



**\$4.00---A "JIM DANDY"**

Patent Colt, Blucher Cut, Laced Boot, Good-year Welt, Dull Mat Kid Tops, Medium Weight Soles, Creased Fronts, New Shaped Last.

**WATERBURY & RISING,** KING STREET, UNION STREET.

## Up-to-Date Hats and Caps!

We have now a great assortment of Hats and Caps and judging from what we are selling we are satisfied that we have the Best that money can produce. Our \$2.00 Stiff Hat the finest only weighs 4 oz. It is without a question the best value in town. Other makes \$1.00 and \$1.25.

New York Telescope Shape, our special price... \$2.00

Black Fedora... \$1.00, \$1.50, \$2.00.

In caps we have at least 3 doz. different lines and Prices range from 15c. to \$1.50.

Come and see for yourself before you purchase elsewhere

**CHAS. MAGNUSSON & Co**

73 Dock St., St. John, N. B.

The Cash Clothing Store. Store Open Evenings.

**A Snap in Linen Collars.**

Ladies' and Children's Collars Half Price.

Traveller's Samples Slightly Soiled.

**A. B. WETMORE,** (MUSKIE) 59 Garden St.

**15 TO 18 PER CENT.**

Would you make a small investment if you were sure of making from 15 to 18 per cent? Send for particulars.

**Cove-Hydro Electric Co.'s**

Branch Office, 126 Prince William Street, St. John, N. B.

## WHAT CROMER LEAVES BEHIND

(Mail and Empire.)

Lord Cromer's career, more than that of any public man of his generation, gives point to Kipling's famous phrase, "The White Man's Burden." He is retiring after a lifetime spent in the service of Egypt, and although his falling health is the ostensible reason, and although it has been officially stated that his relations with the Liberal government are friendly, it is to be remembered that he is not the first great consul to step down and out since the Campbell-Bannerman government came the director of British affairs. That there is in training another diplomat, at once such a sagacious political adviser and such a financial expert, may be doubted. From Cromer to any one else approved by the Little Englanders will be a descent.

**GREAT MEN LEAVE.**

Miller is gone from South Africa, and Curzon from India. Lugard leaves the West Coast, and it is openly hinted that Durand's resignation from Washington was primarily due to his insistence upon British and Canadian rights. The greatest of them all is Cromer, for, though he may lack Milner's brilliancy, he has put a crown upon his work that Milner was not able to do. He stuck to his post, and toiled with cheap and brittle tools, but in the end he can point to modern Egypt as the work of his hands, a work built upon as sure foundations as the pyramids themselves, but now threatened with destruction by the academic theories of a government of parish radicals. If Cromer was laying down his sceptre at a time when there was not a rebellious subject in the realm he could be welcomed to his well earned rest; but his retirement comes at a time when the Egyptian situation is more ominous than it has been for years.

**EGYPT FOR EGYPTIANS.**

"Egypt for the Egyptians" is the cry that comes from Cairo, a cry that it has any meaning at all it is a defiance of British rule. Instead of it being sternly checked or treated with the tolerant contempt of Hyde Park ravings, it is taken up and enthusiastically re-echoed by a noisy section of British public men. The cry of "South Africa for the Dutch" was heard by these gentlemen, and we have their answering shout in the Transvaal constitution. "Ireland for the Irish" will soon be answered, and they cheerfully listen to "India for the Hindoos and Mohammedans"; even a shout of "Canada for the United States" would leave them ad- fectably open for further information. In all this they are consistent enough, for their basic principle is anti-imperialism. They believe that Englishmen should confine themselves to problems that concern England alone, and leave the other parts of the empire to drift into independence or annexation, or revert to savagery, as they please.

### THE DEATH ROLL.

**BUFFALO, April 17.**—Samuel Star McRea last evening at his apartments in the Berkeley Johnstone Park developed an attack of pneumonia and his heart was too weak to stand the strain. McRea was in his sixty-second year, born in Brockville, Ontario. Surviving Mr. McRea are his wife and four sons, the latter including W. Stuart McRea of British Columbia.

McRea was for the past several years engaged in the customs brokerage business. Previous to this he had been the employ of the Grand Trunk Railway and had the position of freight agent for 15 years.

Administrator has been more frequent ever since the change of Government, and is likely to become more serious in view of the Robertson crusade. The Khedive declares that he likes the French, and wants as many of them as possible to come to Egypt. In effect, he says that it was a mistake for France to give England a free hand in Egypt; but asserts that "we are very fond of the French all the same." He insists that the time has almost come when Egypt will take charge of her own affairs, but dis- claims any and foreign, fanatical or despotic intentions, both for himself and for the Nationalist movement.

### A ROYAL INGRATE.

The records of Abbas II. does not bear out these protestations. He is a royal ingrate, and forgets that for British influence he would not now occupy the throne. He is a monarch, with an European education, is so forgetful, or so blind to the facts, it is no wonder that the fellahs, historically hard-bitten and credulous, should be misled, and dangerously encouraged by Mr. Robertson and his fellow-agitators. That Lord Cromer's resignation should be announced at a time when the Nationalist movement is becoming so bold is a matter for regret, and were it not for Sir Edward Grey the situation might well be regarded as dangerous in the extreme.

## COMMERCIAL

WALL STREET.

**NEW YORK, April 17.**—The opening dealings in stocks were quiet and prices were generally higher. There were a few scattered losses, however, and the higher level of the first prices was not well held. American Smelting and American Locomotive rose a point and U. S. P. R., Reading, N. Y. C. and Atlantic Distillers securities, large fractions. C. P. declined 1/2. The market opened irregular.

**NEW YORK STOCK QUOTATIONS.**

Chicago Market Report and New York Cotton Market.

(Furnished by D. C. Clinch, Banker and Broker.)

St. John, N. B., April 17.	Tues. Wed.	Thurs. Wed.
Amalg. Copper...	25 1/2	25 1/2
Anacosta...	61 1/2	61 1/2
Am. Sugar Refs...	123 1/2	124 1/2
Am. Smelt and Ref...	130 1/2	131 1/2
Am. Car Foundry...	36 1/2	37 1/2
Atchafalca...	93 1/2	94 1/2
Am. Locomotive...	62 1/2	63 1/2
Brook. Rpt. Trst...	60 1/2	61 1/2
Ches. and Ohio...	99 1/2	99 1/2
Canadian Pacific...	41 1/2	42 1/2
Chl. and G. West...	15 1/2	15 1/2
Colo. P. and Iron...	35 1/2	35 1/2
Erie...	23 1/2	24 1/2
Erie, First pdl...	52 1/2	53 1/2
Erie, second...	48 1/2	49 1/2
Kansas and Texas...	36 1/2	36 1/2
Louis. and Nashville...	116 1/2	117 1/2
Missouri Pacific...	74 1/2	75 1/2
N. and Western...	75 1/2	75 1/2
N. Y. Central...	118 1/2	119 1/2
Ont. and Western...	38 1/2	39 1/2
Pacific Mail...	92 1/2	93 1/2
Pac. and Gas Co...	92 1/2	93 1/2
Reading...	106 1/2	106 1/2
St. Paul Steel...	29 1/2	30 1/2
Pennsylvania...	21 1/2	21 1/2
Rock Island...	21 1/2	21 1/2
St. Paul...	134 1/2	135 1/2
Southern Ry...	21 1/2	21 1/2
Southern Pacific...	85 1/2	86 1/2
Northern Pacific...	130 1/2	131 1/2
National Lead...	61 1/2	62 1/2
Union Pacific...	61 1/2	62 1/2
U. S. Steel...	37 1/2	38 1/2
U. S. Steel, prd...	100 1/2	101 1/2

Total sales in New York yesterday, \$57,000 shares.

### CHICAGO MARKET REPORT.

May corn	7 1/2	7 1/2
"wheat"	78 1/2	78 1/2
"oats"	43 1/2	43 1/2
"pork"	15 1/2	15 1/2
July corn	47 1/2	47 1/2
"wheat"	80 1/2	81 1/2
"oats"	40 1/2	40 1/2
"pork"	15 1/2	15 1/2

### MONTREAL QUOTATIONS.

Dom. Coal	58 1/2	58 1/2
Dom. Iron and Steel	104 1/2	104 1/2
Dom. I. and S. prd.	50 1/2	50 1/2
Nova Scotia Steel	71 1/2	71 1/2
C. P. R.	177 1/2	177 1/2
Twin City	94 1/2	94 1/2
Montreal Power	92 1/2	91 1/2
Rich. and Ont. Nav.	76 1/2	76 1/2
Detroit United	74 1/2	74 1/2
Toronto Steel Ry.	106 1/2	105 1/2

### NEW YORK COTTON MARKET.

May	9 1/4	9 1/4
July	9 1/2	9 1/2
October	9 3/4	9 3/4
December	10 1/2	10 1/2

## ACCEPTS A CHALLENGE

FROM ENGLISH SWIMMER

**NEW YORK, April 17.**—C. M. Daniels, of the New York A. C., yesterday accepted a challenge from Henry Taylor, the latter being the long distance champion of England. It is supposed to be one of the world's fastest swimmers from a quarter to half mile. The match will take place at Battersea, Sept. 10, where most of the English salt water championships are held.

## THE DEATH ROLL.

**BUFFALO, April 17.**—Samuel Star McRea last evening at his apartments in the Berkeley Johnstone Park developed an attack of pneumonia and his heart was too weak to stand the strain. McRea was in his sixty-second year, born in Brockville, Ontario. Surviving Mr. McRea are his wife and four sons, the latter including W. Stuart McRea of British Columbia.

McRea was for the past several years engaged in the customs brokerage business. Previous to this he had been the employ of the Grand Trunk Railway and had the position of freight agent for 15 years.

## CANADA'S WEALTH

IN MINERAL DEPOSITS

An Abundance of Different Forms of Iron Ore

Causes of the Hitherto Slow Development in Most Districts—Scarcity of Coal in Some Places

That the iron ore deposits of the Dominion are destined to become immensely valuable goes without saying, but the assertion that their titanic character has thus far rendered them valueless is calculated to convey a wrong impression. There are many ores of iron in the Dominion, and also in the Province of Quebec, besides the titanic kind, which chiefly occurs in the Laurentian range. We have also an abundance of the magnetic or black oxide of iron, which is the richest of all the iron ores and which is found in the neighborhood of Three Rivers, where it has been worked since the early days of the colony under French rule, and also near Drummondville, and there is no doubt that the red hematite, which enters so largely into the composition of the iron and steel manufactured at Sydney, C. B., and which is taken from Newfoundland, in the vicinity of Belle Isle, will also be found on our own coast in the same neighborhood. It is therefore erroneous to pretend that the development of our iron resources has been retarded by their titanic quality. Unquestionably the present titanic acid in the ore found behind Bale St. Paul and ignorance of the very way of treating them had much, if not all, to do with the failure of the attempts hitherto made to realize them and to cause other deposits of the same kind to be regarded as valueless. But neither this drawback nor the absence of coal can be held to account for the hitherto slow development except at Sydney and the "soot" of the many other ores of iron which we possess in abundance. The simple fact is that the world's consumption of iron and steel has increased so much within the last 20 years as to necessitate and stimulate the discovery and utilization of other deposits in all directions. It also explains why attention is turning once more to the titanic ores. In their case the difficulty of treating or reducing them by the hitherto known methods has been practically insuperable, being due to the fact that they are so concerned in this region by the absence of coal. But if this difficulty can be successfully overcome by the use of electricity, as is claimed, it is unquestionably that we are on the eve of a great development of iron and steel-making in Canada, and that this development will largely benefit by the revival. Not only at Bale St. Paul, but all through the Laurentian Mountains, north and south of Quebec, there are immense masses of titanic iron awaiting utilization. In fact, titanic iron is the characteristic mineral of this mountain region in this section of Canada, and it is by electricity, which can be produced in unlimited amount with the aid of our abundant water-powers, it can be successfully and economically treated, we have enough of the raw material in this region to supply iron and steel to the whole world for centuries to come.

## DEPARTMENT STORE IN MILWAUKEE BURNED

**MILWAUKEE, April 17.**—Fire starting early this morning on the top of the Kroger Bros. department store in the heart of the South Side district caused a loss aggregating \$150,000. The fire was confined to the top floor, but the entire stock goods in the structure, valued at nearly \$500,000, was seriously damaged by water.

## CANADA'S WATERWAYS

Strong Demand for the Improvement of Interior Channels of Transportation

With the rapid increase of recent years in the grain crops of western Canada, says Canada, is fully realized that, in addition to the more adequate railway transport, the Dominion must also improve its facilities for navigation through the Great Lakes and the St. Lawrence Canal system, so that the wheat yield of Manitoba, Saskatchewan and Alberta, may find its natural outlet at Canadian, rather than United States ports on the Atlantic seaboard. Twenty-eight boards of trade, voicing the sentiment of business men from Sydney to Vancouver, have joined in a request that the Dominion government should widen and deepen the Welland Canal to twenty feet, and have been given to understand that this will be done as soon as the money required for the purpose is available. When this link between Lake Ontario and Lake Erie was enlarged thirty years ago by the Mackenzie government, it was thought that its capacity would be equal to all the requirements of the future, but for years past it has been apparent that if Montreal, the natural entrepot of this trade, is to hold its own against Buffalo and other United States ports, not only the Welland, but the whole St. Lawrence canal system must be considerably enlarged. The enormous expenditure already made on the Great Lakes canal system will be in vain unless these channels of commerce are kept abreast of the growing requirements of Canada's commercial progress. The minister of railways and canals has announced his intention of pushing to an early completion what is known as the Trent waterway, from Trenton, on the Bay of Quinte, across the province of Ontario by a chain of lakes and streams to the mouth of the Severn River on Georgian Bay, and a large enough appropriation will be taken at the present session to permit of the vigorous prosecution of this work. A comprehensive report is now in course of pre-

## TOO LATE FOR CLASSIFICATION

**ROOMS TO LET.**—Furnished rooms at 29 Bedford street. 17-4

**TO LET.**—By the year or for summer only, part of house at Brookville. Also cottage for summer. H. ADAMS, Telephone 61. 17-4

**BOYS WANTED.**—Press Feeders. PATTERSON AND CO., 107 Gormain street. 17-4

**WANTED.**—Workers on Men's Pants and overalls, to take home. Steady work given. D. ASKINS AND CO., 22 Dock Street. 17-4

**TO RENT.**—Self-contained house, 52 Mecklenburg street. Six rooms, gas, bath, hot and cold water, hot air furnace, concrete cellar. Apply on premises. 17-4

**TO LET.**—Very desirable flat, centrally located, in new law. Present tenant going away. BOX 116, Star Office. 17-4

**Warm Your Lungs, Soothe Your Throat.**

with that grateful cough-breaker and old killer

**DR. WHITE'S Honey Balm**

25c. at all druggists

## RUMOR OF ANOTHER TRANSCONTINENTAL

Which Will Join the Yukon With Hudson Bay

And Will Reduce Distance Between Liverpool and Yokohama, 2,700 Miles

The New York World publishes the following story of a new alleged railroad proposition for the far North road production for the far North-West of Canada.

An important addition to the transcontinental lines of railroad is about to be built by a syndicate of New York and London millionaires. The road will operate between Port Simpson, on the British Columbia Coast, and Churchill, on Hudson Bay.

The proposed road, which is announced as a certainty, will shorten the route from Liverpool to Yokohama, 2,700 miles. It will be 300 miles north of any other transcontinental lines, and will open up one of the richest farming and mining countries in the world.

The Port Simpson and Eastern Railroad Company, which is to build the road is capitalized at \$10,000,000. David B. May, former special agent of the United States Department of the Interior in Alaska, is secretary. He spent sixteen years in the great North-West investigating the possibilities of a railroad, and it may be said that he is the founder of the new undertaking.

Mr. May lives in Seattle, Wash., but is at present stopping at the Waldorf-Astoria. He came to New York to consult with the capitalists who have agreed to finance the scheme.

"I have always believed that the plan was feasible, but I had great trouble in convincing people that the North-Western country is warm and fertile," said Mr. May. "The country has been little explored, and most people believe it to be cold and barren. It is just the opposite. The land, and the Japan current makes it almost tropical. I have never seen such crops of wheat as are raised in the North-West. The country is also wonderfully rich in minerals, and there are millions of tons of fine asphalt.

"Our road will be 1,450 miles long. We expect to run trains from Port Simpson to Churchill in from thirty to thirty-five days. We have already obtained terminal facilities at both places, and in six days expect to have our surveys at work.

"The road will supply an almost direct route from Liverpool to Yokohama. From Liverpool to Churchill the distance is 3,383 miles, and from Churchill to Port Simpson 1,450 miles, and from Port Simpson to Yokohama 4,445 miles. That will be our route compared to the following of other transcontinental roads:—Liverpool to San Francisco, 3,380 miles, New York to San Francisco, 2,590 miles, and New York to Yokohama, 5,140 miles. It is thus seen that we save 2,768 miles to travel.

"I would also like to state that Hudson Bay is open to navigation seven months in the year, and not frozen over most of the time, as is generally believed. We have a contract for two steamers capable of carrying 25,000 tons to run from Port Simpson to Yokohama, and have as sureties from English capitalists that a line will be established from Liverpool to Churchill.

"The country this road expects to develop has 500,000 square miles of the best wheat land on the face of the earth. Fifty bushels to the acre are taken off the farms.

"Another advantage we have over other transportation lines is that the Rocky Mountains in Canada are not so high as they are in the south. Where we cross the highest point is 2,400 feet, as compared to from 6,000 to 7,000 feet where other roads cross.

## Furs Stored and Insured

We Store and Insure All Kinds of Furs during the Summer Months Against Fire and Moths.

WE have the Largest and Best Facilities for this work in the Province. We have Moth Proofrooms Used for this work only.

We will call for YOUR FURS if you telephone us.

Telephone Main 558.

**D. MAGEE'S SONS,**

63 King Street.

MANUFACTURING FURRIERS.

N. B.—We suggest having repairs and alterations done during the summer.

## Good Packed Butter

23c. Per Pound.

4 Quarts Best White Beans... 25c.

10 lbs. Choice Onions... 25c.

A few tubs Good Packed Butter at 21c. lb., by the tub. Also Ham, Fresh Eggs, Evaporated Apples, Prunes, Oranges and Bananas cheap for cash at

**ROBERTSON & CO.,** 552, 554

Telephone 541—Ring 11

St. John, N. B.

## ELECTIONS

Following are the corrected results in yesterday's elections:

### THE NEW COUNCIL

**MAYOR**  
EDWARD SEARS.

**ALDERMEN-AT-LARGE**  
JAMES H. FRINK.  
J. KING KELLEY.  
TIMOTHY T. LANTALUM.  
J. L. MCGOWAN.

**GUYS**  
WILLIAM D. BASKIN.

**BROOKS**  
JOHN B. BAXTER.

**SYDNEY**  
VILLIAM LEWIS.

**DUKES**  
J. W. VANWART.

**KINGS**  
JOSEPH B. HAMM.

**PRINCE**  
JAMES SPOUL.

**VICTORIA**  
HENRY H. PICKETT.

**"DUFFERIN"**  
JOHN WILLET.

**LANDSDOWNE**  
E. M. SPRAGG.

**LORNE**  
ISAIAH W. HOLDER.

**STANLEY**  
JOHN MCGILLICK.

**WELLINGTON**  
WILLIAM A. CHRISTIE.

**QUEENS**  
JOSEPH BULLOCK.

### WARD RESULTS

**WELLINGTON WARD.**

Christie... 239

Slocum... 106

**GUYS WARD.**

Baskin... 167

Tilley... 68

Tait... 108

**STANLEY WARD.**

McGoldrick... 66

Green... 64

**LORNE WARD.**

Holder... 191

McIntyre... 178

**LANDSDOWNE WARD.**

Spragg... 192

Rowan... 172

**DUFFERIN WARD.**

Willet... 181

Cochran... 168

Kelly... 49

**VICTORIA WARD.**

Pickett... 229

Green... 122

**KINGS WARD.**

Hamm... 153

Jones... 111

### IN THE COUNTY

**LANCASTER PARISH.**

Fairville Lorneville

Fairville Lorneville.

### AT LARGE

**GUYS**... 273

**BROOKS**... 118

**STANLEY**... 69

**LORNE**... 148

**LANDSDOWNE**... 193

**DUFFERIN**... 214

**VICTORIA**... 265

**WELLINGTON**... 202

**PRINCE**... 193

**KINGS**... 173

**QUEENS**... 194

**DUKES**... 207

**SYDNEY**... 78

**TOTALS.**... 1914

1897 2056 2326 1531 752

## OXFORD CLOTHS.

For Ladies' Costumes.

For Gentlemen's Suits.

For Little Girls' Dresses