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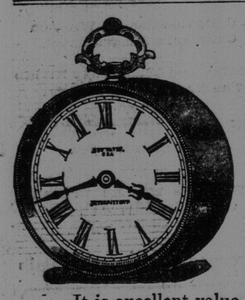
The ★ Star

WEATHER
Fair and Mild.

VOL. 7. NO. 60. ST. JOHN, N. B., MONDAY, NOVEMBER 19, 1903 ONE CENT.

SAVE YOUR COAL!

FIT YOUR DOORS AND WINDOWS WITH
Weather Strips,
And keep out the draughts.
Wood and Rubber, Felt and Rubber, Draught Tubing.
W. H. THORNE & CO., LTD,
Market Square, St. John, N. B.



Guaranteed
And Specially Made for
EMERSON & FISHER, LTD.
This guarantee is printed on the face of our special—
A High-Grade Nickel Alarm Clock.
It is excellent value at $1.25, but our Special Introduction Price is only 90c.
EMERSON & FISHER, Ltd.,
25 Germain Street.

LADIES' FUR-LINED COATS!
Made by skilled workmen and of the best cloth; Hamster and Muskrat linings, Mink and Sable Collars and Revers--Blue, Brown, Black and Cardinal. Perfect fitting.
Prices, $65.00 to $85.00.
F. S. THOMAS, Dufferin Block, 541 Main St., N. E.

Fancy Vests!
The present season seems to favor the Fancy Vest more than ever. They liven up a plain suit without giving a loud appearance. Our patterns include the very newest conceits, from the quiet designs to some that are quite striking—something for every taste.
Prices, $1.50, $2.00, $2.25 and $3.50
American Clothing House,
11—15 Charlotte St.

Christmas Presents
.....AT.....
Thomas J. Flood, 60 King St., Opp. Macaulay Bros.
Gold and Silver Mounted Umbrellas,
With Natural Wood and Pearl Handles.
All new this season,
From $2.50 to $10.00.
Finest assortment ever shown in the city.
Make your selection when the stock is complete.
THOS. J. FLOOD, 60 King St.

Stores open till 8 o'clock. St. John, N. B., Nov. 19th, 1903.
They're Fitters and Wearers, Too,
These New Overcoats
"I couldn't beat this for fit and appearance if I had had it made-to-order at twice the price," said a customer Saturday as he stood in front of the mirror dressed in one of our new winter Overcoats for which he had just handed over the cash. This is the general verdict. An examination of the materials, the linings and the make, a try on to see the style and the fit and then see the price which is marked in plain figures will convince you that from $2.00 to $3.50 can be saved on an overcoat here.
Men's Overcoats at $5, $6, $7.50, $8.75, $10 to $24
Boys' Overcoats at $3.85, $4.50, $5.00, $6 00 to $14.00
J. N. HARVEY, Clothing and Furnishings. 199 to 207 Union St.

NEARLY GOT AWAY WITH $1,000,000

Another Attempted Robbery in St. Petersburg.

In the Excitement a Soldier Shot Two Innocent Persons Who Happened to be Near.

WARSAW, Russian Poland, Nov. 19.—A daring terrorist attack was made in the streets today on a collector of the government alcohol stores, who was escorted by two soldiers. The terrorists killed one soldier, wounded the collector and seized a bag containing $1,000,000. The remaining soldier fired quickly, killing a passerby, and wounding another, whereupon the terrorists dropped their booty and escaped.

The two leaders of the band of revolutionists and twenty others implicated in the train robbery at Rogow, November 8, by which the revolutionists secured a sum of money said to amount to $650,000, have been arrested. They all belong to the Poland Socialistic party.

SCHOONER BADEN POWELL HAD A ROUGH PASSAGE

Sails Were All Blown Away and Vessel Reached Port Just In Time.

CHATHAM, N. B., Nov. 19—Capt. McLean, of the schooner Baden Powell, owned by the W. S. Loggie Co., arrived in town Saturday morning. He reports the schooner's safe arrival in Buctouche, but he lost all the sails forward with the exception of the mainsail. Capt. McLean left here Wednesday and on Thursday when off West Point the first of the blow came on. He says the storm was the worst he has experienced in twenty years and the gusts would come on in puffs with the speed of a cannon ball striking the sails and shivering them just as a stone would break glass. He was driven from West Point to Cocagne, but in the blinding snow storm could make out no particular landscape. A trysail was rigged after several efforts, the crew being repeatedly driven from the hatches by the seas which poured into them, and the Baden Powell made the mouth of the river at Buctouche. Just when the schooner reached safety the trysail was shivered. Had this occurred earlier the vessel would have been driven on the rocks as no other sail remained to be set. A report was current that the Baden Powell had lost her deckload, but the captain says he brought every stick of it safe to Buctouche. The schooner was bound for New York and after being fitted with new sails will set out again. The sails have already been ordered from Halifax.

THE MADISON SQUARE HORSE SHOW OPENS

Entries Number About Seventeen Hundred and Include Many of the Finest Animals in America.

NEW YORK, Nov. 19 — Madison Square Garden, resplendent in decorations of orange and black, was thrown open today to the 22nd annual exhibition of the National Horse Show Association. About 1,700 horses, including the thoroughbreds of the hack saddle and the high steppers of the coach and cart are numbered among the competitors for the blue ribbon. The show of the horses began at 9 o'clock with the customary formalities. During the first hour the fancy bred horses were exercised in the tanbark ring. The judging began at 1.30 with a preliminary trial of saddle horses from which a number were to be selected for competition in class 73 on Tuesday. This was followed by the judging of hunters and jumpers, stallions, ponies in harness, harness and saddle horses, qualified hunters, harness tandems, thoroughbred saddle horses, saddle ponies under saddles. Twenty of the finest horses in the show are entered for the most coveted prize of the show, the Waldorf-Astoria cup. The contest was believed to be between the entries of W. H. Moore, Miss Giula Morosini, Reginald Vanderbilt and Alfred Vanderbilt. To retain possession the cup must be won three times. W. H. Moorse has already won it twice with Forest King, which horse will be in the contest this year. In this contest Miss Morosini will show Glorious and Togo and Alfred Vanderbilt will display Youngster and Primrose.

MADE UNKIND REMARKS AND WAS ARRESTED

NEW YORK, Nov. 19—The automomade a demonstration against the army here today while the Duke of Costa was distributing prizes to soldiers who distinguished themselves in the relief work during the eruption of Mount Vesuvius in April last. A man named Nicola Fiore, known to be a member of an ararchist organization, threw a package of anti-military newspapers at the regimental standards and at the same time shouted insulting statements directed against the army in general. He was immediately arrested.

NEARLY FIFTY LIVES LOST IN ANOTHER TRAGEDY ON THE PACIFIC COAST.

SEATTLE, Nov. 19.—The Passenger Steamer Dix, with Passengers and Crew Numbering Eighty Persons, Was Rammed and Sunk by the Ore Steamer Jeannie, in Puget Sound Last Night—Forty-Three Persons Including Women and Children Were Drowned.

SEATTLE, Wash., Nov. 19.—The steamer Dix, Capt. Pierman, bound from Seattle to Port Blakely with passengers, sank two miles north of Alki Point, shortly after seven o'clock last night after having collided with the steamship Jeannie, Capt. P. H. Mason, of the Alsaka Coast Co.

Forty-three passengers and members of the crew of the Dix are missing and thirty-six were saved. The Dix is a total wreck. The Jeannie was not injured in the least. The master of the Dix was saved. The collision occurred while the sound was almost as smooth as a mill pond and after the boats had been steaming within sight of each other for a quarter of an hour.

No Time to Launch Lifeboats

The Jeannie was backing when she collided with the Dix and the impact was great. The Dix was struck abaft of midships on the starboard side. She listed heavily to port for a brief period, righted herself, then sank stern first. There was hardly time to launch life rafts or boats before she was almost entirely submerged. Passengers jumped from the decks into the water; women screamed and officers and men called orders that could hardly be heard above the din. The passengers from the Dix who could swim made their way to the sides of the Jeannie and were dragged aboard. The Jeannie was not moved until after all who had reached her had been hauled on board. Then she cruised about picking up several who managed to stay above water. It was after ten o'clock before the Jeannie left the scene of the catastrophe and steamed to the Virginia street dock with her thirty-nine survivors.

Had Many Passengers

The Jeannie, of the Alaska Coast Co. had finished unloading at the great Northern Docks at Smith's Cove, and had started for Tacoma shortly before seven o'clock, just about the same time the Dix left the flyer dock for Port Blakely. There were no passengers on the Jeannie. The Dix was making the last trip of the night and was well filled with passengers.

When within two miles north of Alki Point, the two vessels were within a short distance of each other, steaming along converging lines. The captain of the Jeannie says he signalled for the Dix to pass him and that his whistle was answered. The Dix was then within speaking distance of the Jeannie and to the port of her. Suddenly Mate Dennison, who was at the wheel of the Dix, put her hard over to starboard as if to cross in front of the other vessel. Captain Mason of the Jeannie, who was on the bridge, saw that an accident was imminent and calling out warning to the man at the wheel of the Dix gave the signal to reverse his own engines and his vessel was slowly backing away when the two came together with only a slight crash, for a moment all was still, then a panic followed.

When the Dix began to sink stern first, some passengers and members of the crew leaped into the sea. Other passengers huddled in groups on the decks and knelt in prayer. The women, who had little chance for their lives stayed with the sinking steamer and were drowned as in a trap.

Captain Mason's Story

"I got away from Smith's Cove a little before 7 o'clock and laid a course for Tacoma," said Captain Mason. "I had no passengers aboard. I saw the Dix headed for Port Blakely and signalled to her. Soon she came up astern of me and started directly across my bows. I signalled to the engineer for full speed astern, but we could not get out of the way in time. The Jeannie was backing a little when we struck her well abaft of amidships. The shock did not seem enough to have injured an ordinary launch. The Dix listed heavily to starboard, righted herself and then sank, stern first."

Capt. Lermon

Captain P. Lermon, master of the steamer Dix, told the story of the collision after arriving at Seattle. He was shaking with the cold, his eyes still dilated with the horror of his experience. "I don't know how it happened," he said, "Charles Dennison, mate of the boat, was at the wheel. We were just about two miles due north of Alki Point, and running at the usual speed. It was a fine, clear night, and the water was like a millpond. I had seen the lights of a steamer on our starboard quarter sometime before but had not paid any attention to them. I went below to collect the fares. The boat was crowded. There were seventy passengers, and it was quite a task to get all the fares. I had been on the run for thirteen years and knew almost everybody aboard.

Saw the Accident

"When I was in the ladies' cabin, I heard the bell signal to stop. I knew something must be wrong and hurried forward. Just as I got on deck I saw the bow of a vessel loom up on the starboard side and almost instantly she struck us. The jibboom crashed through the Dixie just abaft of amidships and heeled her over like a top. She lay there for a minute or two with the water rushing in and all over. I was thrown against the deckhouse, for an instant the breath was knocked out of me, and I was also paralyzed. The steamer lay on her port beam for what seemed like two minutes and then heeled back to starboard. There was another rush of water, cries and screams of men, women and children. From below came awful sounds. Many of the passengers were penned there and could not possibly escape. The Dix's bow began to lift and her stern went slowly down, until the bow was standing straight half out of the water. For an instant I clung to the railing. The sight filled me with horror. Lights were still burning and I could see people inside the cabin.

"The expressions on their faces were of indescribable despair. They fought desperately to gain the deck and their shouting and cries were awful.

Fighting for Their Lives

"People on deck slid off into the water, went down shrieking and desperately clutching at the water or at the Jeannie, which still loomed only a few yards away.

"Some of the passengers who had been on deck at the time of the collision jumped to the rigging of the Jeannie's bowsprit and in this way clambored up to safety. When the Dix began to go down I leaped into the water and managed to keep myself afloat. All around me were floating heads and we watched the Jeannie as she slowly came towards us and dropped boats which picked up men in every direction. Finally a boat came to me. I had been in the water about 10 minutes. When we were taken on board the Jeannie I found that 36 of our 79 people, passengers and crew, had been saved. The rest were drowned.

Steamer Had Vanished

"There was no sign of my little steamer. She was gone completely and before we left there was not even a ripple on the surface to mark the place where the tragedy had occurred. I don't think she was very badly damaged by the collision. It was heeling over on her port beam that caused her loss. She filled with water as soon as she went over and took her down.

"As to the cause of the accident, I cannot say. I was not on deck and don't know or understand how it happened. This is the first accident that has happened on any ship of mine since I have been running on the Sound."

Capt. Lermon is a well known navigator and has the reputation of being one of the ablest Sound pilots leaving Seattle. The Dix sank in 100 fathoms of water. The Jeannie, the government launch Scout and several tugs have gone to the scene of the wreck to search for bodies.

The List of Dead.

The list of missing follows: Albert McDury, lumber surveyor; Piggot, filer; C. Boyler, manager of store; W. Boyler, his brother; Fred Boulet, filer; Peter Buzzatt, barber; Ralph Clark, clerk; Mrs. Granger, Spokane; August Nelsen and wife, Port Blakely; James Smith, wife and boy, Port Blakely; Mrs. T. C. Ford, wife of superintendent of the Port Blakely Mill Company; father and mother of Leonard Master, who was saved; C. J. Kenney, hospital steward; John Keating of St. Paul; Park, engineer of steamer Dix (on duty when collision occurred, Bazzinti Bazua, lately from Manila, a Filipino.

A. Webster, lumber surveyor; Blair, filer; Martin Hansen, calker; William Mayers, calker; Albert McDonald, lumber surveyor; Swen Swensen, William Bruefield, longshoremen; Peter Larsen, oiler; Roland Price, son of the postmaster of Port Blakely; Roland, from steamer Dix; one deckhand from steamer Dix, name unknown; three Chinese, five Japanese.

HOME MISSION WORK OF VANCOUVER CLUB

People Are Taught to Take an Interest in Their Own Town

A Vast Amount of Advertising Has Been Done and Several Undertakings of Local Importance Carried Out.

The way they started a 100,000 club in Vancouver was like this. A number of citizens who were talking together, just as happened in St. John, discussed the idea among themselves and suggested to one of the newspapers, the Vancouver World, that the project should be taken up. In acordance with this suggestion, the World made an announcement of what had been talked of and gave a number of reasons why such a club should be formed. The experience of other cities was referred to and from day to day accounts were published of the good work that had been done. The ideas of all citizens were invited, and considerable correspondence resulted, many valuable suggestions being offered.

A little later those who had first taken up the matter rented a hall and advertised a public meeting. There was lots of enthusiasm and the ones who took the leading parts found that the audience were strongly in favor of any movement which would forward the interests of the city. A little later another mass meeting was held and speakers who had been invited beforehand gave able addresses. Subscription lists had been prepared in advance and also ballots in preparation for the election of officers. Organization was carried on, the officers elected and a constitution adopted. In order that the organization might be as democratic as possible the membership fee was placed at $1.00 and every person was qualified for office. It was found in a very short time that a large part of the work to be done was of a home missionary character, to keep the people interested in their own town and to encourage civic pride. Accordingly, as one instance of this policy, the city's 20th birthday was observed when the club was only two weeks old. A street parade with band music and other attractive features was organized, the central idea being that the parade should be an object lesson of the development of Vancouver from a single saw mill to its present standing. The procession was headed by two span of oxen, drawing a log along the street, the driver being a cow puncher who, forty years before, drove cattle where the city now stands. The parade was divided into sections, each representing five years in the city's history.

Since that time the club has taken in hand other matters such as local transportation and the advertising at home of Vancouver's home industries. The results of these undertakings have been very interesting and the principle is being rapidly inculcated that money should, as far as possible, be spent at home and on home products. Vancouverites are being taught that they can purchase in their own town a great many things for which they have been in the habit of sending abroad.

So far, the 100,000 club has done an enormous amount of advertising, and the returns have been very encouraging. Many inquiries have been received and have been answered by pamphlets and by personal letters. The opinion seems to be that the organization has done a splendid work and that it will continue to do more and more in the future.

NORWEIGAN SHIP WAS SUNK IN THE STORM

QUEBEC, Nov. 19—Mr. Gunn, Norwegian consul, received a telegram stating that the Norwegian ship Dybvaag, Captain Anderson, had capsized during the storm on Friday night and was a total wreck. The crew was saved but lost all their effects. The Dybvaag is an iron vessel of 1618 tons register and was loading a cargo of lumber at Escoumains, for Buenos Ayres.

CANADIAN NEWS.

(Special to the Star.)

MONTREAL, Nov. 19.—The Liberals of Hamilton decided at the convention on Saturday night, not to contest the vacancy in East Hamilton, but will likely support Allan Studholme, the Labor candidate.

MONTREAL, Nov. 19—Horace Grigg, the Toronto boy shot here in a plucky fight against a highwayman last Tuesday, died this morning.

HANNAGAN-CRAWFORD.

Houlton Pioneer: Fred. Hannagan, the popular clerk at Hatheway's drug store, and Miss Clara Crawford were united in marriage Wednesday evening at the home of Mr. and Mrs. A. P. Hannagan. The ceremony was performed by the Rev. L. R. Daniels, of the Unitarian church. The bride is a St. John lady, and has been employed in the office of the Fish River, Lumber Company during the past four years.

AUTOMOBILE DRIVERS' STRIKE IS SETTLED

NEW YORK, ..ov. 19.—The automobile drivers' strike ended early today, when a settlement was reached between a committee representing the men and officials of the New York Transportation Company. It is understood that the terms include a provision that the men should return as individuals except those who had engaged in violence. Such men are not to be re-employed. The men gained an increase in wages, but the working day will continue at 12 hours.

DENMARK'S NEW KING VISITS THE EMPEROR

King Frederick and Queen Louise Arrive in Berlin

And are Warmly Welcomed—Will Remain Until Tuesday Night—The King Makes a Speech.

BERLIN, Nov. 19.—King Frederick and Queen Louise, of Denmark arrived here today from Copenhagen, paying their first official visit after their ascension to the throne. They were welcomed at the railway station by Emperor William and Empress Augusta Victoria. The streets through which the royal party passed were guarded by the whole of the garrison of Berlin, a special act of courtesy on the part of the Emperor. The Burgo-master welcomed the visitors at the Brandburk gate, the King replying to the civic addresses with a speech of over five minutes. The third carriage of the royal procession contained the Danish Minister for Foreign affairs, Count Raben Levetzau, and Countess Lavenzau, formerly Miss Moulton, of Boston, who carried her right arm in a sling. The bones of her hand were broken when she was thrown from er horse in a riding accident at Copenhagen Friday last. The Countess was especially included in the Emperor's invitation. The Danish King and Queen will leave Berlin Tuesday night.

FREDERICTON BOY INJURED

Cut by Explosion of Potash Lozenges and Sulphur

Deer Killed by Wildcat—Small-pox at Campbell Settlement —Diptheria at Marysville.

FREDERICTON, Nov. 17.—Jack, the ten-year-old son of W. T. H. Fenety, met with a serious accident yesterday. Upon returning home from school at noon the little fellow went to a room where he is accustomed to play and found a number of potash lozenges and some pieces of sulphur, which were in a medicine case. He had no sooner dropped then into a vessel and began pounding them into powder when there was a terrific explosion. The boy was knocked unconscious and was badly bruised about the face and one hand. A piece of the earthen vessel, which was broken by the explosion, struck him in the forehead about an inch above the right eye, cutting an ugly gash. Both eyes were badly cut inside and out and the face marked more or less all over. A doctor was upon the scene quickly, and considered the boy had a very nannow escape from losing at least one eye.

James G. McElman, chairman of the York County Board of Health, says the worst smallpox situation now existing is at Campbell Settlement, where there is a family of thirteen people, who are in poor circumstances, and all but one member of the family is suffering from the dreaded disease. This week Mr. McElman sent Miss McGoldrick from this city to Middle Southampton to act as nurse in the case of a woman who had been visiting Mr. Grant's house the day before the doctor arrived there and quarantined the house.

The epidemic of diphtheria at Marysville has also been receiving the attention of Chairman McElman. The schools were closed on Friday and orders have been issued prohibiting church services in the hustling Nashwaak town tomorrow.

Wm. Mills brought to the city today the body of a wildcat, which he killed this week on the Mersereau stream, Sunbury county. When Mills came upon the animal it was devouring a doe deer which it had killed. The deer had been torn to pieces, and all that remained was the neck and skeleton. A shot from Mills' rifle put an end to the wildcat.

It is expected that the boom company will winter in the boom limits about 5,000,000 feet of logs which have not been rafted this fall, having come in with the rise of water at the latter part of the season. Manager Bliss this morning referred to the vast number of separations which now have to be made by the company in rafting, owing to the large number of marks, and he gave it as his opinion that if there were less separations the work could be done with a smaller expenditure. He thought many separations were unnecessarily demanded by lumbermen.

Building and Fire Inspector Ross has complained against James McKilligan, contractor, for violating the building law by attempting to erect a wooden barn on Regent street, in the brick limit, for Harry Crotty, beer shop and pool room owner. No permit had been taken out for going on with the work, and this morning before McKilligan appeared on the job the inspector went down and made the carpenters stop work.