POOR DOCUMENT

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THE LARGEST ASSORTMENT OF

Perfumes

TOILET AND NURSERY POWDERS, SOAPS, SPONGES, BRUSHES, etc. in the city.
The prices are right at the
AT THE
Royal Pharmacy,
47 KING STREET.

Opera House,

THURSDAY, FRIDAY, SATURDAY, Sept. 1,2,3

FIRST TIME IN ST. JOHN.
JOHN C. FISHER'S
STUPENDOUS
$50,000
Musical Production,

The Silver Slipper,

By the Authors of "FLORODORA,"
—with—
OVER—100—PEOPLE,
SPECIAL ORCHESTRA 12.
☞Sale of Seats open Monday, Aug. 29th.
Prices--50c., $1.00, $1.50 and $2

BEST SET TEETH, $5.00.
OUR POPULAR PRICES:
Gold Filling . . . . . From $1.00
Silver Filling . . . . . 50c.
Porcelain Filling . . . . . $1.
Gold Crown . . . . . $3.00 and $5.00
Full Sets Teeth as above $5.00
Teeth Repaired, while you wait . . . . . 50c.
Extracting, absolutely painless . . . . . 25c.
Examination . . . . . FREE
Extracting when teeth are ordered.
We give a written contract to do your work satisfactorily and keep it in repair free of charge for ten years.
Guarantee Dental Rooms,
DR. F. H. DICKIE, Proprietor.
18 Charlotte Street.

Broad Cove Coal,
$7.00 a Chaldron.
Delivered. Tel. 1022.
E. RILEY, -- 254 City Road

TO ARRIVE!
By Donaldson line steamship "Ortha," Scotch Hard Coal. Parties wanting this coal please leave orders early with
CITY FUEL CO.,
77 Smythe Street.
Telephone, 1,021.

Scotch Anthracite Landing.
In all sizes. Delivered in bags or in bulk at the lowest prices. Also Triple X American Lehigh Coal of the highest quality.
GIBBON & CO., 6½ Charlotte St., Smythe St. and Marsh St.

HARD COAL.
To arrive, daily expected—Nut and Chestnut sizes. Leave your order at once.
JAMES S. McGIVERN, Agent,
Tel. 42. 339 Charlotte street.

NEBEDEGA,
If you have Stomach, Kidney or Urinary Disorders drink NEBEDEGA Mineral Spring Water. At Druggists and from GEO. F. SIMONSON.

Dr. RYAN
36 Sydney Street
Hours 2 to 5.
GLASSES carefully fitted at low cost. May return them if not satisfactory.

YORKSHIRE BAR.
Ale and Porter, 4c. per glass or tankard
Highest Award Colonial and Indian Exhibit., London, England, 1886.
J. RHEA. 20 Mill Street.

Important Change in Sailings.
EASTERN STEAMSHIP CO'Y.
(INTERNATIONAL DIVISION.)
Time Table in Effect August 8, 1904.
STEAMERS LEAVE ST. JOHN.
MONDAY—St. Croix, 8 a. m., Eastport, Lubec, Portland and Boston.
WEDNESDAY—Calvin Austin, 8 a. m., Eastport, Lubec, Portland and Boston.
FRIDAY—St. Croix, 8 a. m., Eastport, Lubec, direct to Boston.
SATURDAY—Calvin Austin, 6.30 p. m., Boston direct.
STEAMERS LEAVE BOSTON.
MONDAY—Calvin Austin, 9 a. m., Portland, Eastport, Lubec and St. John. WEDNESDAY—St. Croix, 9 a. m., Portland, Eastport, Lubec and St. John. FRIDAY—Calvin Austin, 9 a. m., direct to Eastport, Lubec and St. John. SATURDAY—St. Croix, 6.30 p. m., direct to St. John.
W. G. LEE, Agent, St. John, N. B.

THE ST. JOHN STAR is published by THE SUN PRINTING COMPANY (Ltd.), at St. John, New Brunswick, every afternoon (except Sunday) at $3.00 a year.
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ST. JOHN STAR.

ST. JOHN, N. B., SEPTEMBER 1, 1904

The average daily circulation of the Star for July was 6,078.

LIBERALS AND THE GOVERNMENT.

Mr. Richardson, editor of the Winnipeg Tribune, aud former Liberal M. P. for Lisgar, answering the accusation that he is a traitor to the cause of Liberalism throws back the charge upon his accusers. He is as faithful a Liberal as he ever was, he declares, and if he is compelled to oppose the present government it is because they and not he have deserted the principles represented by the term "Liberalism."

Defending his position Mr. Richardson takes his stand on the Liberal platform adopted in 1893 and proves that every important declaration in that platform—which is still his confession of faith—has been betrayed by the band of buccaneers who, under the Liberal flag, are misgoverning and robbing Canada today.

He still stands, he says, for "freer trade and reduced taxation," which the Laurier combine has repudiated. He believes in "enlarged markets and reciprocity,' which plank finds no supporters among the government. He holds for 'purity of administration" and says that the Yukon scandals, the Crow's Nest enormity, the Davis contract, the Saskatchewan land deal, the fishery sell out, and the present G.T. P. monstrosity show where the present government stands with reference to that plank. He still believes in "strict economy—decreased expenditure—and asks how he can be expected to support a government which has increased the expenditure from forty to eighty millions in eight years. Mr. Richardson also points out that the government has forsaken the Liberal position with reference to the independence of parliament, the franchise question, the preservation of county boundaries for constituencies, the reform of the senate and prohibition, on all of which questions he maintains the attitude taken by the Liberal party in 1893. How then, he asks, is it possible for him to support "the Liberal governments of the Dominion and the provinces," who openly flout the priciples enunciated in the platform of the National Liberal convention quoted above, and himself remain true to "the cause of Liberalism."

Here, undoubtedly, are expressed the opinions of thousands in Canada who viewed with high hopes the entrance of the Liberal party into power in 1896 and who are sick with disappointment today. In every constituency you will find them—stalwart, self-thinking men to whom Liberalism stands for something more the holding of office and the listribution of patronage, and who bitterly resent the prostitution of the name that stands for their cherished principles, for the enrichment of a gang of opportunists to whom principles are only subjects for sneering. It is with these as well as with the great and growing number who pin their faith to Liberal-Conservative doctrine that the Laurier government must reckon in the coming election.

AT LIAO YANG.

The world awaits eagerly some decisive word from the red field of Liao Yang. The first day's fighting was favorable to the defending Russians, and the second engagement was without marked advantage to either side. The issue probably hangs on the result of today's encounter.

Kuropatkin's desperate stand, after a long and continuous retreat indicates that he is either in a position which he is confident of holding or that he has been so cornered that he can retreat no farther. The nature of the Japanese advance, together with the fact that telegraphic communication from the Russian rear was cut off all day yesterday, lends weight to the latter theory. If the Japs have really succeeded in creeping around in the rear of the Russians, Kuropatkin's only hope of escape is a crushing victory which shall scatter his opponents, and open a road for advance or unharrassed retreat. If he fails to do this Russian will receive a blow in comparison with which all the previous disasters of the unfortunate campaign will be trivial.

In viewing the situation it must be remembered that all the reports of the fight, so far, have come from Russian sources. The Japanese generals are too busy to write despatches.

Today the Canada Eastern Railway, a company built road which proved unprofitable, passes under the ownership and control of the government. And today a commission is sitting in Ottawa arranging for the construction by the government of a road which is bound to be profitable and which is to be handed over to the ownership and control of a private company.

It is to be hoped that the new Bishop of Nova Scotia is something of a diplomat, as relations between certain divisions of his flock seem to be greatly strained.

THE HIGHWAYS.

(Clinton Dangerfield in the September Century.)

When Nature held our woods in fee.
When from the tangled thickets rose
The fawn, new-born, and every glade
Did her sweet citizens disclose.

Then were her highways beautiful;
For where her growths were overthrown
She sowed fresh life, and many a bud
Did for those deaths atone.

Now all her artless plans are mocked.
Through every byway, road and lane
We toil incessantly and spoil,
But do not build again.

And tired eyes grow wearier still
Where stripped and stark the roadsides lie—
God's pity that their robes of green
Man should to them deny!

FREAKS OF SPEED IN BATTLESHIPS.

Cruise of Squadron to European Waters Develops Difference in Vessels of Same Type.

WASHINGTON, D. C., Aug. 28. — Many important facts have been developed by the cruise of the battleship squadron to European waters. One of these was that, although rated at much the same speed, some of the ships are far faster than others, while some burn a great deal more coal than others of the same engine power. As the basis of the efficiency of the fleet is homogeneity of squadron, the navy department is giving these questions close study.

One of the battleships averaged a rate of 3.15 knots for each ton of coal consumed, while another averaged only 2.46 knots per ton. Of two sister ships in the squadron, and it is not stated whether these were the eighteen knot Maine and Missouri, or the sixteen knot Illinois and Alabama, one burned fifty per cent. more coal than the other. The difference was due to the fact that the foul bottom of one made its progress more difficult. It had not been in dock for a bottom cleaning for nearly a year.

Some officers use this as an argument for docking oftener than once a year, which is now the system. Formerly the ships were sent into the navy yards for overhauling twice every year. Former chief constructor Bowles advised against this because the funds available for repairs were not sufficient when the work was done in two jobs.

It is a question if the battleship squadron will go to European waters next year. Among the officers, especially the younger ones, there is a strong feeling that the summer should be spent on the North Atlantic coast rather than on a foreign station. This is not because the officers desire to visit American watering places. It is due to the desire of many of them to see their families.

Travellers' Guide.

Passenger service to and from St. John, in effect July 4th

DEPARTURES.

By Canadian Pacific.

Express for Boston	6.45 a. m.
Suburban	9.25 a. m.
do.	1.10 p.m.
do.	5.05 p. m.
Express for Fredericton	5.05 p. m.
Express for Montreal	5.35 p. m.
Express for Boston	6.50 p. m.
Express for Fredericton	6.10 p. m.
Suburban	10.00 p. m.

By Intercolonial.

Express for Halifax, Campbellton, Pictou and Sydney	7.00 a.m.
Mixed train to Moncton,	8.00 a.m.
Express for Pt. du Chene	11.10 a.m.
Express for Moncton, Point du Chene, Pictou and Halifax	11.45 p. m.
Suburban for Hampton	1.15 p.m.
Express for Sussex	5.15 p. m.
Suburban for Hampton	6.15 p.m.
Express for Quebec and Montreal	7.00 p. m.
Suburban for Hampton	10.40 p.m.
Express for Halifax and Sydney	11.25 p. m.

By New Brunswick Southern.

Express for St. Stephen	7.50 a. m.

ARRIVALS.

By Canadian Pacific.

Suburban	7.50 a. m.
Express from Fredericton	8.55a. m.
Express from Boston	10.40 a. m.
Express from Montreal	11.20 a. m.
Boston express	11.15p. m.
Suburban	12.10 p. m.
do.	3.20 p. m.
do.	7.50 p. m.

By Intercolonial.

Express from Halifax and Sydney	6.25 a. m.
Suburban from Hampton	7.45 a.m.
Express from Sussex	9.00 a. m.
Express from Montreal and Quebec	12.50 p.m.
Mixed from Moncton	3.10 p. m.
Suburban from Hampton	3.30 p.m.
Express from Pt. du Chene	5.05 p.m.
Express from Halifax, Pictou and Campbellton	5.15 p. m.
Express from Halifax, Sydney and Pictou	6.45 p.m.
Suburban from Hampton	10.05 p.m.
Express from Sydney, Halifax and Pictou (Sunday only)	1.35 a. m.

New Brunswick Southern.

Express from St. Stephen	7.10 p. m.

STEAMBOAT SERVICE.

By Dominion Atlantic.

S. S. Prince Rupert leaves St. John daily (except Sunday) at 7.45 o'clock, arriving from Digby about 5 p. m.

By Eastern S. S. Co.

Steamer leaves St. John at 8.00 a. m. on Monday and Wednesday for Lubec, Eastport, Portland and Boston; Fridays at 8 a. m. for Eastport, Lubec and Boston. Calvin Austin leaves 6.30 p. m. on Saturdays for Boston direct.

By Grand Manan S. S. Co.

Leave St. John (Turnbull's wharf) at 10.00 a. m. on Tuesdays for Grand Manan, Campobello and Eastport. Returning leave for St. John on Mondays at 7.30 a. m.

Star Line—St. John River.

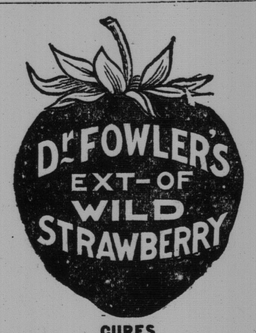
Leaves St. John daily, except Sunday, at 8.30 a. m. for all points up to Fredericton. Returning, leave Fredericton at 8 a. m., due in St. John at 3.30 p. m.

Belleisle Bay.

Steamer "Beatrice Waring." See advertisement on page 6.

Hampstead Steamship Co.

Steamers Elaine and Hampstead run to Wickham, Oak Point and Hampstead For time table see advertisement.



CURES
Dysentery, Diarrhoea, Cramps, Colic, Pain in the Stomach, Cholera, Cholera Morbus, Cholera Infantum, Sea Sickness, Summer Complaint, and all Fluxes of the Bowels.
Has been in use for nearly 60 years and has never failed to give relief.

LOCAL NEWS.

The meeting of the Carleton Athletic Association called for last night has been postponed till next Wednesday night at 8 o'clock.

There will be football practices on the C. P. R. field, Bay Shore, both tonight and tomorrow evening. All members are requested to attend.

In spite of the sermon preached by Dean Partridge last Sunday the Fredericton Tennis Club have decided to run their Sunday excursion. The affair is creating great interest and the course of events is being closely watched. The dean was an invited guest at the meeting of the club last night, but the arguments failed to convince him and at the close he said he was still of the same conviction.

GRAND TRUNK TRAIN WRECK.

Nine Killed and Twenty-Three Injured in Head on Collision Yesterday.

MONTREAL, Aug. 31.—Nine people were killed and twenty-three others wounded in a head-on collision on the Grand Trunk railway near Richmond, Quebec, this morning. The trains involved were a special excursion from Montreal bound for Sherbrooke and passenger train No. 5, running between Island Pond, Vt., and Montreal. The collision was due to neglect of orders on the part of the train crew of the excursion train, which left Richmond without awaiting the arrival of the passenger train. Following is the official list of killed:

Fred Bowering, married, South Durham.

F. H. Hackett, route agent, Canadian Express Co., Montreal.

Unknown man from Beloeil.

W. F. Mountain of Carter, Galbraith & Co., Montreal.

Boy named Dubord, supposed to be from Arthabaska.

Ephrem Gaudette, St. Theodore, de Acton.

J. B. Blanchet, M. P., St. Hyacinthe.

Charles A. Simard, St. Hyacinthe.

A. Theodore Richard, Lisgar, Que.

The excursion train was running as the first section of the regular Grand Trunk Portland express, which usually crosses the Island Pond train at Richmond, and was running on its time. This makes it all the more inexplainable as to why Conductor Atkinson, in charge of the excursion train, did not wait to make the usual crossing. Atkinson, who lives in Melbourne, right across the river from where the wreck took place, has not been seen since the first few minutes after the wreck.

"The mould of a man's fortune is in his own hands;" but the metal for the mould must often be heated by the little want ads.

"THE SILVER SLIPPER."

"The Silver Slipper" is set in magnificent surroundings and in his production of this latest musical comedy success Mr. Fisher maintains his well-known reputation for liberality by the manner in which he costumed and staged the play. In one scene alone—the ball room scene of the last act—the stage is filled with richly attired men and women and is a marvel of richness and color. The gowns and costumes were all imported and an idea may be had of the magnitude of this production when it is known that the costumes alone for this production cost over $20,000, twelve of them costing $500 each.

During the engagement at the Opera House the complete production in every detail will be seen. There will be the same gorgeous and elaborate costumes, the same dazzling scenic effects and the original New York company, the highest salaried ever sent on tour with a musical comedy. The company numbers 100 in all.

SWEET CAPORAL

CIGARETTES
STANDARD OF THE WORLD

Dowling Brothers,
95 and 101 King Street.

BALANCE OF SUMMER MUSLINS
AT A GREAT REDUCTION IN PRICE.

FINE FRENCH ORGANDY MUSLIN. FINE SCOTCH FLAKE VOILE with Roman Stripes—White grounds with pink, grey, black, navy, bluet, light blue, linen, heliotrope, green and red stripes and floral designs, all 30c. and 35c. goods, at 15c. yard.

LINEN TOWELS, 18x30, Special 25c. pair. TURKISH TOWELS, for the Bathing Season, 15c., 18c., 25c. and 55c. each.

MEN'S TWO-PIECE BATHING SUITS—Navy blue bordered with white, light blue and red; only a small lot left. Now only 75c. the Suit.

DOWLING BROTHERS, 95 and 101 King Street

The Attractions of Our Stores Are Their Low Prices.

D. A. KENNEDY,
(Successor to WALTER SCOTT.)
32—36 King Square, St. John, N. B.

The Greatest Bargain Giving Sale Ever Offered to the Public.
THE WHOLE STOCK MUST BE SOLD.
Dress Goods, Dress Linings, Dress Braids, Hamburgs, Ladies' Vests, Ladies' Corsets, all kinds of Hosiery, Lace Curtains, Table Linens, Napkins, Men's Colored Shirts, Men's White Shirts, Shaker Flannels, Face Veilings, Floor Rugs, Men's Shirts and Drawers, Pins, Needles, Buttons.
THE EARLY SHOPPERS HAVE FIRST CHOICE.

RUINED.

Jason Epps, colored, came from an alley-way and sank upon the nearest door-step. His proud head dropped upon the broad bosom of his pink-striped shirt, and in this attitude of despair he was found by one of his friends.

"What's the matter wif you, Jase? You is lookin' beat out."

"I is," replied Mr. Epps mournfully. "I's down on mah luck."

"Been shootin' de bones?"

"Yes, sah."

"Ain't dey comin' right?

"Ain't comin' at all."

"What did de gang do to you?"

"Dey wiped me out."

"Shoo, is dat so?" This in a tone of grieved surprise.

"Yes, sah, dey cleaned me clean."

"How much did dey git?"

"Forty cents."

VALUE OF A NAME.

Nelson, a thrilling little English town to which Andrew Carnegie proposes now to give a library, is a living instance of the value of a name. Not long after the battle of Trafalgar, some tinker, tailor or other person called it after the naval hero. There was nobody on the spot from whom to expect custom, but the road led to and from populous districts. Travellers stopped at the place and presently a cottage or two began to rise; then more of them, and the name of the public house answered for the whole. That was the nucleus of the present town. Now 40,000 people live around the site which the old innkeeper chose and called after the name of his hero.

THIS EVENING.

Business meeting at People's Mission, Waterloo street.

Silver Slipper at Opera House.

Concert at the Synagogue.

Supper in vestry of Main street Baptist church.

DEATHS

LEGER—At her father's residence, No. 2 Millidge Lane, on the 31st August, Catherine E., second daughter of Stephen B. and the late Honora Leger.

Funeral will take place on Friday morning at 8.30. Requiem high mass at 9 at Holy Trinity church.

PULP MILL FOR SALE.

Property and works of The St. John Sulphite Pulp Company, Limited (in liquidation), situate at Mispec, Saint John County, New Brunswick.

The Mill Property of the Company comprises over three hundred acres. Works are situate on the Mispec River, a quarter of a mile from the sea and six miles by water from the City of Saint John. The wharf accommodation is ample. Works are new and substantially built of pressed brick, fitted with modern and up to date appliances, including electric plant, and are capable of producing two hundred tons of pulp per week. There is room in the present building for additional plant, which when installed would double the output. The mill dam is substantially built of stone and is about fifty feet high. The water is taken to the turbine wheels in an iron flume five feet in diameter, which gives ample supply for driving machinery and pulp making.

Tenders for purchase of above described property will be received from the undersigned up to October first, 1904, the highest or any tender not necessarily accepted. Further information will be supplied on application.

EZEKIEL B. KETCHUM,
JOSEPH A. LIKELY,
Liquidators.
St. John, N. B., July 27th, 1904.

School Boots
FOR THE CHILDREN.

We have opened a splendid assortment of Boys' and Girls' School Boots in Pebble, Grain, Calf and Kid, all sizes and styles. Bring or send the children here, we will fit them with the right kind and at the right price. These goods are all new---no old or shop worn goods at any price.

Sanborn's Shoe Store
393 MAIN STREET, North End.

TAKE NOTICE.

Removal Sale Is Now Going On at E. Marcus's, No. 35 Dock Street.

I will remove to my new quarters, (No. 30 Dock St.) on or about the middle of Sept. My stock must be sold before moving, at any cost, so as to save expense.

Parlor Suites, regular price $30.00; sale price $19.75.

Bedroom Suites, regular price $15.00; sale price $10.50.

Lounges, regular price $6.50; sale price $4.15.

All our stock is reduced below cost for removal sale. Now is your golden opportunity—it may not occur again for a long time.

I have also a better line of all kinds of furniture that will be sold below cost.

Goods sold on easy tems as usual.

E. MARCUS, 35 Dock Street.

3,000 MORE PACKERS STRIKE.

CHICAGO, Aug. 31. — The efforts of President Donnelly, of the Butchers' Union to spread the strike against the packers throughout all trades connected with the packing house industry were only partially successful today. The first step was in calling out the men employed by the independent packers and the stock handlers still at work for the packers against whom the original strike was made. The total number of men who quit work today in response to the appeals of President Donnelly was about 3,000.

Every dollar is a servant—and should be kept busy; else the servants become the masters. Work for dollars can be found through the want ads. as readily as work for men.

CHASED BY A BEAR.

A correspondent in Hamilton Mountain writes the Star of the narrow escape James Balmer, of that place, had from being the victim of a bear. Mr. Balmer when returning home from Brown's Corner on Tuesday encountered a large bear in a lonely and wooded part of the road. Contrary to custom, the animal showed fight and started for Mr. Balmer. Fortunately that gentleman is very fleet of foot and after a long and losing chase Bruin gave up the job.

STRIKE ON CENTRAL RAILWAY.

A statement has been signed by eight men of the New Brunswick Coal and Railway Company saying that the railway company advertise for men at $1.50 per day, and that when the men come they get only $1.25, accomodation is very scarce and the men are going to strike. It is further stated that the James Barnes Construction Company paid $1.50 last year, and that good accommodations were then provided.

The railway people say no set rate of pay was promised. The strike was due to some new men coming into the gang and inducing all to strike for $1.50 a day. The company states that it has nothing to do with the accommodations and also that some of the men were not of a desirable class.

ABOUT THE VITAGRAPH PICTURES.

With reference to a paragraph which appeared in yesterday's Sun about St. John not taking advantage of the American Vitagraph Co.'s offer, Mrs. Olive, of the Tourist Association, states that she wrote to Mr. Cohen, the manager in July. He answered that he would be back here about exhibition time, when arrangements for taking pictures might be made.

Ungar's heavy pliable finish leads.