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A practical and proved device of small cost, easily applied. Your horse suffers in slippery weather when shod with smooth shoes, from fear of falls and strains. His hoofs suffer too by the frequent removal of the old-fashioned shoes for sharpening. Send for our pamphlet on this subject. Your horseholder probably has the calks or will get them.

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COOKING CROCKS.

Brown Stoneware, Fireproof Cooking Crock (or stew pans). Excellent for cooking porridge, etc.

1 qt. Size	15c.
2 qt. Size	20c.
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MANUFACTURERS OF AND DEALERS IN

First Class Bedding, Wire Mattresses,

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75 Dozen Gilt and Blue Cups and Saucers. 75 Dozen Plates to match at Wholesale Price.

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IF YOU HAVE A

HOUSE TO LET

ADVERTISE IT IN

THE STAR.

AND TEACHES SUNDAY SCHOOL.

NEW YORK, Feb. 10.—John D. Rockefeller, Jr., supposed to be about the richest young man in America, owes \$400,000 and has only \$30,000 worth of personal property, according to the statement filed with the record department of taxes and assessment. Mr. Rockefeller is assessed on \$500,000. From what could be learned at the tax office Mr. Rockefeller called there and stated that he had \$400,000 in debts and that his personal property was worth only \$30,000, but he was willing to pay taxes on an assessment of \$500,000.

EXCURSION STEAMER ASHORE.

HAMILTON, Bermuda, Feb. 10.—The Quebec steamship company's steamer Madiana, Capt. Fraser, which sailed from New York on Saturday last for a special cruise among the Caribbean

Islands with a party of excursionists, has gone ashore on the reefs off this island and is likely to prove a total loss. Tugs have left here in an endeavor to rescue the passengers.

EIGHTY-TWO MILES AN HOUR.

NEW YORK, Feb. 10.—A speed of over eighty-two miles an hour for a distance of fifteen miles has been maintained by the Midland Railway Company's new compound engine, with a load of 350 tons, says a London despatch to the Tribune. A Newcastle paper which records the fact claims the engine is in many respects ideal ones, and a distinct improvement on any locomotive built hitherto in this country.

When a girl giggles over a letter and says, "How silly!" be sure that the writer has paid her a compliment and she is tickled to death over it.—Pittsburgh Dispatch.

St. John, N. B., February 10, 1908.

You'll Miss the Best

Bargain Ever Offered You

If you don't leave an order now for your Spring Suit. Over 50 pieces of cloth to select from at the one price.

SUITS and OVERCOATS to measure, **\$12.00.** PANTS to measure, **\$3.00.**

We have taken a very large number of orders since the 20th of last month, when we announced the above prices to last for 30 days only, so you better come soon—good quality cloth, good trimming, good tailoring and fit guaranteed.

J. N. HARVEY, Tailoring and Clothing, 199 Union Street, Opera House Block.

SIR CHARLES GAVAN DUFFY.

First an Irish Agitator, Then Premier of a British Colony.

Sir Charles Gavan Duffy, K. C. M. G., the former Irish leader, man of letters and prime minister of Victoria, died yesterday at Nice. He was born at Monaghan, Ireland, April 12, 1816.

Charles Gavan Duffy was educated at Monaghan public school and Belfast Institution. When a young man he became a noted agitator and friend of O'Connell. He founded the Nation newspaper in Dublin in 1842; was tried for seditious conspiracy with O'Connell and others in 1843; liberated by house of lords on writ of error, 1844; founder of Irish Confederation, 1846; arrested for treason felony, 1848; arraigned on four separate bills, and twice tried during ten months' imprisonment, but conviction impracticable; elected for New Ross against chief secretary, 1852; previously a founder of Irish Tenant League, which returned more than 50 members at general election, 1852; introduced into house of commons principle of independent opposition, members pledged to which held aloof from both political parties, and voted for measures according to their intrinsic value and usefulness to Ireland; a majority of this party having proved unfaithful to their pledges, Mr. Gavan Duffy resigned and went to Australia in 1856; minister of public works under first responsible government of Victoria, 1857; prime minister, having previously declared, 1871; unanimously elected speaker, 1877; resident in Nice since he returned to Europe in 1880. His published works are:—The Ballad Poetry of Ireland, 1845 (50 editions); Young Ireland—A Fragment of Irish History; Conversations with Carlyle; The League of North and South; Life of Thomas Davis; Bird's-Eye View of Irish History; My Life in Two Hemispheres—Memoirs, 1898.

WILL BE BRILLIANT.

Opening of Parliament on Feb. 17 is intended to be an imposing event.

When the king, accompanied by Queen Alexandra, proceeds from Buckingham Palace to Westminster on Tuesday, Feb. 17, to open in person the third session of the first parliament of his reign, London's season will officially begin.

The occasion will be marked by the same pageantry and stately ceremonial which attended the opening by his majesty of the first session. A gorgeous state coach, drawn by eight cream-colored Flemish ponies, will be used. The procession in the houses of parliament will be strikingly picturesque. Pursuivants, heralds, gentlemen ughers, equerries and grooms-in-waiting will lead the way.

Conspicuous positions will be occupied by the prime minister, the lord chancellor, and the lord high chamberlain, in their robes of office, while the sword of state will be borne by a prominent minister.

In the house of lords a brilliant assemblage will await their appearance. The peers will wear their robes, the judges of the high court their robes of scarlet and full bottom wigs. Behind the bishops will be the diplomatic corps and the peeresses.

ST. PHILLIP'S CHURCH.

Another large congregation was present last evening at St. Philip's church when H. McIntyre introduced Rev. J. C. Colman of Halifax, who lectured on "Canadian Magnetism." Mr. Colman held his audience spell-bound at times and then there would come such an outburst of laughter and applause suggested the famous Black Knight's lectures. Mr. Colman in his remarks spoke of Halifax, Amherst and St. John saying many compliments to St. John and its people and their hospitality, being in advance of all other points along the line of his travels.

During the evening the Old Folks Singers and the Jubilee Singers united, making a chorus of sixteen voices. Their selections won great applause. At the close of the lecture the following set down to a well-filled table prepared for the occasion by the Ladies' Aid Society, of which Mrs. Gray and others acquitted themselves with credit. Rev. J. C. Colman, Rev. E. L. Coffin, R. H. McIntyre, John Elzard, James Cox, Thomas Love, William Ogden, Dr. Walker, Frank McLean, and Charles Stewart were present.

Mr. Colman left this morning for Amherst, thence to go to Halifax. He will visit St. John again in three months.

SEAMEN'S MISSION.

At the annual meeting of the Seamen's Mission, to be held tonight reports of interest from the various departments will be presented. The manager, Rev. Mr. Roper, will outline his plans of work for the coming year. He is personally not in favor of running a mission and a home conjointly, but it is likely that matters will remain as at present during the coming year at least.

The financial report will show a considerable deficit in spite of the great labors of the committee. This is due chiefly to the falling off in subscriptions, which were about \$300 less than the previous year. The Seamen's Mission Society wish to acknowledge with thanks the following contributions:

Robert Thompson	25c.
A. C. Smith & Co.	5.00
Collected by Mrs. Jas. McKee	2.30
J. J. Gordon	2.00
Mrs. W. J. Parrell	2.00
Mrs. (Capt.) Worden	1.00
Mrs. A. Miles	1.00
Mrs. E. Hoyt	1.00
J. S. Flagg's Class, Coburg St.	1.00
Christian Church	1.00
Cash	1.00
Mrs. J. Seymour	1.00
Mrs. D. Jamieson	1.00
Mrs. J. N. Rogers	1.00
G. Colwell	1.00
E. O. Parsons	1.00
Friend	1.00
G. A. Kindred	.50
Miss Kerr	.25

HARMONY HALL.

Harmony Hall was filled. So were the members. An air of subdued expectancy and other odorous things pervaded the room. From the cellar came the splinter of opening barrels and cheerful rustle of unwrapped wads. The campaign was on and the eyes of the back benches glistened like a two dollar and a half gold piece before the gaze of a free and unpurchasable electorate.

But one or two who sat midway between the back of the room and the Seats of the Mighty on the platform were restless. They had been hearing so many things, and they wanted to know.

"Say, Mr. President," said one, as he climbed resolutely up on his chair: "Say, I'm dizzy, an' I want to know where I'm at. I want to know—"

"Put him out," yelled the back benches. "He wants to know."

But he hung on. "Say," he yelled, "are we goin' to run this election on straight lines or crooked lines, or parallel lines, or what? Some says it's goin' to be all liberals for the government an' some says it ain't. Pugsey says it is and Tweedie says nothin'. He may be sawin' wood, but I'd like to know just what this means."

Fellow Pugsey arose and smiled benignantly. He waved his hand and smiled again.

"Fellows," he said. "Gentlemen, friends, for we are all dear friends, I trust, nay, I know that we are, friends bound together by indissoluble ties of mutual love and respect and profit."

And he smiled again. "The question of the honorable Fellow is a just and pertinent one. It shows a true spirit of interest in the welfare of our noble party—or parties. It gives me unspeakable pleasure to be able to answer it and set his worthy doubts at rest."

The Fellows all sat up expectantly. "Your government has long considered this momentous question, and has come to a decision—or decisions—in the matter, which I know will be pleasing to all who have the welfare of our glorious country—and jobs—at heart. It is a question of no small moment, gentlemen, Fellows; but I am in a position to state that the government after mature deliberation has decided that the division of the provincial house on the lines of federal politics—and other considerations—is a wise course. They have also decided that it is not a wise course."

The back-benches started to cheer, but stopped half way, wondering. Fellow Pugsey smiled.

"The late war," he said, "has bound the men of the empire together into a unit, working for the good of the whole. Other events of the last year have impressed upon us the tenacity of human grasp upon life and power. Look at the growth of the winter port business. Consider how other countries have suffered from cold and earthquake and famine. Think of all these things, gentlemen. Now your government, on this momentous question, brought all its combined intellect to bear, and I trust the settlement, as I have announced it, will be satisfactory. All liberals should support the government, and all conservatives should work against the opposition. Your government has so decided. The present elections will be fought on the lines of federal politics, or it will be fought on other lines. Mr. Tweedie and myself are fully agreed upon this: that the next executive council will be composed only of sincere liberals, with perhaps a few more who may or may not come under that worthy or unworthy class. The dividing line between the two parties in this province is hereafter to be the line that divides the parties. But as we would in no way bind the consciences of our supporters we leave the location of this line to individual taste. I hope my estimable and worthy friends in the middle seats will be satisfied."

He sat down and smiled. The back-benches came in again at the signal from the wings, and cheered lustily, though somewhat incoherently. But some of those in the middle benches looked slightly dazed. Fellow Ernie arose.

"Now, in New York—" he began. "Oh, closed him up," shouted Fellows Crockett, D. G., MacNutt and Bowes. "What did you ever come down from New York for, anyway?"

Fellow McIntyre grinned behind his handkerchief.

ENGINE DISABLED.

C. P. R. shunting engine 514 was disabled in a peculiar manner this morning. With another engine it was pushing a heavy freight train through the yard near the Mill street crossing when the train broke in two. This immediately threw the emergency air brake into operation and the cars stopped dead. Before the rear engine could stop No. 514 had been shoved so violently against the stationary cars that her pilot was crumpled up like a piece of paper. No other damage was done.

JOSEPH WILLS INJURED.

Joseph Wills, one of the carpenters employed in fitting up the Monterey at Sand Point had a narrow escape from death last night. He fell from the deck down the hold of the vessel and had a wrist broken besides sustaining other severe injuries. He was taken to the hospital in a sleigh, coming round by way of the bridge as the ferry had stopped running. Mr. Wills is reported from the hospital as doing nicely today.

PROF. GREY HAS A FIRE.

There was a slight fire in the apartments of Prof. Paul Grey, the palmitist, in Elliott's hotel, 32 Germain street, last afternoon. The blaze started in the waste paper basket where it is supposed the professor in a fit of lofty abstraction threw a match before going out for his after dinner walk. The curtains were burnt and the carpet spoiled and the wall partly damaged. An alarm was sent in from Box 23, but the fire was put out before the department arrived.

AN \$8,000,000 BRIDGE.

Across the East River at Hell Gate, New York.

PITTSBURG, Feb. 10.—Official announcement of the building of the new bridge across the East River at Hell Gate, New York, by the Pennsylvania Railroad Company, was made public last night by Colonel Joseph U. Crawford, engineer of the branch line of the Pennsylvania system. It is estimated that the new bridge will cost over \$8,000,000. When work will be started has not yet been definitely decided on. It will require about three years to complete the work. The bridge and approaches will be two miles long. The central span will be 840 feet in length. The bridge will be erected 125 feet above the water. It will extend from Port Morris, Harlem, to Randall's Island, thence to Ward's Island and from that point to Long Island.

MORE BATTLESHIPS.

Three Monsters to be Built for British Admiralty.

NEW YORK, Feb. 10.—A special cable to the Herald from London says: That the British admiralty is not blind to the rapid increase in the number of ships of greater displacement and improved armament which characterizes the building programmes of other maritime powers is shown by its own programme, the principal feature of which is a new type of warship surpassing all the existing battleships in size and power, designed by Mr. Watts. There will be three of these big fighting machines built. Their displacement will reach 18,000 tons, which is nearly 2,000 tons more than the King Edward class, the largest type of battleship built by any power. They will carry four 12 inch guns, placed in pairs in two barbettes, four smaller turrets, ten or twelve six-inch quick firers. As a remarkable feature they carry twelve heavy, armor piercing guns, well protected by armor; 9.2 inch gun, an extremely powerful piece, firing a 380 pound shell twice or three times a minute. The speed will be nineteen knots.

TRAGEDY OF THE SEA.

BOSTON, Feb. 7.—There is a touch of mystery and an element of tragedy of the sea in the petition which Eleanor Hebb of Hebb's Cross, West Conquerall, county of Lunenburg, N. S., has presented to the Massachusetts great and general court.

The petition asks that she be paid from the state treasury \$2,047.37, now standing to the credit of the escheated estate of Charles Peters.

The story Eleanor Hebb tells in her petition is that she is the sister and only heir-at-law of Lucy Randall Peters, who was married to Capt. Chas. Peters about 1847. Capt. Peters owned 17 acres of the big Erie, which made voyages between Boston, New York, Nova Scotia and the West Indies and on many of these voyages his wife sailed with him.

The Erie sailed from Port au Prince for Boston, Dec. 2, 1856, with Captain Peters, his wife and daughter, Fannie Peters, eight years of age, on board. The Erie was never heard from afterward.

In 1857 Francis E. Parker of Boston, public administrator, took up the settlement of Capt. Peters' estate and no heirs appearing, the balance, after all debts were paid, of \$2,047.37, was turned in to the state treasury.

It has remained there since 1864. The petitioner represents that she had no knowledge of the administration and settlement and payment into the state treasury of the balance of the estate until many years after it had occurred, and that Capt. Peters was a native of Holland or Germany, and had repeatedly asserted that he was without any kin whatsoever so far as he knew.

The bill has been referred to the committee on probate and chancery.

WINTER PORT.

The Elder-Dempster S. S. Lake Erie, which left Liverpool Jan. 28, arrived this morning and docked at Sand Point about ten o'clock. She had 11 first cabin, 25 second cabin and 450 steerage passengers. The immigrants are being examined and sent forward by special from the west side this afternoon.

The S. S. Lake Ontario sailed about noon today. She takes a large cargo, including 404 cattle.

The Manchester Trader sails today with 381 cattle and 429 sheep. The Donaldson str. Concordia, Capt. Webb, sailed at 10.30 last night for Glasgow. Her cargo included 14,000 bushels of wheat, 19,000 of oats, 250 tons of flour, 70 standards of deals, 700 barrels of apples, 216 boxes meats, 200 bundles of cargo hay and 533 cattle.

PRESBYTERY ARRANGING SUMMER SCHOOL.

The Presbytery of St. John intends having a summer school for training of Sunday school teachers in the city, from July 23 to July 31, and Prof. Geo. W. Pease, of Springfield, and Rev. Prof. Faulkner of Pine Hill College, Halifax will be brought here as leading instructors. An attractive programme was drawn up at a meeting of the committee yesterday afternoon and will be published shortly.

A THOUSAND CATTLE.

One thousand head of cattle are now on the way to St. John from Montreal for shipment by the Elder-Dempster liner Monterey. A. C. Smith & Co. of Carleton, had a telegram from the shippers advising them that the cattle had left Montreal, but the message did not state which line they were coming by. Neither Supt. Ross nor the C. P. R. officials have as yet received any word of the shipment, so it is not known which way the cattle are coming.

REMOVAL SALE.

On Tuesday next I will move to my new store, 17 Charlotte St. (adjoining my present premises) and for the next few days will offer the balance of our stock of

FURS and WINTER GOODS.

at greatly reduced prices.

ANDERSON'S, 19 Charlotte Street.

FELT BOOTS AT COST.

Women's Felt Foxed Bala.

Women's Felt Foxed Congress Boots.

Women's Felt Foxed Button Boots.

We are selling the above winter boots at cost to clear.

W. A. SINCLAIR, 65 BRUSSELS ST.



YOUR SUNDAY SHIRT

should be as white as snow—"will do it we once get hold of it and it undergoes our careful manipulation. We can make it snow-white the coldest day in winter, the hottest in summer—all one to us, for we launder shirts, collars, cuffs and everything else that needs laundering just right at every season of the year.

GLOBE LAUNDRY, 25-27 Waterloo St.

WILLIAM PETERS.

DEALER IN

LEATHER and HIDES,

Shoemakers' Findings, Plastering,

Hair, Tanners' and Curriers' Tools,

Lampblack, etc.

266 Union Street

DR. A. PIERCE CROCKET,

(Late Clinical Assistant, Royal Ophthalmic Hospital, London, England.)

PRACTICE LIMITED TO

EYE, EAR, NOSE AND THROAT.

50 KING SQUARE, Telephone 2194.

HEAR PALMA.

Forester's Hall, 25 Charlotte street, Monday and Tuesday, Feb. 9 and 10, 8 p. m. Ladies' matinee Wednesday, 3 o'clock. Stereopticals, Lamp Light Illustrations. Free Public Hand and Head Reading. Admission: Silver collection at the door. Private readings, \$1.00, at above address.

IF YOU ARE DOUBTFUL ABOUT THE REAL VALUE OF

Park's Perfect Emulsion.

ASK YOUR PHYSICIAN ABOUT IT—HE KNOWS.

Price 50c. a bottle. Large bottle, \$1.00.

DOWN GOES COAL.

NEW YORK, Feb. 10.—A reduction in the retail price of anthracite from \$7.50 to \$6.50 a ton has gone into effect in the yards of the local dealers throughout Greater New York.

THE DEATH ROLL.

GENOA, Feb. 10.—Hubard T. Smith, U. S. consul general at Cairo, who has been in a hospital here for some time past suffering from a cancer of the kidneys, died this morning.

Glady—So she married him just because he owned an "auto"? Penelope—O, no! Because he never got mad when it broke down.—Pack.