. From the 12c quality up to 40c. pair.

A Clearing Out Sale of Boys' All Wool Hosiery. They wear like iron, so mother says, and the boys agree with her—25c, 35c. pair. This make only to be had here. Call and see them.

We are now offering Children's Vests and Drawers at big Reductions to clear—15c, 20c, each.

**BIRTHS**  
MOTT—At Webster, Mass., Feb. 2nd, to Rev. and Mrs. Marshall B. Mott, a son.

**IN MEMORIAM.**  
May Bell, entered into rest February 10th, 1904, at St. John, N. B.

**DEATHS**  
ROBINSON—In this city, on Feb. 10th, after a long illness, Thomas W. Robinson, aged 61 years, leaving a widow, one son and five daughters to mourn their sad loss. Funeral on Friday, 12th inst., from his late residence, 87 Union street. Service at the residence of his nephew, W. A. Macauland, 48 Cliff street, Feb. 11th, 10 o'clock. Burial in the cemetery at St. Paul's (Valley) church, Friday, 12th, at 2:30.

WILSON—Suddenly in this city on the 10th inst., Miss, widow of the late Jacob Wilson, aged 58 years. Funeral on Friday at 2:30 o'clock from the residence of Mrs. A. D. Wilson, 278 Prince street.

BELL—in this city, Feb. 10th, at the residence of his son, W. H. Bell, 18 Paddock street, Samuel Bell, late of Barnevillie, Kings Co., in the 84th year of his age. Funeral will proceed to Barnevillie via Hampton Saturday morning on the 7 o'clock train.

CAMPBELL—in Falmouth on Feb. 10th, after a lingering illness, J. Edwin Campbell, aged 25 years. Funeral from Lunenburg Hotel, Falmouth, on Friday at 1:30 p. m. Friends and acquaintances are respectfully invited to attend.

WASON—in this city on February 9th, after a long illness, Mrs. Sarah Wason, 77 years of age, leaving five sons and five daughters to mourn the loss of a loving and affectionate mother. Funeral on Friday afternoon, 12th inst., at 2:30 o'clock, from her son-in-law's residence, James Chisholm, 42 Richmond street. Friends and acquaintances are respectfully invited to attend. Interment in the cemetery at St. Paul's (Valley) church, Friday, 12th, at 2:30.

**LOOK SHARP!**  
**LINEN SALE ENDING**  
IS NOT FAR OFF.

It is well to take the buying public into confidence in this matter of the Linen Sale's termination, for we do not want to experience the embarrassments of a misunderstanding in the near future. So let it be most clearly understood that all free hanging orders will cease to be booked after Wednesday next, Feb. 17th. It has been a tremendously busy month in linen and gracious work in connection with the sale, but good things must also end some time. Here are some cheap Tablecloths:

Lot No. 1—2 x 2 yards, \$1.35 each.  
Lot No. 2—2 x 2 yards, \$1.50 each.  
Lot No. 3—2 x 2 yards, \$1.75 each.  
Lot No. 4—2 x 2 yards, \$2.00 each.  
Lot No. 5—2 x 2 yards, \$2.25 each.  
Lot No. 6—2 x 2 yards, \$2.50 each.  
Lot No. 7—2 x 2 yards, \$2.75 each.  
Lot No. 8—2 x 2 yards, \$3.00 each.  
(Linen Room.)

**WINDOW DISPLAY OF WALKING SKIRTS.**  
ALL NEW.

It will hardly be necessary to tell in type what these new skirts are like, for they are being conspicuously displayed in the upper window of the main building, King street. However—upon second thought—a few may not be able to go shopping while the window is "in," and a brief description can here be given:

**BLACK AND DARK GREY FRIEZE SKIRT**, with deep drape. \$1.50. Extra value.

**GREY FRIEZE SKIRT**, with some running deeper towards back. \$2.75.

**BLACK FRIEZE SKIRT**, with lap seam and stitched. \$2.25.

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