

Don't let the children suffer from Whooping Cough.

Get
McDiarmid's Whooping Cough Cure,
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TO LET.

Advertisements under this head: Half a cent a word. No less charge than 10c.

FURNISHED ROOMS TO LET at 27 Elliot Row. Apply on premises.

HELP WANTED, MALE.

Advertisements under this head: Half a cent a word. No less charge than 10c.

WANTED—Boy wanted. A. R. CAMPBELL & SON, 61 Gervais street.

WANTED—A boy to learn the dry goods business. Apply to MORRIS & SUTHERLAND, 100 Charlotte street.

WANTED—A boy to learn the drug business. 14 or 15 years old. Apply at A. CHAPMAN SMITH & CO., 100 Charlotte street.

GENERAL AGENTS WANTED in each town for special accident, sickness, life insurance policies and general insurance business. Liberal terms to reliable men. Write Box 878, Montreal.

HELP WANTED FEMALE.

Advertisements under this head: Half a cent a word. No less charge than 10c.

WANTED—An experienced parlor maid. Apply with references to MRS. J. H. LALAN, 50 Princess street.

WANTED—Cook. City references required. Apply to MRS. F. H. INGHAM, 210 Gervais street.

WANTED—At once, a cook. Apply to MRS. M. SMITH, 18 Orange street.

WANTED—A respectable elderly woman to do house work and take care of two small children in a workingman's family. Apply evenings to MRS. LACKEY, 612 Main street.

WANTED—A capable girl. References required. Apply at 11 Orange street, 1st hand.

WANTED—A girl for general house work. One with a knowledge of cooking preferred. Good wages will be paid. Apply to MRS. J. B. PROSE, 48 Mill street.

WANTED—A girl for general housework in family of two. Apply at 11 Princess street.

WANTED—Girl to learn paper box making. Apply D. F. BROWN CO., LTD.

WANTED—A kitchen girl at the DUFFIN HOTEL.

WANTED—A cook with good references. Apply to MRS. J. S. HARDING, 24 Gervais street.

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THE ST. JOHN STAR is published by THE SUN PRINTING COMPANY (LTD.), at St. John, New Brunswick, every afternoon (except Sunday) at \$2.50 a year.

ST. JOHN STAR.

ST. JOHN, N. B., OCTOBER 23, 1903.

IN NATIONAL PORT.

According to the C. P. R. officials the whole lot of trouble about the winter steamship business at St. John boils down to the fact that the wharf accommodations at this port are insufficient. Last year we had the spectacle of steamers waiting several days in the harbor for berths and with the increased trade expected for this year and subsequent years, that difficulty is bound to increase. If the I. C. R. treats the city fairly with regard to the use of its pier, this winter's trade may be handled without much trouble, but if St. John is ever to be the winter port she hopes to be it is certain that great extension in her facilities must be made.

Then the question of how to provide them comes up again. The C. P. R. is undoubtedly bound by its agreement with the city to contribute liberally for the purpose, but it interprets its obligation in this respect to furnish only freight and demands that the city shall arrange in any way to suit itself, for the provision of terminals. The statement of its position is delivered as a veiled ultimatum with the possible penalty of the withdrawal of its trade should the city fail to acquiesce.

The C. P. R. in this matter is not acting in good faith with St. John. Especially does the company lay itself open to the charge of unfairness when, in the same breath, it demands extra free accommodations in the way of terminals and declares that it is unable to furnish freight for all the steamers for which there are accommodations already. If the C. P. R. cannot load all the boats which would now come here, how does it propose to furnish traffic for the boats which will come to the new wharves, if they are provided? It is plain that the road must either greatly increase its hauling capacity—which it has evinced no willingness to do—or the city must look elsewhere for the increased trade which it wants. If the city decides that it must look to the I. C. R. or the shadowy Grand Trunk Pacific for further trade development, it will not feel like paying out more money for the accommodation of the C. P. R.

Still the facts remain that Canada has produced to export in the winter time; that growing sentiment all over the country demands that it shall be shipped from a Canadian port; and that St. John is better situated than any other place on the Canadian Atlantic shore to be that port. Trade is bound to increase and St. John must prepare to meet it. Last spring plans were discussed for the formation of a harbor trust and the gradual erection of a series of piers from Sand Point down toward the Beacon, which plans offered, on their face, a most satisfactory solution of the problem. The desired co-operation of the C. P. R. not being secured, it has dropped for the present. It is becoming more and more apparent to those who appreciate the situation that the placing of the whole harbor in commission is the only way out of the difficulty. St. John is a national port and should be the property of the nation whose interest it will be to see that it is kept at the highest point of efficiency. The citizens of St. John, who have, against much opposition, brought their harbor into the position it now occupies, can afford to shift the burden they have borne upon the greater number of people to whom its use is now indispensable, and watch with pride the further development of the work they conceived and began.

CANADA'S HUMILIATION.

Lieut.-Colonel Denison, president of the British Empire League, put Canada's position very aptly the other day when, discussing the futility of protest against the Alaskan award, he said: "Canada must either accept the decision or go to war, and surely we cannot ask Great Britain to fight for our claims in such a matter when we refuse to contribute one cent to imperial defence."

It is humiliating, is it not? What right have we to protest against any action Britain may take in the interests of peace when we are not willing to bear some of the burden of war? Can we blame the Britisher who is already too much burdened with the cost of our defence and to whom the war would mean the weight of millions more, if he should feel justified in making Canada contribute something for the keeping of peace?

As long as Canada is willing to let the British taxpayer pay the price of her national existence, as long as she refuses to give him the help he asks, to contribute her fair share toward the mighty expense of defending the British Empire, so long should Canada, for fear of shame, keep quiet in matters which may concern the empire's peace.

If Canadians came to consider that the money saved by their present attitude is not enough to compensate for the humiliation of it, they can easily amend matters.

The Globe last night made some unfair charges against those who are moving for the revision of the voters' list, insinuating that the Conservative party is endeavoring by underhand

means to deprive of the right of franchise many of the opposite party who are legally entitled to it. The charge is entirely without foundation. Those who are acting for the Conservative party are moving to have every name on the non-resident list struck off, irrespective of party, with the exception of those who reside in the county of St. John. Among those threatened with the axe are several well known Conservatives; Senator Wood, for instance. The withdrawal from the revisors' court of H. F. Puddington, who has been acting as legal counsel for the liberal party, and who has signified his entire approval of the course of the revisors, is proof of the falsity and unfairness of the Globe's statement.

According to the Ottawa correspondent of the Sun, Hon. H. R. Emmetson is assured of the position of minister of railways. It is to be hoped that with a New Brunswick man in this important portfolio the interests of this province will not continue to be neglected. St. John has had enough of Mr. Fielding's incapacity, which has already resulted in the city being unfairly deprived of her rights in the matter of the Allan line.

Lord Alverstone is a very honorable man; but, all the same, it would not be advisable for him to run for anything in British Columbia just now—Montreal Star.

Can it be possible that parliament is going to prorogue before investigating those bogus petitions? Was that passionate protest only a beautiful bluff?

THE LOST GALLEON.

(C. Fox Smith, in the London Outlook.) Her decks are drowned in sea-wrack, her guns are sunk in sand. Where she lies in the still water, hard by the Irish strand; There are dead in her gilded cabins, there are white bones in her hold, With the colours rotting plank from plank, brimming over with gold.

Broad of the beam they built her, that they might load her deep. They sowed a goodly harvest for the fierce salt seas to reap. They freighted her with merchandise, with gold they weighed her well. Ere they steered slowly to her bourne their castled citadel.

God rest their souls where they lie low, where she swirled down of yore. With chanting priest and shrieking slave, a alone's throw from the shore! Nor all their piled-up ingots, nor all their gold could save— Under the cliff together, the Don and the chained slave.

For o'er the gray-green water goes sound of gull and gale! Whitecaps are on the breakers and the sun on a patch of sail. But she lies lost and moldered, with her captains swart and bold. Dead in her gilded cabins and weighted down with gold.

FREED FROM SERIOUS CHARGE.

Dr. Dundas, of Hoyt, Accused of Adultery—Proved Innocent.

On Wednesday last, Dr. Dundas, of Hoyt Station, on the information of Walter Rollinson, was arrested on the charge of adultery committed at Blissett, in May, 1902. Dr. Dundas, who has a wife in England, was charged with having illicit relations with his housekeeper. He at once gave bail for his appearance and telegraphed for his lawyer, D. J. Hazen, K. C.

Mr. Hazen went up in the evening train and on the following morning appeared with his client before Justice Murphy. The complainant, Rollinson, failed to appear to sustain his charge against Dr. Dundas, and Mr. Hazen moved for the dismissal of his client.

Justice Murphy, after taking time to consider, dismissed the case, the costs to be paid by the complainant. After the case had adjourned, it transpired that Rollinson had shown the magistrate a promissory note for \$500, which he claimed for Dr. Dundas' signature. This note Dr. Dundas denounced a forgery, and will at once have a warrant issued for the arrest of Rollinson.

CANADA FIRST.

MONTREAL, Oct. 22.—At a banquet tendered in his honor by the military of Montreal tonight, Sir Frederick Borden, the minister of militia, made the following statement regarding Canada's contributing to the defence of the Empire: "We owe a duty to Great Britain and we have discharged that duty in part by being prepared to take care of our own territory. I insist upon this and have no hesitation in saying that if the people of this country should seek to expend money for military purposes, or for purposes of defence, they shall have control of that money themselves and shall not hand it to the war office or the first lord of the admiralty to spend for them. That is the principle which I lay down as a Canadian, and I believe it is a sound principle. If we are able to defend our own country we will contribute better than in any other way to the safety and maintenance and integrity of the empire."

This statement is regarded as most significant in view of the Alaskan boundary decision. Sir Frederick also announced that the government would establish a training depot for 200 men in Montreal next year.

HIS FAMILY RESEMBLANCE.

(Scottish American.) During a Bible lesson the teacher was trying to explain the parable of the tares.

"Can you tell me any person who is like the evil one who sowed the tares?" she asked.

A hand instantly shot up from the foot of the class.

"Well, David," she asked. "What person is like the evil one?"

"Please, me'am," replied David, "my mother."

"Why?" asked the teacher in astonishment.

"Because," answered he, eyeing his patched trousers, "she sows tares."

LOCAL NEWS.

The big tug Powerful, from St. John, reached Bermuda on the 7th.

The Furness boat St. John City, from London, arrived at Halifax at 1 p. m. yesterday.

The preparatory service will be held this evening in St. Stephen's church at 8 o'clock, when Rev. D. J. Fraser will officiate.

The Battle liner Mantinea, Capt. Fye, from port, with mails, will discharge at Manchester.

The Messrs. Allan writing to their agents here say the outlook for their steamers at Halifax are not good. Not a pound of cargo has yet been secured.

The Eastern line str. Calvin Austin leaves Boston this morning for this port and is due here Saturday. The people of St. John will be well pleased to know that the steamer is to go on this route.

Tug Flushing came down yesterday afternoon from Farnborough with barges 1 and 2, coal laden.

Mr. D. M. McNeill, who left Farnborough at 1 p. m. and got here at 4 p. m., and the weather was windy and the sea rough throughout the trip.

Last night a Life Problem Club was organized at the C. P. R. under the leadership of S. B. Wilson. Wm. Paterson was elected president and Ray Wright secretary. The class meets on Thursday evenings at 7 o'clock and is open to all young men.

Mr. H. Sims appeared before the board of works yesterday to ask that the Cumberland Railway and Coal Company get a lease of the Wilson wharf on the western side of the harbor. A committee was appointed to look up the matter.

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

Fur Department.

1903—SEASON—1904

The display of Fine Furs in Fur Room this season will be found very interesting to intending purchasers, as we are showing the most up-to-date line of Jackets, Coats, Ties, Collars, Muffs, etc., ever before collected for the St. John market.

LADIES' SEAL SKIN JACKETS. Length 22 in., 24 in., 26 in., and 47 in.

LADIES' MINK JACKETS. 45 inches long.

PERSIAN LAMB JACKETS. Plain, 24 and 26 in. long.

GREY LAMB JACKETS. Plain, 22 and 24 inches long.

BALTIC SEAL JACKETS. Plain, 22 and 24 inches long.

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