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IT IS GROWING.

There Are Now About 160
Wireless Telegraphy
Installations.
Messages Travel at the Rate of 186,
500 Miles per Second.

The question of wireless telegraphy has been so much to the front for the last few months, that a clear exposition of what it really is will be welcomed, we feel sure, by a great many readers. This exposition is to be found in an illustrated article contained in the current issue of Traction and Transmission. Wireless telegraphy—or "spark telegraphy" as it should be called—is the method of transmitting messages in which the electricity required for the production of the required signals finds an outlet through sparking, and is transmitted between two stations which have no visible connections, but between which the electrical energy passes through space, from the transmitter to the receiver, at a velocity so extraordinary that the record of a signal at the receiving station is, for all practical purposes, simultaneous with the action of the operator at the forwarding station. Recent calculations have demonstrated that electricity and light travel at an equal velocity—a rate of 186,500 miles per second. The electric spark, the source of power in wireless telegraphy, is the instantaneous result of the combination of two electric currents of opposite sign. The spark produces electric oscillations in the vertical wire—or antenna—of the transmitter, these oscillations being transmitted through the air to the antenna of the receiving station. As an illustration, Traction and Transmission gives, among others, the case of a steel wire bent at a right angle and held fast at the point where both arms meet; by striking one of the arms this will oscillate and cause the other arm to oscillate also. An essential part of a wireless telegraph station is the "coherer," discovered by Branly in 1890, and the function of this device is stated at length. From this article one can follow, step by step, the theoretical principles which form the foundation of wireless telegraphy, and the arrangement of the required plant and apparatus contained in a station. So far, there are about 160 wireless telegraphy installations on the Marconi system, both on board ship and on land; about 100 on the Slaby-Arco system, and a number of English, French, and American cable telegraphs by wireless, as is well known, succeeded in bridging over, recently, a distance of 2,500 miles across the Atlantic. Such a grand result, according to Traction and Transmission, can only be obtained by using very large powers for generating the necessary amount of electric energy, and spacious wire systems. The station at Poldhu, in Cornwall, for instance, contains 130 wires, carried by four lattice towers, 60 metres (197 ft.) high. This number of wires increases largely the radiation, but reduces the power on the other hand, a large surplus of electric energy, and, therefore, a very powerful generating plant. The very amplitude of an installation of this kind reduces in a marked degree the rapidity of the telegraphic action; and for this reason, the supersession of deep sea cable telegraphs by wireless telegraphy seems very improbable, in the near future, at all events.

Although the cost of two Transatlantic sparks telegraph stations only amounts to about £15,000—a very low figure when compared with that of a deep-sea cable installation—wireless telegraphy does not stand either any immediate danger from the point of view of actual cost. For very long distances wireless telegraphy does not afford the reliability of cable telegraphy. Interruptions, varying in duration, which occur in the working, and may be attributed to the effect of the sun's rays, to variations in the temperature, to storms, &c., are still to be reckoned with as a source of many difficulties. A continuous connection between ships and land during the whole crossing of the ocean is not yet possible; the ships are not able to carry the extensive wireless installation required for the transmission of signals at very long distances. A ship could only receive signals from these long distances. A most important part of spark telegraphy, and one which would, among other facilities, enable a ship to call for assistance from any part of the ocean in case of need, is, therefore, not available so far. But by rendering possible the exchange of signals at a distance of, say, 50 miles, from ship to ship and from ship to land, wireless telegraphy has solved a problem which long appeared insurmountable.

WAY TO LIFT THE SKIRTS.

How to Do It Right Is a Twentieth Century Problem.

All dainty women, women in moderate circumstances who cannot afford new gowns every week, women who love cleanliness for its own sake, want to know just how to raise their skirts properly. Whether the day be cloudy or fair, these women lift their skirts, for a train is an inevitable nuisance. How to do it and how to do it well are difficult problems. Perhaps not for the woman who hasn't her arms full of something—and what woman has not? Think of the different things a woman carries! Her purse and her umbrella at any rate, an extra bundle if she is shopping, perhaps a book or magazine. With these incumbrances she is expected—and failed at if she doesn't—to hold her skirt up gracefully, letting no part drag and revealing no more of her legs than is absolutely necessary. Woman are equal to almost anything. It is not often that they acknowledge themselves beaten, but in this case not even the most aggressive champion of the sex can prove that women as a class hold their skirts with any grace or decency. Now, my dear girl, suppose that you have a purse and umbrella, that is the least you may carry. You are about to cross a muddy street. Ten chances to one this will happen. You will tuck the umbrella viciously under an arm, grasp the nurse and fiercely clutch your dress on either side. It will triumphantly clear the ground in front and sides and ignominiously trail behind. How to lift it properly is a twentieth century problem, says the Philadelphia Inquirer. Try gathering the skirt snugly in the right hand clear of the ground, hold it firmly in that position, while you walk through muddy streets and on dirty sidewalks. No doubt women think this is more easily said than done, it is unless one has practiced the art of skirt lifting before a mirror. Until she has tried it for that purpose no woman realizes the full value of her looking glass.

WOMEN AND HIGHER EDUCATION

A Reaction Appears to Have Set In of Late.

"The advocates of co-education and of the higher education of women are having a discouraging time of it now-a-days," says American Medicine. "There is a reactionary spirit everywhere manifest, and the worst is that facts seem to justify it. At the twenty-one universities of Germany the attendance of women was 1,200, but has now sunk to 887. In Berlin there are 570, in Leipzig 53, in Bonn 84, etc. Leipzig, Halle and others have decided not to recognize the diplomas of the girls who graduate. At the University of Heidelberg women have been practically excluded from its medical department. Only fourteen women took a degree in 1901, and of these eight were from North America and five from Germany. Three were medical graduates. At the University of Heidelberg women have enjoyed full privileges for thirty years, the total attendance having been 749. Only twelve per cent. of these have taken examinations, while the average of men is forty per cent. Nearly all professors agree that the zeal of the women after a few years begins to lag, and they fail to attain their end. All of which should have been expected and does not warrant disappointment or reactionism. The good results of the higher education of women are not in degrees taking. One might say that they are manifest in degree giving, the higher and broader degree of social evolution, purity and progress. Education makes a woman a better mother, and it is the good mothers that produce great sons. Women at the universities, at least, have a vast influence in civilizing the men there, and for this poor reason, if not for others, they should be kept there. The old savagery of male pride is evident in the matter, and all old savageries 'died hard.'"

WANT IRON WORKERS.

Appeal to the Government to Help Them to Secure Skilled Labor From the Old Country Europe.

(Toronto Star, Thursday.) A deputation representing the extensive interests of the iron industries of the province waited upon Premier Ross today and asked the government to take some action to aid them in securing skilled labor. They said that 5,000 men are needed at the present time by the iron industries of Ontario. The reason given for the scarcity is the great expansion in trade which has taken place within the past few years, unaccompanied by a corresponding increase in the number of Canadian workmen. As matters stand, the manufacturers say they are greatly hampered.

F. B. Polson of the Polson Iron Works stated that he had to refuse an offer for fifteen boilers last week simply because he had not men enough to turn the order out. The claim is that almost every concern in the province is similarly handicapped. The situation will, it is pointed out, be aggravated when the Deering works at Hamilton are established and the Canada Foundry Company has all its departments ready for business.

The deputation claimed that they could not draw men from the United States because of the effect of the Alien Labor Act. But even without that act, some of the manufacturers affirm that they could not attract men from the States, because they have higher protection there and are able to pay higher wages. It is said, however, that there are plenty of skilled workmen in the old country and Europe who might be brought here. The deputation asked that the government take some action to help the manufacturers to get them here. It was not specified what action the government should take, but one idea was that even an announcement by the government in the Old Country that such men are in demand here would be regarded as authoritative by the men, and would take away any nervousness they might have about coming to the new land.

It was pointed out that the government was doing something to bring farm help out and also 2,000 beet sugar men. The scarcity of iron workers is just as serious, it was claimed. They are willing to pay top wages. They will give from \$2.25 to \$3 a day, according to skill and trade.

On the deputation were F. B. Polson, Toronto; Hon. Wm. Hart, Kingston; M. Moffat, Weston; J. O. Thorn, Toronto; and three or four others.

CAPT. WOODHOUSE'S MONEY.

Search of His House Discloses \$50,000 Tucked Away in Various Nooks.

NEW HAVEN, March 9.—Herald of Captain H. Woodhouse, who died in this city last week, are now searching the house and the premises where the old captain lived for five years to find some trace of his supposed large wealth. It was thought by some to be nearly \$50,000. He left no will.

In this search of the old home, according to the statements of the neighbors, some of the bank notes have been discovered. Some of these bundles the rats had partly eaten. The notes are not hopelessly mutilated. In all about \$30,000 has been found in the house, some in the cellar and some of it in the attic. Part of the money was in gold. Much of the money came to light through the place by the captain's daughter, Miss Wheeler, wife of Dr. Frank H. Wheeler, police commissioner of this city. She is the only child of the captain living.

It is said tonight that while Mrs. Wheeler was turning things down in the room the room she overturned an old flower pot and out rolled several diamonds of much value. Mrs. Wheeler's maid saw what the diamonds were worth. After that the search was more thorough. The diamonds were found once over power put on the premises was examined. It is understood tonight that the search will be ploughed for supposed buried treasure.

In explanation of Capt. Woodhouse using his house for a bank, it was said that of late years, being old and feeble, he would not take any more of the business of his money. He was a heavy owner of stock from which he received large dividends. These he kept in the house instead of the bank. He lived alone in the house since last October when his wife died.

A STORY ABOUT DEWEY.

(The Public Ledger.) Chansey M. Dewey recently called at the house of a friend, where he attracted the attention of a bright boy of eight. The boy asked his father, who was that man that was called "Uncle Sam"? "That is Senator Dewey," answered the father. "His greatest story-teller in the world." A few days later the senator called at the same house and the small boy advanced and said, "I know you, 'Uncle Sam,' and who am I?" "My papa says you are the biggest liar on earth."

Dot Kaiser Bill be shoot and sweat, and gets his navy soaking wet. And never his him nodding yet. Some day he plunks a chip keratani! And kids bend him it quick, by him. Dot cholera bone of Uncle Sam. —Philadelphia Record.

ONE LIFE, ONE FLAG, ONE FLEET, ONE EMPIRE.

Chamberlain's Motto for "Divergent Races Which Make Up British Empire."

Colonial Secretary Chamberlain made his farewell speech in South Africa at a banquet given in his honor at Cape Town. In reply to the toast of the health he delivered a rousing address in which he briefly summed up the impressions made upon his mind during his visit, and expressed satisfaction with what he had achieved. He looked with confidence to the future of the new colonies, and accepted unreservedly the assurances of loyalty from the Dutch Bond or Cape Colony. He said he would leave South Africa with the conviction that the problem there was not as serious as it had been represented, and that time only was required to eliminate racial feeling. In the new colonies reconciliation he had found proceeding apace, and he had no doubt as to their future. The premier colony of South Africa was the point of danger. But the incidents of the past week had had the effect of relieving his anxiety and he would go away with a well-grounded hope that a new era was beginning and that the colony would take its proper place and lead the way on the policy of reconciliation.

Men, Money and Railways.

Referring to the needs of South Africa Mr. Chamberlain said that the country wanted more capital, more population, and better communications. She needed the best capacity of all her children. They must decide upon their relations towards the different races of South Africa, and they must speak as one people. The house divided against itself. They must agree to a federation, which was destined to establish a new race under the British flag, a daughter in her mother's house, a mistress in her own. They should not fear interference from Downing street. The sense of the British people would never tolerate interference with a colony to which they had conceded the fullest measure of self-government. Great responsibility rested upon the colony. The times were critical, and they must be guided by the higher statesmanship which forgets the small distinctions and rises to the higher conception of duty. What kept them apart was sentiment, which was most powerful for good, but was sometimes also powerful for evil. He maintained that distinction of race nurtured suspicion. Let them look forward to the future.

One Life, One Flag, One Fleet.

Another question was that of clemency for those who were in prison for rebellion. When this matter was first raised he had tried to make things clear—first, that clemency was a matter of grace and could not be yielded to pressure; and, secondly, the gravity of rebellion, which was a political crime of the most serious magnitude. The object of all punishment was the prevention of crime, and if that object were secured the argument in favor of punishment was weakened. Lastly, the question was not one for the Imperial government, but for the self-governing colonies concerned. Here the government did not desire to press the punishment. The opposition were said to be willing to open the prison doors as soon as it was safe to do so. He had no right to interfere, but he would express the hope that such good feeling might prevail throughout the country that the government might feel justified in cleaning the slate and restoring to their homes those whose offences had been purely political, in the hopeful expectation that it would not be long before the echoes of the war would entirely die away, and that then they might look forward to the growth of a new nation as loyal to the Imperial government as any in the possession of the British Crown. The colonies of South Africa had been in the past too provincial. They could influence the future of the whole world. He wanted them to feel pride in the possession of the Empire which was theirs and to prove it by the assumption of their share in its obligations. In this larger horizon local politics, though they would still have a proportionate interest, would be replaced by a wider patriotism. All the divergent races which went to make up the British Empire had as their motto one life, one flag, one fleet, one Empire.

MOTOR BOATS.

Over Forty of Them Owned in Portland and More Building.

(Portland Press.)

One very noticeable fact about the water front of late has been the increase of motor boats. At all hours one hears the quick throb of the gasoline engines and sees the small craft flitting swiftly about, independent of oars, sails, wind and tide. On enquiry it appears that the motors are working quite a revolution in the small boat business about the harbor, as well as in the dory fishing, and that many pleasure boats are to be equipped with this cheap, simple, handy and safe motive power. Not many years ago a steam launch was a rare sight, and only the well-to-do could afford such a luxury, but now the gasoline motor is becoming quite common, and in fact more of a necessity than a luxury.

The first dory equipped with a Milannus motor was put into the harbor a year ago next April. Today there are upwards of forty of this kind of boats in the harbor and bay. The fishermen have been the first to see the advantage and adopt them, and the majority of the boats so far equipped are fishing boats. The cottagers at the islands, however, and the owners of small pleasure craft about the bay are turning their attention to the motor, and the prospect is that many more boats will be thus equipped during the coming year.

The cost of running a motor is said to be considerable. The tank is located away up in the bow of the boat, the opposite end of the engine, and the fuel is conveyed in brass piping so fitted that there is absolutely no danger of leakage or explosion. Captain Butterworth has a 23-foot boat fitted with a motor. Arthur Hannaford, the Pearl street produce dealer, has a 21-foot boat which he uses for running between the city and Clapboard island. Littlefield Bros. have a 16-foot launch which they use for delivering goods to vessels in the harbor. Studley, the Commercial wharf fish dealer, is equipping a 22-foot boat for fishermen. F. S. Willard is having a 2-horse power S. Willard motor put into his launch and made to use in connection with his schooner, and is contemplating a boat for the lobster business. John Gibbs is having a motor boat equipped for a tender in connection with his slop. Algernon Stubbs is putting a 4-horse power Milannus motor into his launch and substituting it for steam power. Major S. W. Thaxter is taking the steam motor out of his launch Bitter Sweet and putting in a gasoline motor.

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MORE OR LESS FUNNY.

The world is going round and round And round about in space And all the while it's going round We're walking on its face. —Columbia Jester.

Nice Old Lady—Will you kindly tell me if the lady who writes The Mother's Page every week in your paper is in? I want to tell her how much I have enjoyed reading her articles on The Evening Hour in the Nursery. Office Boy—That's him over there with the pink shirt smoking a pipe.—The Tazoo Bazo.

A Gotham Sunday paper has a long article on Shakespeare in New York. With abated breath we await news of his coming to Cleveland.—Cleveland World.

Sharpe—The manager of the burlesque show says he can count his fortune in seven figures. Wheaton—He is right. It is the figure of his seven chorus girls that draw the crowds.—Philadelphia Record.

"Ade" of breakfast food around us for days when men untaught With their wisdom will astound us, Fed on predigested thought. —Washington Post.

An exchange says cremation is making strides. We have always supposed ashes were its specialty.—Chicago Record-Herald.

Let me see, said the man at the desk, pausing with his pen in air, who was the author of Twice-Told Tales? Chancey Dewey, wasn't it? suggested the man at the other desk.—Chicago Tribune.

George says his father will cut him off with a shilling if he insists upon marrying me. And what did you say? I reminded him that papa is a lawyer, and that he'd be glad to take up the case against his father's estate on shares.—Cleveland Plain Dealer.

I mustn't see you any more, she said. So papa said tonight. The youthful swain, to strict obedience bred, straightaway put out the light. —Chicago Post.