

ST. JOHN STAR, FRIDAY, SEPTEMBER 16, 1904.

Special Invitation

Please call on us when in need of anything that can be found in a popular Drug Store.

Royal Pharmacy,
47 KING STREET.
Phone 403 for prompt delivery.

PULP MILL FOR SALE.

Property and works of The St. John Sulphate Pulp Company, Limited (in liquidation), situated at Misco, Saint John County, New Brunswick. The Mill Property of the Company comprises over three hundred acres. Works are situated on the Misco River, a quarter of a mile from the sea and six miles by water from the City of Saint John. The wharf accommodation is ample. Works are new and substantially built of pressed brick, fitted with modern and up to date appliances, including electric plant, and are capable of producing two hundred tons of pulp per week. There is room in the present building for additional plant, which when installed would double the output. The mill dam is substantially built of stone and is about fifty feet high. The water is taken to the turbine wheels in an iron flume five feet in diameter, which gives ample supply for driving machinery and pulp making. Tenders for purchase of above described property will be received by the undersigned up to October first, 1904, the highest or any tender not necessarily accepted. Further information will be supplied on application. EZEKIEL B. KETCHUM, JOSEPH A. LIXLEY, Liquidators. St. John, N. B., July 27th, 1904.

BEST SET TEETH, \$5.00.

OUR POPULAR PRICES:
Gold Filling From \$1.00
Silver Filling 50c.
Porcelain Filling 75c.
Gold Crowns \$2.00 and \$3.00
Full Sets Teeth as above \$5.00
Teeth Repaired, white you wish 50c.
Extracting, absolutely painless 50c.
Examination FREE
Illustrating when teeth are ordered.
We give a written contract to do your work satisfactorily and keep it in repair free of charge for ten years.

Guarantee Dental Rooms,
DR. F. H. DICKIE, Proprietor.
14 Charlotte Street.

Broad Cove Coal,

\$7.00 a Chaldron.
Delivered. Tel. 1022.

L. RILEY, - 254 City Road
TO ARRIVE!

By Donaldson Line steamship "Triton." Scotch Hard Coal. Parties wanting this coal please leave orders early with

CITY FUEL CO.,
77 Smythe Street.
Telephone, 1,021.

When You Want Fuel of Any Kind
Go to Gibson & Co. They sell all kinds of Hard Coal, all kinds of Soft Coal, Wood and Kindling sawed and split ready for use, and Charcoal for roasting and broiling, etc.

GIBSON & CO.,
Docks: Smythe St.; Branch, Marsh St.; Central Office, 61-2 Charlotte St. Tel. 478.

COAL

HAMILTON ELLIOTT Scotch Soft Coal. One of the best soft coals mined for general house use.

ANTHRACITE SCOTCH COAL in bags, to arrive next steamer.

UNION COAL COMPANY,
Tel. 50.

NEBEDGA,

If you have Stomach, Kidney or Urinary Disorders drink NEBEDGA Mineral Spring Water. At Drugists and from GEO. F. SIMONSON.

J. H. Ryan, M. D., M. E.

Eye, Ear, Nose and Throat,
38 Sydney St., St. John, N.B.

YORKSHIRE BAR.

Ale and port glass or Porter, 4c. tankard
Highest Award Colonial and Indian Exhibit, London, England, 1888.
J. RHEA, 29 Mill Street.

EASTERN STEAMSHIP CO.

(INTERNATIONAL DIVISION)
AUTUMN EXCURSIONS.

In effect Sept. 12th to Oct. 14th inclusive. St. John to Portland and return, \$5.50; St. John to Boston and return, \$6.00.

Good to return within 30 days from date of sale. Steamers leave St. John at 8 a. m. Mondays and Wednesdays for Lubec, Eastport, Portland and Boston. Fridays at 8 a. m. for Lubec, Eastport and Boston. Saturdays at 4.30 p. m. direct for Boston.

Returning from Boston via Portland, Eastport, Lubec, Mondays and Wednesdays at 9 a. m. From Boston via Eastport and Lubec, Fridays at 9 a. m. From Boston direct, Saturdays at 4.30 p. m. Through tickets on sale at principal railway stations and baggage checked to destination.

W. G. LEE, Agent, St. John, N. B.

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ST. JOHN STAR.

ST. JOHN, N. B., SEPT. 16, 1904.

The average daily circulation of the Star for August was 6,081.

A POLICY MISREPRESENTED.

"Mr. Borden, the opposition leader, has advocated the extension of the Intercolonial from Montreal to Georgian Bay. He offers this as an alternative for the building of the transcontinental road."

Thus the Moncton Transcript interprets the Conservative railway policy and having set up its man of straw proceeds valiantly and with much noise to belabor the stuffing out of it. This is a favorite device of editors and public speakers untroubled by any respect for the truth and confronted with a proposition impervious to fair argument. The Transcript knows that Mr. Borden's "alternative for the building of a transcontinental road" is not the extension of the I. C. R. to Georgian Bay, but it has hopes that perhaps some of its readers may not possess the same knowledge and may be deceived by its powerful arguments against a policy which has no existence outside its editor's productive imagination.

Surely Mr. Borden made the Conservative position clear enough in the splendid speech in which he pledged his party not only to the immediate construction of a complete transcontinental railway, but also to the principle that this road should be operated as well as built by the people. The following quotation from that speech shows where the Conservative party stands:

"If it is the will of the people of Canada, as declared by their voice at the next election, that another railway from ocean to ocean shall be built, owned and controlled by the people of Canada and not by the Grand Trunk Railway Company, if it is the will of the people that we shall assume not only nine tenths but ten-tenths of the obligations necessary to construct another transcontinental road and by that means to own and control a national railway highway from the Atlantic to the Pacific, the Conservative party, if returned to power, is prepared, in accordance with the will of the people so expressed, to place upon the statute book of Canada such legislation as will enable that result to be accomplished with the least possible delay."

Both parties are agreed on the immediate necessity of a new transcontinental road. Both are agreed that the people must pay for the construction of this road. The only point of disagreement is the road's ownership. The Liberal policy is to hand it over to a company whose chief interests are in an American line and an American American port, which interests the president and manager have promised the shareholders to consider first, last and all the time.

The Conservative policy is that what the Canadian people must pay for the Canadian people should keep and operate in their own interests. In the eyes of Mr. Borden and his party, cheap transportation and the welfare of Canadian routes and ports are worthy of more consideration than the welfare of the city of Portland, Me., and the Grand Trunk railway terminating there.

AGAINST PUBLIC OWNERSHIP.

The Winnipeg Tribune (Independent Liberal) is not inclined to view the government's failure to acquire the Canada Atlantic instead of letting the Grand Trunk gobble up the I. C. R.'s chief source of trouble, solely as an evidence of the inability and negligence of the administration. It is inclined to believe that the government inspired the deal.

"The government," says the Tribune, "seems bent upon dealing a deadly blow to public ownership and rendering Mr. Borden's policy as difficult of accomplishment as possible, if not entirely impracticable. It may be, however, that these deals will so work upon the temper of the people that they will become aroused and accomplish by radical measures in a brief space, what would take years to bring about in a constitutional manner. The passing of the Canada Atlantic into the hands of the G. T. P. is one of the most deadly blows that could be aimed at public ownership."

CORRUPTION EXPOSED.

The Liberal government in Ontario held office through the last session of the legislature by preventing the charges of corruption against five of its supporters in the house from coming to trial. Now the trials can no longer be postponed and two of the members have already been unseated. In one of the trials the defendant admitted guilt of the first trivial charge brought and thus prevented the arrest

of incriminating evidence. But in the second trial, at Sault Ste. Marie, the prosecutors managed to get their evidence in, with the result that there has been exposed a system of corruption exceeding in its enormity by nothing in Canadian history. Some of the evidence will be found on another page of the Star.

Premier Ross' majority is now only one and before the trials are finished will have altogether vanished. And, in face of the proof given by his action in burking the trials last winter, that he and his government were active accomplices in this awful corruption, it is impossible that the honesty and decency of Ontario will allow him or any others connected with this scandal ever to hold office again.

The City Council is a deliberate body. It is five weeks since Mr. Barbour's report on the city water works was presented, and as yet nothing has been done about it except to make a contract for printing the document. The treasury board report in favor of giving notice to the C. P. R. was presented in July and no action has yet been taken upon it.

The question of the west side electric lights has been postponed to some indefinite time—Sun.

A middle aged Nova Scotian with an empty whiskey flask was arrested in St. John the other day. If the flask had been full he might have had a chance given him, says the Halifax Echo. But if the flask had been full he wouldn't have been a Nova Scotian.

A MILE WITH ME.

Oh, who will walk a mile with me,
Along life's weary way?
A comrade blithe and full of glee,
Who dares to laugh out loud and free,
And let his frolic fancy play.
Like a happy child, through the flowers gay,
That all the field and fringe the way,
Where he walks a mile with me.

And who will walk a mile with me,
Along life's weary way?
A friend whose heart has eyes to see
The stars shine out o'er the darkening sea,
And the quiet rest at the end of the day—
A friend who knows, and dares to say,
The brave, sweet words that cheer
Where he walks a mile with me.

With such a comrade, such a friend,
I fain would walk till journey's end,
Through summer sunshine, winter rain,
And then? Farewell, we shall meet again!
—Henry Van Dyke.

LOCAL NEWS.

A stevedore fell overboard from the steamer Senlac, lying at the I. C. R. pier, yesterday afternoon. Being an extra good swimmer he had no trouble in reaching the ladder on the side of the wharf.

Dr. Bell, director of the geological survey, attributes the earthquake of Wednesday evening, which was felt in Ottawa and Montreal, to a slight slip in the rock surface of the earth.

The harbor front was lined with ships yesterday, and several large vessels, including two ships and three three-masted schooners, were anchored in the stream. Most of the schooners were loaded and had put in out of the storm.

Sheriff Ritchie held a session of the revision of the electoral lists. George S. Malcolm and Robt. Malcolm, of Simonds and Dr. Sydney C. Emerson of this city were the only ones who availed themselves of the opportunity.

While holding coal into his house on Pond street about four o'clock yesterday afternoon, R. W. Wigmore, manager of the Sussex Mill Company, was struck by a falling piece of timber, which struck him on the shoulder, and inflicting a gash two or three inches long.

J. W. Hampton with his troupe of trained dogs, an educated goose and a trained pig, arrived in the city last night, and is registered at the Ottawa hotel. Adele and her lions will arrive tomorrow, and these two amusements will be amongst the best things seen at the exhibition this year.

A FOX FARMER.

Frank Whelpley, Home From Alaska, May Start Novel Business Here.

Frank Whelpley, a young North End man, who has been in Alaska for a number of years, is home on a visit. Mr. Whelpley first went to Alaska in 1888, when the gold discoveries on the Yukon attracted thither fortune seekers from all parts of the world. In 1890 he came home for a few months, but returned again to the north and engaged in fox raising.

Mr. Whelpley now is a large fox raiser and exports his furs to England. His fox farm is situated on an island. He is thinking of starting a fox farm in New Brunswick, and with that object in view has already secured an option on a couple of islands. If his project comes to anything he will give up his fox farm in the north and devote all his time to his enterprise nearer home.

Advertisements of the leading business houses in St. John are to be found in this paper.

A HIGHFLIER.

"Joe" Jefferson, the actor, was down in Florida last winter he met an old friend. They had a long talk over old times, during which Mr. Jefferson inquired about a common friend of theirs who used to play with him in Rip Van Winkle.

"Well, Joe, the last time I saw him he was in London, two years ago, and would not believe it, he has become very profane."

"When I knew him," said Mr. Jefferson, "he was playing a fox and chicken-breasted, so it does not surprise me that he is foul-mouthed now."

You pay higher taxes on Pride than you do on Property. For illustration: Do you "need the money" and yet hesitate to advertise for a boarder or lodger?

EAST SECTION ABANDONED.

Significance of the Canada Atlantic Purchase

Grand Trunk Has No Use for Maritime Ports—Hays Wins His Game.

(Toronto World).

"The acquisition of the Canada Atlantic by the Grand Trunk means that the Grand Trunk has thrown down the gauntlet to the other side while the purchase of the Canada Atlantic was partly designed to check Mackenzie & Mann, its real object was to make the Canada Atlantic part of the main line of the Grand Trunk Pacific Railway. A glance at the map will show that this theory is quite feasible. The Grand Trunk road from Toronto to North Bay crosses the Canada Atlantic at Sault Junction. The Grand Trunk's original scheme for a transcontinental railway was from North Bay westward.

The World's Informant states that THE GRAND TRUNK HAS RETURNED TO ITS FIRST PROPOSITION. It will build westward from North Bay and, with the Canada Atlantic, it will then have a direct road to Montreal and Portland without building a single mile of new railway east of North Bay.

The Canada Atlantic's eastern terminus is Swanton, in the State of Vermont, at which point it has connection with the Central Vermont and Boston and Maine Railway to Portland. Whether or not this is the Grand Trunk's permanent transcontinental railway project or not, it is clear that it is Mr. Hays' scheme for getting into the west and competing for traffic as soon as he can build from North Bay into the prairies. The C. P. R. and Mackenzie & Mann appreciate the significance of Mr. Hays' move, and they are making ready to meet it.

GREATEST SHOCK OF ALL.

The latest and by far the most important development of the Canadian railway situation was the acquisition of the Canada Atlantic Railway by the Grand Trunk. Both the C. P. R. and Mackenzie & Mann this move came as a rude surprise. The C. P. R. saw at once that the acquisition of the Canada Atlantic as a means of hastening its entrance into the west. Mackenzie & Mann were anxious to get the Canada Atlantic, which would have given them at once a summer line of transportation between Winnipeg and Quebec. They had counted on getting the road, and believed that they had the co-operation of the government in their plans for taking over Mr. Booth's road.

Then suddenly the announcement came that the Grand Trunk had acquired the line. The C. P. R. responded by projecting a railway from Midland to Montreal, a line which would practically parallel the Canada Atlantic. Mackenzie & Mann do not appear to have found their bearings yet. They were dazed by the Grand Trunk's unexpected acquisition of the Canada Atlantic.

NOT CONSIDERED FINAL.

Mr. Mackenzie has evidently not yet accepted as final the Grand Trunk's purchase of the C. P. R. He is at Ottawa now, in all probability, making his last appeal. If he is beaten a new situation may be created. He may either fight the C. P. R. and the Grand Trunk, or form an alliance with one of them. It may be that he will be driven to identify his interests with the C. P. R., either as a merger or a joint arrangement, probably the latter.

It is possible that the C. P. R. will be induced to abandon its Toronto-Sudbury line, and that the old proposition for an exchange of running rights will be accepted. If the C. P. R. builds from Midland to Montreal it will initiate a gash two or three inches long.

J. W. Hampton with his troupe of trained dogs, an educated goose and a trained pig, arrived in the city last night, and is registered at the Ottawa hotel. Adele and her lions will arrive tomorrow, and these two amusements will be amongst the best things seen at the exhibition this year.

HIS NEAR RELATIONSHIP.

(Argonaut.)
Colonel Cleary was a noted character in Chicago a quarter of a century ago. In his latter days he got to be quite a society man. One evening at a reception he noticed a beautiful girl, and on inquiry found that her name was O'Brien. "Bede," he said to his host, "I know her! Introduce me!" That formality having been gone through with, the old colonel declared to the young lady: "Your name is O'Brien and your mother was a Flannery."

"Yes," Miss O'Brien assented. "I will marry you!" the colonel exclaimed: "and that's strange. Dye know, young lady, that just twenty years ago I came within wain of being your father!"

SEIZING MERCHANTMEN.

NEW YORK, Sept. 14.—The Journal of Commerce says shipping interests in this city yesterday received a special report from the Institute of London Underwriters (containing data to Aug. 31), showing the seizures, stoppages, etc., of neutral and belligerent vessels in the far eastern waters. It shows that the Russians have in all seized or stopped, 15 and the Japanese 17 neutral vessels. In addition sixteen Japanese merchant vessels have been seized by the Russians and the same number of Russian merchantmen have been seized by the Japanese.

DOWLING BROS.,

The Leading Specialty Coat, Skirt and Blouse Waist House in the Maritime Provinces.

Initial Showing of Fine Models in New Autumn Coats and Costumes

Distinguished looking garments are now arriving in quick succession. They herald the advance of the season and form the vanguard of styles that are most prominent in American and European centres.

Ladies' New Autumn Coats, \$ 5.00 to \$55.00
New Autumn Costumes, - - 15.00 to 33.00

DOWLING BROS., 95 and 101 King St.

The Attractions of Our Stores Are Their Low Prices.

. A. KENNEDY,

(Successor to WALTER SCOTT.)
32-36 King Square, St. John, N. B.

HURRY! WHILE THE GOODS ARE HERE AT BIG REDUCTIONS. MUST CLEAR THE WHOLE STOCK.

FLOOR RUGS
\$3.00 QUALITY
NOW \$2.00 Each

Clearing Sale of Cloths of all kinds, for Ladies', Men's and Boys' wear, at low prices. Come at once for first choice. Five Hundred pairs of Ladies' Corsets at 39c., 48c., 69c. pair—the best values ever shown in St. John. All sizes in stock.

Something new in Children's Waists, made from a heavy cotton flannel, faced inside. Worth 50c. each; now, 25c. each.
Hosiery of all kinds at very small prices. It will pay you to see them.
Needles, Pins, Tapes and Elastics, half-price.

HOW TO BE BEAUTIFUL

Munyon Points the Way to Beauty as Well as Comfort

This is the season when a good soap is not only necessary, but a luxury. Where the ones and people of delicate skins, or anyone who is subject to hives, rash, pimples or any skin eruptions, I most earnestly recommend my Witch Hazel Soap. It not only thoroughly cleanses the skin, but puts every pore into healthy action. It removes all bad odors and gives the skin life and glow. It is the finest and purest toilet soap in the world. As a shampoo, it is superior to anything that has yet been offered. After the bath use my Witch Hazel Talcum Powder, which is the purest and most satisfactory talcum powder ever produced. The perfume is delicate and delightful.

I have also prepared a witch hazel face and skin cream for those who desire a skin food and complexion beautifier. For sale wherever the best toilet preparations are in demand.

Where the Liver or Stomach is out of order or the Blood is impure, I must earnestly advise the use of my Paw Liver Pills. They will soon clear up the complexion, driving out impurities of the blood. They do not gripe, they do not weaken.

Try them. If you are not satisfied, I will refund your money.

GOLDEN CORN SILK.

The Farmers of this Country Throw Away Thousands of Dollars Worth of it Every Year.

One of the most curious of our imports is corn silk. It is curious because, inasmuch as this is the great corn-growing country of the world, we ought surely to have a plentiful supply of the silk without obtaining it from abroad. Nevertheless, it is a fact that many tons of it are shipped from Europe to the United States every year.

The reason is simply that our farmers have no idea that corn silk possesses any value. They throw it away, and so it comes about that dealers in this country are obliged to depend on the foreign product for their supply. Corn silk is useful as a drug material. It comes either in a dried condition, and is utilized by the drug makers either by soaking it in alcohol, which absorbs its virtue, or by extracting from it its active principle, malonic acid, one-eighth of a grain of which is a medicinal dose. The acid is supposed to be an excellent diuretic.

THOSE UNUSED WINGS.

Bishop Henry C. Butler tells a story of a clergyman who went to address a Sunday-school class. After a short discourse he wound up by saying in a very paternal and condescending way:

"And now is there a-a-n-y little boy or a-a-n-y little girl who would like to ask a question?"

Getting no response, he repeated his query, and then a short, piping little voice, in the rear of the room, called out:

"Please, sir, why did the angels walk up and down Jacob's ladder when they had wings?"

"Ah—yes—I see," said the nonplussed preacher. "And now, is there a-a-n-y little boy or girl who would like to answer little Mary's question?"

The Boy and His Boots

We have received another lot of those special values in Youths' and Boys' School Boots. They're made from extra good Buff Leather, whole foxing with solid leather Tap Soles, Standard Sewed nailed and leather insoles. Looks like wear, doesn't it?

Youths' Sizes, 11 to 13,..... \$1.10 pair
Boys' " " 1 to 5,..... 1.25 "

They're easy to pay for, and hard to wear out.

Sanborn's Shoe Store,

339 MAIN STREET, North End.

TAKE NOTICE.

Removal Sale Is Now Going On at E. Marcus's, No. 35 Dock Street.

I will remove to my new quarters, (No. 80 Dock St.) on or about the middle of Sept. My stock must be sold before moving, at any cost, so as to save expense. Parlor Suites, regular price \$30.00; sale price \$19.75. Bedroom Suites, regular price \$15.00; sale price \$10.50. Lounges, regular price \$8.50; sale price \$4.15. All our stock is reduced below cost for removal sale. Now is your golden opportunity—it may not occur again for a long time.

I have also a better line of all kinds of furniture that will be sold below cost.

Goods sold on easy terms as usual.

E. MARCUS, 35 Dock Street.

"There are worse pangs than those of want"—those of toothache, for example. And what good dentists do for ailing teeth, want ads do for human wants—fill them.

World's Greatest Quartette

INTERNATIONAL EXHIBITION, St. John, N.B.
The Meister Glee Singers are the World's Greatest Quartette. Don't Miss the Chance; it is too exceptional. Favorites of the Late Queen Victoria; Special Favorites of King Edward—Always Favorites Everywhere.

Accompanied by Miss Ethel Henry Ellocutionist, one of the Most Beautiful and Accomplished Women on the British Stage.

At 4 p. m. Monday, Sept. 19th, and at 9 p. m. At 4 p. m. Tuesday, Sept. 20th, and at 9 p. m.

Admission 50c.
A Limited Number of Reserved Seats at 75 Cents. Tickets at Gray's Book Store. Change of Programme.

Exhibition

There will be an excellent Exhibit of the Celebrated

HEINTZMAN & CO. PIANOS,

at the St. John Exhibition, South Gallery, Main Building, in charge of Mr. L. A. Conrad.

W. H. BELL, Sole Agent for New Brunswick, 79 AERMAIN STREET.