

MILLMEN, We Make a Specialty of Mill Supplies.

Circular, Gang and all kinds of Saws.
Red Stripe Rubber Belting, Leather Belting,
Belt Lacing in Sides and Stripes.
Belt Fasteners, Files, Peaveys, Oils,
Manila Rope, Wire Rope, Wrenches,
Hammers, Lamps, Etc., Etc., Etc

If you want to have your saws re-hammered, we can do this to your entire satisfaction, as we have men who are particularly skilled in this branch of the work.

W. H. THORNE & CO., LIMITED.
 Market Square.

SPORTING NEWS.

YACHTING.

SHAMROCK III

Thomas Fleming Day, editor of the Rudder and a leading yachting authority, saw the Shamrock III, launched at Glasgow this week, and he thinks well of the new cup seeking craft.

He writes:—Shamrock III is a second Minerva. For the first time since the Thistle the British have produced a wholly original craft, one that in form returns to the older and correct principles and design, and one that is remarkable for being entirely devoid of the scow ideas. Except for the space covering her midships and top ends there isn't a flat spot on her body.

She is a combination of just and beautiful curves, so perfectly are the details carried out that at first sight she would pass for a 20-footer.

Her afterbody somewhat resembles the Columbia and is the feeblest expression of her design; her forebody is perfect, bearing a family likeness to Alisa, but more prolonged and finer, the fore overhang ending very sharp.

She has scarcely any sheer, but the most noteworthy and original thing about her is the shortness and shoalness of her fin, and so far as could be seen it appears to be altogether too small to hold her on a wind. It is difficult to gauge the amount of lead, but by comparison with Independence it is not much over 60 tons.

The depth of her fin is about 9 feet and the greatest diameter of the bulb 30 inches. The ballast is moulded in the shape of an elongated pear. If she floats on her painted water line, she has by far the smallest displacement of any 20-footer afloat.

Her midship section is very like Crowninshield's boats and this makes her underwater body look like an enlarged 21-foot racer, but from the rail side it drops almost straight, with a slight come home, it then turns with a cautious but true round, sweeping sharply down hollowing into the garboards and ending with a slight reverse curve in the neck of the fin. It is impossible to gauge the length of the fin owing to the pontoons; however, it is shorter than that of the Independence.

Her hull from deck to rabbet is proportionately a third deeper than Columbia's and in comparison with the other Shamrocks she has a much lighter and shorter overhang, with no hard places or dropped bilges. She is thoroughly of fair and true form, barring her fin, and more like a vessel than a racing machine. She is of far stronger and better construction than either of the other two Shamrocks, and her weak point is the smallness of her lateral plans; but if what she has will hold her she will be a wonder on the wind.

Unlike the other Shamrocks, rugged waters will have no terrors for this craft, and if they don't overtop or overcanvass her, properly handled it will take a better boat than the Columbia to beat her three days out of five.

Owing to the position of the pontoons it was difficult to judge her dimensions, but her over all length is about 136 feet; beam at waterline, between 22 and 23 feet; draught, 18 feet; freeboard, at least 4 feet. Her forward overhang is 22 feet, while her after overhang bowsprit to outboard, is close to 25 feet. She has a flush deck and no railing outside of the waterways, but a low one 15 inches inside of the deck.

Her fittings are all metal work, except that the cleats are galvanized. Her deck is canvas covered, and she steers with a wheel, being the first challenger to use a wheel, which is built like a bicycle, with steel spokes and hollow rim. It is very spidery, looking like an all air wheel abaft. The standard horizontal shaft is reared through the deck, working on a quadrant below.

All the fittings are strong and well proportioned, and there is nothing flimsy, anywhere, fore and aft. About six inches from the extreme end of her water line are painted six parallel lines, about two inches broad, evidently for the purpose of gauging her trim. I doubt if she will float at the struck water line when fully rigged and stored. Probably it is intended to strike the one higher up later.

The rudder is of the regular Fife shape, with moderate rake to stern post. The hull throughout is of steel, with in-and-out plating. Her transom is slightly raked and arched, and is about 10 feet across at the stern frame.

She will probably carry a lee helm in light airs, and in everything is as wide a departure from conventional lines as the Minerva, and as strikingly bold and original in conception as was that famous craft.

The yacht Minerva which Editor Day refers to was a Fife 40-footer which came over here in 1888 and swept all before her.

LONDON, March 27.—Sir Thomas Lipton has insured Shamrock III, at Lloyd's for \$100,000 at 10 guineas per cent. The insurance, which is for one year, covers all risks, including the voyage across the Atlantic. The real value of the challenger is considered to greatly exceed \$100,000.

THE RELIANCE.

BRISTOL, R. I., March 27.—The deck of the yacht Reliance is now covered in with the exception of a few feet. There has been much talk to the effect that the deck had been made too light by the use of aluminum for plating, but those who have had most experience in yacht construction express the opinion that the deck beams of the Reliance are so close together that the boat will equal the Columbia in strength. Captain Barr and his mates are expected here Monday and C. Oliver Irelia, the managing owner, who is now in South Carolina, will be here a few days later.

NOTES OF THE RING.

SAN FRANCISCO, March 27.—Harry Corbett has been chosen by the representatives of Terry McGovern and Young Corbett as the referee of the fight at the Mechanics' Pavilion next Tuesday night.

BOSTON, March 27.—In one of the most notable boxing bouts ever seen in Boston, Jimmy Walsh, of Newton, was tonight given the decision over Willie Schumacher, of the Avenue A. C. The bout was a ten-round contest for the National bantam weight championship before the Essex A. C.

THE TRAFFIC OF LONDON.

So Great as to be Almost Beyond Computation.

It is comparatively easy to make an approximate estimate of the traffic of almost any city in the world, but London presents so many difficulties that it is almost impossible to form any idea of the traffic. For the County of London population something under five millions in 1902, the length of railway stations, the total length of railway lines within the county, and the number of passengers carried during the year 1902 is given by Mr. Kinneir:—

Railways, 400,000,000; omnibuses, 500,000,000; tramways, 300,000,000; hackney carriages and steamboats, 73,000,000; total, 1,373,000,000. A later estimate for 1902, and one which very properly includes the suburbs is as follows:—

Suburban railways, 618,000,000; tube and underground tramways, 264,000,000; omnibuses, 530,000,000; cabs, etc., 30,000,000; total, 1,832,000,000.

We include the tubes and omnibuses as they are linked up as part of London and surrounding districts, the total number of passengers to be annually provided for in this field of locomotion will not fall far short of two thousand millions. To begin with, we have the important railways running from London, bringing passengers from all parts of the kingdom, as well as suburban passengers to and from their business. Eleven companies north of the river have 721.3 miles of lines and 103 stations within the county. On the south side of the Thames we find five railway lines crossing into London, with 109.5 miles of lines within the county, and 101 stations, making a total mileage of 182.33 miles on both sides of the River Thames, and 204 stations. This does not complete the list, for we must add to it railways wholly within London, with 42.12 miles and 49 stations. Here, then, we have at the present time within the 121 square miles of superficial area comprising the County of London, including the tube railways in operation, a total length of line of 224.5 miles, and no less than 273 railway stations. The total length of tramway lines within the county, according to the latest available official report, is 115 miles, and the length of line belonging to the companies which extends beyond the county boundary is nearly 32 miles. The London County Council owns 12 miles and 49 stations of line, situated on the north side of the Thames, is at present worked by the North Metropolitan Tramways Company, while the 24 miles on the south side of the Thames, purchased in January, 1899, is worked by the Council itself. So without considering for the moment the railways and tramways outside of the County of London, we have in round numbers 343 miles of lines, over which 700 millions, or more than half the total number of London passengers, must annually pass. The omnibuses, slow and clumsy as they seem when compared with electric traction, carry more passengers than either of the two other systems of London locomotion.—Engineering.

St. John, N. B., March 26, 1903.

Men's Spring Overcoats
\$7.50, 8.50 and 9.00.

These Overcoats are made of the new shades of grey. Made in the very popular and always fashionable Chesterfield style, and have full silk facings, are very dressy top coats and will be found the same as are being sold at the other stores from \$10 to \$12. You are invited to inspect them.

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

INTERNATIONAL CHESS.

A Great Game Begun To-day Over the Cable.

BOSTON, Mass., March 27.—Fitted against one another in an international struggle for chess supremacy, the best student players of America and Great Britain, representing on the one side, Harvard, Yale, Columbia and Princeton and on the other side, Oxford and Cambridge, are contesting today the fifth of the series of annual matches over the Atlantic cable.

Play began at eleven o'clock this morning with the Americans stationed in the gymnasium of the Boston Athletic Association in Exeter street, the trophy at stake is a costly silver shield, the gift of Isaac L. Rice, of New York. It has been won twice by the Britishers and once by the Americans, while a tie was the result of other matches. Last year the shield was brought back here and the losers then challenged on this occasion. The American sextet consists of C. T. Rice and F. W. Bridgman, of Harvard; F. H. Sewall and H. A. Keeler, of Columbia; J. F. Savin, of Yale and C. S. Richardson, of Princeton. The first four mentioned are all experienced men, having played in previous matches. The playing hours are from 11 a. m. to 6 p. m., with an hour's intermission for luncheon.

SIR HECTOR MACDONALD

Will be Privately Buried in a Cemetery in Paris.

LONDON, March 27.—The funeral of Gen. Sir Hector MacDonald will be a private one because it is the custom in the British army not to accord military honors to an officer who has committed suicide. The war office has issued an explanation that it is in accordance with the wishes of the dead officer's relatives that the funeral will take place in Paris. No measure of any kind has been exerted to prevent the funeral taking place in England if such had been the desire of his relatives. It is understood that throughout the affair the war office acted with the utmost delicacy towards Gen. MacDonald.

KELTIE AND BARRY

Are to Get the Two Nice Plumps Now Ripe.

The mystery around the customs house appointments deepens and the straining eyes of the seekers are becoming bloodshot.

Yesterday the Star was credibly informed that Mr. Barry had a strong chance of getting the job of surveyor in the office of the surveyor general, and that W. H. Keltie stood to win a portion at least of the \$1,400 plum left by the late P. J. O'Keefe.

Today one high in the councils of the powers revises this prediction. He declares that the man who is now favored speaks, that it is just as sure as the result of an election after the wad arrives, that Keltie, the anxious to get the \$1,200 job and Barry, the hopeful, will doze into political oblivion on the comfortable \$1,400 feather bed. He added that the man who is now favored will probably be made next week.

And then again will come the wallings of the disappointed. But they are getting used to it for this is not the first occasion that the hands of LeE. Robertson, L. R. Morton, Israel E. Smith and others who are now turned down, have been reached out for prizes and found empty. Likewise some other gentlemen, it is said, may have something to say. But there'll be a few.

3,000 EMPLOYEES TO BE "FIRED."

PITTSBURG, Pa., March 26.—Every employee of the city, from the heads of departments down to the scrub woman, except those in the offices of the comptroller and the city clerk, who are not directly under the recorder, will receive a copy of this letter:

"Owing to the change in administration and consequent reorganization of the city employees you are hereby notified that your services will not be required on and after April 1, unless you are otherwise notified."

This was signed by W. B. Hayes, city recorder. Altogether about 3,000 employees are affected.

AND THE PEOPLE PAY.

PHILADELPHIA, Pa., March 26.—The Press will say tomorrow, "The minimum coal prices will be advanced 75 cents per ton for the new coal year, which begins on April 1. The new price at the mines will be \$2.00. The decision has been reached by the operators since the conference at Altoon between the miners and operators, at which the miners' wages were advanced 10 and 12 per cent."

DEATH OF MRS. COUGHLAN.

The death is reported of Mrs. Mary Coughlan, widow of Patrick Coughlan, which occurred this morning at her residence, 64 Portland street. Mrs. Coughlan leaves seven children, those living at home being Charles M., of the C. I. Thomas Co. of the P. O. department; Miss Minnie C., school teacher, and Miss Loreto, milliner.

RAN INTO DR. HETHERINGTON.

While driving near Murray's mills, on the way out to the asylum last night, Dr. G. B. Hetherington's wagon was badly smashed in collision with another team which ran violently into him. The driver of the team, who was unknown to the doctor, drove rapidly away without waiting to find out the damage he had done. Dr. Hetherington was uninjured.

SIR THOS. SHAUGHNESSY.

SOUTHAMPTON, March 27.—The Hamburg-American line steamer Deutchland, which sailed from here shortly after noon today for New York, had among her passengers Sir Thomas Shaughnessy, president of the Canadian Pacific Railway.

CARDINAL GIBBONS.

BALTIMORE, March 26.—Cardinal Gibbons has accepted an invitation to attend the inaugural ceremonies of the St. Louis exposition, and will offer the opening prayer on the occasion, as he did at the world's fair at Chicago.

SENATOR MILLER BETTER.

OTTAWA, Mar. 27.—Senator Miller's condition is improved this morning and hopes for his recovery are now entertained.

At the meeting of the treasury board this afternoon the civic estimates for next year will be finally revised before being handed to the common council.

B. B. McLaughlin, of Amherst, formerly of Henderson, Hunt & McLaughlin, here, is in the city.

C. S. Hickman of Dorchester is in town.

DEATH TOOK A HAND.

The Startling End of a Game at Cards.

NEW YORK, March 27.—James Homan Snow, president of the Royal Gas Co. and prominent in business circles, died suddenly in an apartment house in Madison avenue, late last night. He was stricken while playing cards, and a physician said death was caused by heart failure. The coroner was notified, but he said he did not think an autopsy would be necessary.

Mr. Snow was a director of the National Transit Co., secretary and director of the International Pump Co., and indirectly connected with the Standard Oil Company. He was a member of the New England Society, and the Colonial and Olympia Clubs. He was about 65 years old.

SIR HECTOR MACDONALD

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BRIEFS BY WIRE

The Bulgarian cabinet has resigned because of a dispute over the army appropriations of \$1,600,000.

James McNeill Whistler, the American artist, will receive the degree of doctor of laws at the forthcoming Glasgow University ceremony.

It is stated that Russia is trying to negotiate a loan of \$100,000,000 with a Franco-Belgian syndicate.

The stories of famine and death in Finland have been grossly exaggerated. The people had to be given aid, but there were no deaths.

Actuated by jealousy because the last named got higher wages, Frederick Hoffman, working in a brewery at Cranston, R. I., shot and killed a fellow employe named Oscar Steinbach.

THAT SMALLPOX SCARE.

NORTH SYDNEY, C. B., March 26.—The embargo situation between this town and Sydney Mines remains unchanged. It was carried out today to the full extent. Every person not producing a certificate of health was detained at the boundary line and sent back. Parcels of every description are prohibited from being taken to the town.

Great excitement prevails and Sydney Mines comes in for much ridicule at the extreme measures taken to guard the health of its citizens against one mild case of smallpox in this town.

THE BURNING MINE.

HALIFAX, N. S., March 27.—Dr. Gilpin, provincial inspector of mines, made a thorough examination of the burning colliery today and later held a conference with officials of the company. All agreed that good progress was being made against the fire and that the fire had made no headway during the past twenty-four hours. Within the last couple of days the men have been trying to get at the fire from the back and today they reached a point within fifty feet of it. By tomorrow the officials expect to know definitely whether they will continue fighting the fire or resort to flooding of the mine.

SHIPPING NEWS.

PORT OF ST. JOHN.

Arrived.

Schr. R. W. Huddell, 210, McLean, from Boston.

Sch. M. D. S., 189, Sanford, from Norfolk.

Coastwise—Schr. Ahana, McDonough, from Quaco; sch. Paet, Longmire, from Bridgetown; S. S. Messner, Sidney, from Yarmouth and cleared.

S. S. Lucia, 2,115, Jones, for Cape Town.

Coastwise—Schr. Dora, Canning, for Parraboro; sch. Silver Cloud; Fast, for Digby.

Foreign Ports.

NEW YORK, March 27.—Schr. Ard str Ravelin, from Genoa and Naples; str Mordam, from Rotterdam.

NEW CHURCHES.

A Presbyterian church is to be erected this season at Ship Harbor, N. S., the first Presbyterian church built in this locality. The Halifax Presbytery has recommended the Little Rock to a grant of \$200 from the Hunter Fund.

A new Roman Catholic church is to be built at Sheet Harbor, N. S., next summer. The entire tract, including the engine, was purchased by the Rev. Fr. McLaughlin, who is officiating, was built many years ago when Sheet Harbor was of smaller proportions than now. A more modern building will be erected.

MURDER AND SUICIDE.

BEDFORD, Pa., March 27.—W. G. Cogan, of Bedford, shot and killed his wife and then himself at the Baltimore and Ohio depot at Hyndman, Pa. He and his wife were quarreling, but he kissed her and bade her goodbye, bought a ticket and boarded the train. He walked through one car, came out again on the platform, approached his wife and with an oath whipped her and shot her, killing her. He immediately turned the weapon on himself and committed suicide.

CLEVELAND AND THE NEGRO.

NEW YORK, March 27.—It is announced that a public meeting will be held in the Madison Square Garden concert hall Tuesday evening, April 14, to discuss the method and needs of Booker T. Washington's work at the Tuskegee institute and that probably executive action will be taken. Mr. Washington will speak.

THE GRAIN TAX.

LONDON, March 27.—According to the Pall Mall Gazette, Chancellor the Exchequer Ritchie is likely to abolish the grain tax in the forthcoming budget, besides making a reduction of three pence in the income tax. This belief, however, is hardly borne out by the chancellor's recent statement to a deputation of grain dealers.

AFRAID OF SOCIALISM.

VIENNA, March 27.—The Arbitrator Zeitung announces that the Austrian war minister has issued a secret decree enjoining the military commanders to use all their efforts to arrest the spread of the socialist propaganda in the army.

SAW A COMET.

ADEN, Arabia, March 27.—A magnificent comet was observed at 7.30 o'clock yesterday evening. It passed nearly across the heavens.

PROVINCIAL.

There has been a change in the editorial staff of the Sydney Record. Mr. Golding, who has been news editor of the journal for some time, has resigned and his place has been taken by Mr. Fisher.

ECLIPSES TO ORDER.

A young man conducted two ladies to an observatory to see an eclipse of the moon. They were too late, the eclipse was over, and the ladies were disappointed.

"Oh, exclaimed our hero, 'don't fret! I know the astronomer well. He is a very polite man, and I'm sure he will begin again.'"

OIL.

PITTSBURG, Pa., March 27.—Oil opened 1.50.

RELIGIOUS ORDERS.

French Government Stands Firm—Arrests Lead to a Demonstration.

PARIS, March 26.—The Chamber of Deputies today completed the government's programme regarding the male religious orders which applied for authorization to remain in France by refusing, by a large majority, the application of the Carthusian Monks, who were separated from the other orders as forming a class apart, they being employed in manufacturing a cordial. There is the wealthiest order in France.

PARIS, March 27.—The superior and four sisters of the order of the Little Sisters of Assumption appeared before the correctional police court yesterday on the charge of violating the laws of the associations. The superior was sentenced to a fine of \$20 and the sisters to \$10 each. Their departure from the court was the occasion for a demonstration in their favor and a counter demonstration. Fifty hundred persons surrounded the carriage conveying the sisters, half cheering them while the others shouted, "Long live the Republic." A priest who was prominent among the demonstrators was arrested and the police dispersed the crowd.

PARIS, March 26.—Some twenty superiors general of congregations affected by the decision of the Chamber of Deputies refusing them authorization to remain in France, met today and decided to oppose a passive resistance to the execution of the law. They will not obey the notification to close their establishments when the courts order their closing, they will only yield to forcible expulsion.

THEIR SUN HAS SET.

Three Distinguished Mexicans Killed in Collision on Sunset Limited.

SAN ANTONIO, Texas, March 27.—The "Sunset Limited" on the Southern Pacific and a passenger train collided at Lacoste, eighteen miles west of here at 9.55 o'clock last night. Three passengers were killed and nine injured.

The dead are: Guadalupe Cantos, Monterey, Mexico; Antonio Arizpo, Sabinas, Mexico; Manuel Trevino Santo, Sabinas, Mexico.

The three dead Mexicans are relatives of General Gerimono Trevino, of Monterey, who was on his way to San Antonio, accompanied by his wife and son. The dead men were in a compartment of the private car of General Trevino. The pullman car at the rear telescoped the private car crushing them to death. Their bodies were not recovered until they had been burned to a crisp in the fire which destroyed the entire train including the engine. The fire originated in the oil in the tender. The train was eastbound. The cause of the stop at Lacoste, which is a small place is not known. The "Sunset Limited" was travelling at a great speed when it crashed into the Eagle Pass train.

THE CIGARETTE QUESTION.

Mr. Bickerdike, M. P., has given notice in the Canadian Parliament of the following motion:

"That the object of good government is to promote the general welfare of the people by a careful encouragement and protection of whatever makes for the public good; and by an equally careful discouragement and suppression of whatever tends to the public disadvantage.

"That the smoking of cigarettes has been proved by the overwhelming testimony to be productive of serious physical and moral injury to the smoker; impeding health, arresting development, weakening intellectual power, and thus constituting a social and national evil.

"That the legislation licensing and restricting the sale of cigarettes has not proven sufficient to prevent these evils, which will continue while the public sale of the cause of the mischief is permitted to go on.

"That the hon. member of the opinion, for the reasons herebefore set forth, that the right and most effectual legislative remedy for these evils is to be found in the enactment and enforcement of a law prohibiting the importation, manufacture and sale of cigarettes."

OUR

Millinery Opening

NEXT WEEK.

TUESDAY, WEDNESDAY and THURSDAY,

Mar. 31, Apl. 1 and 2.

A cordial invitation is extended to the ladies to call.

CHAS. K. CAMERON & CO.,

77 KING STREET.

CORSETS FOR MEN.

Press Declares Them Silly Evolution of the Very Comfortable Belt.

LONDON, March 23.—The publicity recently given to the increasing popularity of corsets among men seems to have provided the daily newspapers with an interesting subject for discussion. The Globe comments on the fashion as follows:—

"The modern man lives so strenuously, we are told, that he needs external support. This he finds in corsets. So far as we can gather, the evil begins with the belt, against which no man can level the arrows of scorn, and after a while, seduced by a feeling of comfort, the belt gradually increases in width until it becomes a veritable pair of stays."

"After that all the evils of tight lacing begin and the world is irritated by the sight of pinch wasted men walking unhampered in our streets, rather proud than otherwise of their monstrous appearance. The belt is very probably as healthy an article of wardrobe as the tropical sombrero, or the English umbrella, but it would be straining even the faddism of modern hygiene to prove the utility of stays."

THE MINE FIRE.

HALIFAX, N. S., March 26.—The fight against the fire in Dominion No. 1 colliery continues unabated and with very favorable progress. The officials still continue hopeful that the fire will be put out without having to resort to flooding. The men are now quiet near the fire, considerable gain having been made on it since last night. The output at the collieries was fully as good as that of yesterday.

SLIGHTLY SARCASTIC.

(Montreal Star.)

A child was born without brains in Indiana recently, but it lived only a few minutes. Had it survived and moved to Ontario, it might have become either a spring poet or a cabinet minister.

A Word About Men's Hats.

Thinking it over will convince you that despite innumerable tryings on at other stores you can't get a better fitting, more durable, color and shape-keeping Derby at any price than our own make of hat. For some hats you pay largely for the name which nobody sees while you're wearing it. For ours you pay for the hat. If we have nothing in stock to suit you we will make one any width of br