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Sterling Silver Spoons and Forks. Cases of silver made up at any price. Cut Glass Bowls and Dishes. Electro plated Ware. Table and Fancy Cutlery.

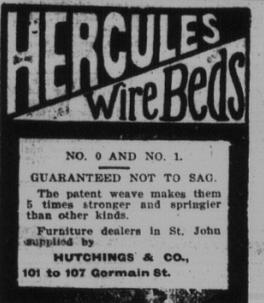
W. H. THORNE & CO., Limited.



Enterprise Foundry Stoves.

The name Enterprise on a stove or range is an absolute guarantee of quality. It's also positive proof that the stove will work perfectly. Then again "Enterprise" stoves cost no more than the ordinary make of stoves. We illustrate the "Prince Royal." Hundreds of this range have been sold, and not one dissatisfied customer.

Have you seen this range? **EMERSON & FISHER,** 75 Prince Wm. St.



HERCULES wire Beds
NO. 9 AND NO. 1. GUARANTEED NOT TO SAG. The patent weave makes them 5 times stronger and springier than other kinds. Furniture dealers in St. John supplied by **HITCHINGS & CO.,** 101 to 107 Germain St.

SPECIAL BARGAINS IN Overcoats, Ulsters and Reefers.

- Men's All-Wool Double-Breasted Ulsters Reduced to - \$3.00
- Extra Heavy quality Double Breasted Ulsters Reduced to - 5.00
- Men's Single-Breasted Overcoats Reduced to - 2.00
- Men's \$6 Overcoats in grey and black Reduced to - 4.00
- Boys' Overcoats, dark grey, for spring wear, Reduced to - 3.50
- Boys' Ulsters, age 8 to 11, Reduced to - 2.50
- Boys' Ulsters, age 12 to size 35, reduced from \$4.50 to - 3.00
- Boys' Reefers, all reduced to two popular prices - 2.00 and 3.00

Special reductions on all lines of Men's and Boys' Suits and Pants.

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.

Birch and Ash Pungs,

Also a few second-hand Sleighs cheap.

JAMES A. KELLY'S, 640 to 644 Main Street, North End.

FOR THIS WEEK ONLY:

- 1 quart Bean Pots, 7c.
- 1-2 Gal. Bean Pots 10c.
- 3-4 Gal. Bean Pots, 12c.
- 1 Gal. Bean Pots, 14 cents.

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

SEVEN WERE KILLED

And Two Are Missing as Result of Railway Collision.

ROCHESTER, N. Y., Feb. 25.—As the result of a collision on the Auburn branch of the New York Central, seven miles west of Auburn, between west bound passenger train number 211 and a steam derrick late last night seven trainmen are dead and two others missing. The following are the dead: Thomas Burke, Syracuse, rigger on derrick; Edward E. Vine, this city, baggageman on the passenger; Frank Hinds, fireman, of this city; John Heismann, of this city; Engineer Durand of Syracuse; John Evans, member of derrick crew; Sam Schmuck of Syracuse, with steam derrick; Joe Shoemaker, fireman, of this city. It is said two other men are missing. As train number 211, the west bound passenger, was rounding a curve, a few miles west of Aurelius, going at a fast clip, it met the steam derrick running "wild" from Canandaigua to Syracuse. There was an awful crash, followed by the sound of escaping steam and then silence.

The conductor of the passenger train hastened forward. Scattered about was the wreckage of the two engines, which were so badly smashed that it was impossible to tell one from the other. From the head end of the train could be heard cries for help, and assisted by passengers of his train, Conductor Killip began the work of rescue. Engineer Heismann and his firemen of the passenger train were piled under the wreckage, and after an hour's work were taken out dead. The other dead men were removed from the heap of wreckage at various intervals, and tenderly laid alongside the track to await the wrecking trains which were sent out from Rochester, Geneva and Syracuse.

From all that could be learned in this city this morning, the west bound passenger train had the right of track from Aurelius, and had instructions to meet first number 236, the east bound passenger train, at that place. This was done, and after the east bound passenger train passed, the west bound passenger train again started for this city. They were late and were going at a fast rate of speed when the two trains came together. The place where the wreck occurred is on a high hill grade. The railroad officials are very reticent as to the responsibility of the wreck, but it is understood that the crew of the passenger train was in no way to blame for the accident, and that the steam derrick crew was solely at fault and running without orders. None of the passengers were injured. This is due possibly to the passenger train being so heavy that it ploughed right through the derrick train, which consisted only of an engine, tender and flat car on which were the steam derrick and a caboose.

WOMEN IN COUNCIL

WASHINGTON, Feb. 25.—Extension of woman's work and the decrease in the national birth rate were discussed during the sessions of the Woman's National Council yesterday. In a talk on the latter subject Mrs. Susan Young Gates of Utah declared that woman physically had degenerated and in the struggle for intellectual supremacy which she had been making during the last half century had forgotten the great mission of her being. Children's Activities were discussed by Mrs. Ida Smoot Duzend of the Relief Society of Utah.

ROBBED IN ROME

ROME, Feb. 25.—The Rev. Horace Dutton of Boston was robbed of seven hundred lire yesterday. He was bicycling in the country when his machine broke down and he accepted the offer of two men, who were driving in a cart, to take him to Rome. On his arrival here Mr. Dutton started to remunerate the drivers, when he found his purse had disappeared. He accused the drivers, who thereupon whipped up their horses and drove rapidly away. Mr. Dutton hung on the rear of the cart until exhausted and then dropped on the road, considerably bruised but otherwise unharmed.

ANOTHER JAWSMITH

Who Says Reception to Prince Henry is Height of Flunkeyism.

NEW YORK, Feb. 25.—Amid a scene of confusion the banquet of the Georgia Society was concluded at the Marlborough hotel. Jas. B. Gray, 2nd vice-president of the society, was the last speaker. He launched into an attack on the popular demonstration accorded Prince Henry. The diners were thrown into confusion and at the conclusion of his remarks most of them hurriedly left the room. He said:—"I do not approve of this reception and this great ovation of the American people to a German paper admiral, which has itself denied scant credit to a real admiral, an American. It is the height of flunkeyism."

BOTHA DIDN'T SAY SO.

LONDON, Feb. 25.—The war office today denied the rumors which were circulated in the lobby of the house of commons last night that Gen. Louis Botha, the Boer commander-in-chief in South Africa, had made an offer to surrender on certain conditions. The story appears to have come from Paris. It had a good effect on Kaffirs.

IT'S UP TO HIM.

BUFFALO, Feb. 25.—Thirteen indictments, charging grand larceny have been reached by the grand jury against Philip Gerst, formerly city treasurer, removed from office by Mayor Diehl for misappropriating public funds.

PRINCE HENRY

Witnesses the Launching of Emperor's Yacht Meteor,

Which Was Christened With Champagne by Miss Alice Roosevelt.—A Great Demonstration.

WASHINGTON, Feb. 25.—Prince Henry visited both houses of congress this afternoon, and was entertained at dinner by President Roosevelt at the White House in the evening. The dinner was a most elaborate affair, and brought together a distinguished assemblage of statesmen and diplomats. President Roosevelt proposed the toast to the German emperor, and Prince Henry that of the president and people of the United States, after which the company drank to the health of Prince Henry himself. A troop of cavalry and body of mounted and bicycle policemen escorted the prince during his stay in Washington. His reception in that city was, in every sense, on a grand scale.

NEW YORK, Feb. 25.—The special train bearing President Roosevelt from Washington to the launching of the Emperor's yacht Meteor, which reached Jersey City at 6:45 a. m. The president remained on board until the arrival of the prince's train at 8 o'clock. A cylinder head on the engine of the prince's train blew out, and that train was more than an hour late in reaching Jersey City. The accident occurred shortly after leaving Baltimore. The stalled train was pushed into Magnolia, Md., by a passenger train and there got a new engine. There were some other minor details en route, occasioned by the change of schedule. Soon after 8 o'clock the president and prince and their suites embarked on a boat for Shooter's Island, where the launching takes place. A fine cold rain was falling and the harbor was covered with mist. The boat proceeded direct to Shooter's Island, where a guard of police and naval militia had been on duty since early morning.

NEW YORK, Feb. 25.—When the prince alighted from the train accompanied by his suite, and passed through the station to the boat, there was a great crowd who cheered him heartily. The ovation was repeated when a few moments later Roosevelt traversed the same route. He was accompanied by Mrs. Roosevelt and Miss Alice Roosevelt. He touched his hat time and again to the cheering multitude. He was followed by Secretary of War Root, Mrs. Root and Miss Root, and by the other members of the party. Detectives and secret service men brought up front and rear.

The ferry boat Philadelphia had been awaiting the coming of the president and prince since 7 o'clock. She lay in the northern slip of the Pennsylvania station. On board the ferryboat the president also joined the prince forward on the upper deck, where they remained for some time in view of the cheering passengers on the crowded ferry boats in other slips. The president and Prince Henry arrived at Shooter's Island at 9:30. They were received with cheers by those present and the presidential and royal salutes, 21 guns each, were fired.

Shooter's Island, in anticipation of the arrival of the distinguished visitors, presented the appearance this morning of a military encampment rather than the scene of an event of international comity. Two battalions of naval militia reached the island at 8 o'clock and were posted at various points between the landing stage and the scene of the launching. They were supplemented later by a squad of officers and sailors from the Hohenzollern, who though not under arms, presented a military aspect. Police swarmed everywhere over the little island, and out in the bay revenue cutters, naval tugs and police patrol boats manned by naval militia and blue coats, darted about to keep the excursion fleet back of an imaginary line.

The party proceeded directly from the ferry boat to the stand which had been erected at the inshore end of the ways on which the Meteor rested. The president and prince, with Mrs. and Miss Roosevelt, arrived on the platform at 10:22. The prince conducted Miss Roosevelt to the small platform immediately under the bow of the boat. On this platform at the time of the launching were President Roosevelt, Prince Henry, Mrs. Roosevelt, Miss Roosevelt, the mayor of New York and Ambassador Von Holleben. Exactly at 10:39 Miss Roosevelt broke the champagne bottle, saying:—"In the name of the German emperor I christen thee Meteor." Guns roared, bands played and great cheering lasted for several minutes. The prince handed a bouquet to Miss Roosevelt and then, raising his hat, in a few words acknowledged the cheer- ing of those on the main platform. The launch occurred without mishap. The president's daughter lifted a silver mounted hatchet and struck the rope. It parted cleanly and down came the weights. The wedges flew up and out. The yacht trembled, started forward and then slid slowly down into the water to the cheers of the distinguished gathering. She took the water safely and brought up in the middle of the Kill von Kull without an accident. Prince Henry and Miss Roosevelt were then photographed. The prince presented Miss Roosevelt with a stilet cap ribbon of the new yacht Meteor, and she wore it on her left arm as she stood before the cameras with the prince. Miss Roosevelt wore a dress of sapphire blue velvet, a large black hat trimmed with ostrich feathers and a fur muff and boa.

FREDERICTON.

A Case Before the Divorce Court Today.

(Special to the Star.)
FREDERICTON, N. B., Feb. 25.—A sitting of the divorce court of New Brunswick convened at one o'clock today, this being the first sitting of the court for upwards of two years, and the first over which Judge Gregory has presided since his appointment as divorce court judge. Only one case was before the court, Mary Oltivar, of Peticodiac, Westmorland County, suing for divorce from Henry Turner, of St. John. A. A. Stockton, K. C., and H. S. Keith for plaintiff; H. H. Pickett for the defendant.

The parties were married at Peticodiac March 15th, 1900, by Rev. Joseph Pascoe, Methodist clergyman, the plaintiff being Mary Turner. They lived together for six months at St. John, when the wife returned to her father at Peticodiac, alleging ill-treatment. She returned to her husband, when they again lived together for some time, and she again went to her father's home, where she now resides. Alimony and costs of divorce proceedings are asked. The defendant denies all the allegations and also takes technical legal grounds against divorce being granted.

LARGEST FLOATING DOCK.

With a Capacity for Lifting a 15,000 Ton Battleship.

The great floating dock, said to be the largest in the world, which has lately been launched from the yard of the builders, C. S. Swan and Hunter (Limited), of Wallsend-on-Tyne, has been built to the order of the British admiralty, and is to be placed in his majesty's dockyard at Bermuda, where it will replace the old floating dock that has been there since 1869, and which has now become obsolete, not through age but through the insufficiency of its dimensions. It is interesting to make a comparison between the dimensions of the old and the present docks for they show the great increase that there has been in the size of the ships of the fleet. The old dock, like the present one, was designed with a view to accommodating the largest vessels that were then built or building. The length of the former was 381 feet over all, but to obtain its maximum lifting power gates were fitted 230 feet. Its inside width was 84 feet between side walls, and its lifting power was 8,000 tons, which was sufficient for the ships of the Bellerophon class, to lift which it was specially designed, although it was capable of bringing the keel out of the water of vessels up to 10,200 tons, the then heaviest ships re- presented by the long fully-rigged line of battleships, Agincourt and Minotaur.

The present dock is 545 feet long, and, having no gates, the length of ship it can take is not restricted. Its clear width of entrance between rubbing fenders is 100 feet. Its lifting power up to the pontoon deck level is 15,500 tons, but by utilizing the shallow draught, this can be increased to 17,500 tons, and the walls are of sufficient height to allow of a vessel drawing 32 feet to be taken on 3 feet 6 inch keel blocks. Primarily it is built to lift the line-of-battleships of 15,000 tons displacement with a length of bearing keel of 343 feet; but, in addition, it has to deal with cruisers of the Terrible class, of somewhat smaller displacement but with 283 feet of bearing keel, and lastly auxiliary cruisers like the Campania, weighing some 17,000 tons with a bearing length of keel of 502 feet. It is evident, therefore, that great longitudinal strength is necessary, since, whilst the dock has to be strong enough to deal with the 600 ft. Campania, practically the whole displacement of 545 feet long pontoons have to be utilized to lift a vessel bearing only on some 384 feet of their length. Apart from this, the fact that the dock, in its voyage to Bermuda, may have to encounter the long rollers of the Atlantic also makes it imperative that a very stiff form of structure should be employed. Like the original Bermuda dock, the present one is a self-docking—that is, it can lift all parts of itself out of water—a most necessary facility in the sub-tropical sea of Bermuda.

An electric-light installation, with its own generating plant, is provided in one wall for lighting all the interior compartments of the dock, and in addition twelve arc lamps are carried on galleys on top of the towers, which light up when required the whole dock and ship, whilst further mains are led along the dock's sides from which hand-lamps may be taken off to light up any particular spot where special work is being carried on. A very useful fitting for handling weights either on the dock or ship will be found in the travelling and swinging electric cranes which run along the whole length of each wall. The dock will remain in the Tyne until the fittings are completed, and in the early spring she will be towed to Chatham, where her trials will take place, consisting in the lifting of a first-class line-of-battle-ship, and the self-docking of her pontoons. After this she will start on her long voyage to Bermuda.

A HOSPITAL SHIP.

SAN FRANCISCO, Feb. 25.—The U. S. navy hospital ship Solace arrived in port yesterday with forty sick mariners. She also brought 200 discharged soldiers and four prisoners.

THE WEATHER.

WASHINGTON, Feb. 25.—Forecast.—Eastern states and northern New York.—Rain to-night; Wednesday, rain, followed by fair, break to high northeast winds on the coast tonight, becoming northwest Wednesday.

LADIES' FUR JACKETS

All Kinds. All Prices.

From \$22.50 Up.

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 King Street.

CHAMPAGNES

Pommeroy, Mumm's.

—FOR SALE LOW—

THOMAS L. BOURKE, 25 Water St.

JOHN RUBINS,

—CUSTOM TAILOR—

Clothes cleaned, repaired and pressed at short notice.

53 Germain Street.

SMALLPOX IN LONDON.

Over 3,000 Cases Since August—570 Deaths—1002 Under Treatment.

(London Standard, Feb. 10.)
Last night's official statement of the Metropolitan Asylums Board showed that during the day eighteen further cases of smallpox had been notified and removed by ambulance to hospital. Four cases came from Stepney, three each from Finsbury, Shoreditch, and Poplar, and one each from Westminster, St. Pancras, Islington, Bermondsey and Lambeth. During Saturday thirty-two patients were received, viz. six each from Stepney and Poplar, five from Holborn, three from St. Pancras, two each from Shoreditch and Bethnal-green, and one each from Fulham, Westminster, St. Marylebone, South-west, Bermondsey, Lambeth, Battersea, and Greenwich. At midnight on Friday there were 1,101 patients remaining under treatment.

At Saturday's meeting of the Metropolitan Asylums Board, Augustus C. Scovell, chairman of the committee, in moving the adoption of the report of the hospitals committee, stated that since August last there had been officially recorded in the metropolis 3,000 cases of smallpox. Ten had died at the South Wharf shelters, and the remaining 2,990 had been conveyed to the hospital ships at Long Reach. Of these 513 had died, 1,647 had been discharged cured, and 1,902 remained under treatment. In addition to these there had been 270 cases from districts outside the board's area. Of these 47 had died and 191 still remained under treatment. During the fortnight the cases admitted had numbered 330, and the number remaining under treatment, which was now 1,108, was 220 more than in the preceding fortnight. Mr. Scovell added that during the fortnight the admissions had risen very greatly, but just at present they had fallen back a bit. However, on one day in the last week they had reached a total of 93 admissions, and if such a wave again occurred they would no doubt have to prepare to receive at least 100 cases a day. He hoped both the hospitals and the ambulance department would be quite prepared for such an occurrence, but he thought the managers should know that their preparations were not so forward as they expected. They had not, however, up to the present been compelled to refuse admission to any case.

The committee also reported they had considered the suggestion that they should place the services of a medical expert at the disposal of a medical practitioner to assist him in the diagnosis of a doubtful case of smallpox before removal, but they could not adopt the suggestion because there was a grave doubt, owing to the immense size of London, whether the services of an expert would always be at the disposal of a medical practitioner within a reasonable time, and that consequently there would be considerable danger of patients being kept in their homes for an unduly lengthened period.

Having considered the whole question of affording to students and qualified medical men opportunities for obtaining clinical instruction and experience in smallpox, the committee recommended that the local government board be asked to remove the objection of residence by the students at the smallpox hospitals and to enable qualified medical men to attend special demonstrations, to be given from time to time at the hospitals. This recommendation was agreed to.

The Local Government Board have informed the Chelsea Board of Guardians that they sanction the engagement of three temporary assistant public vaccinators in order to cope with the existing demand for vaccination and re-vaccination in the borough. During the last three months the board of guardians have spent no less than £247 18s. 17d. on vaccination, and it is a significant fact that there have been fewer cases of smallpox from Chelsea than from any of the other metropolitan boroughs during the existing outbreak, and not a single Chelsea resident has died from smallpox.