

POOR DOCUMENT

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THE STAR, ST. JOHN. N. B., THURSDAY, JUNE 6 1907

CLASSIFIED ADS.

ONE CENT PER WORD per issue is all it costs to insert advertisements like those appearing below in the lively columns of THE SUN or ST. JOHN. This ensures them being read in 6,500 St. John homes every evening, and by nearly 8,000 people during the day. SUN and STAR Classified ads. are veritable little busybodies.

6 Insertions for the price of 4

Store Open Till 8 P. M.

Our Young Men's Suits.

We take special pains in providing just the right kind of clothes for the young men of 16 years of age or upwards. Our suits have the desired amount of style in cut and make-up, while the fabrics are the most appropriate.

We think we know exactly what the young fellows want to wear and we have made ready for them.

Suits \$5.00 to \$15.00

Union Clothing Co.

26-28 CHARLOTTE STREET.

Old Y. M. C. A. Building. ALEX. CORBET, Mgr.

PARLOR LAMP SALE!

10 of Last Year's Stock Left.

Will be sold for 25 to 50 per cent discount.

Now Lamps for Wedding Presents.

ST. JOHN AUER LIGHT CO.

Tel. 873. 19 Market Sq.

A HUNDRED YEARS OF STEAM VESSELS

Progress From the Clermont to Ocean Hotel

What Has Been Done in Century Since Best First Made Its Trip on the Hudson.

It will be one hundred years on August 7 next since the Clermont, the first practical steam vessel, made her maiden voyage from New York to Albany. This vessel proceeded without stopping from New York to Clermont, the home of Robert Livingston, who was helping Robert Fulton, the builder of the Clermont. The distance was 110 miles. After a stop of twenty hours she proceeded to Albany.

Then she went back to New York and made the trip in thirty hours, at an average speed of five miles an hour. In less than a month the Clermont was plying regularly between New York and Albany and established the practicability of steam vessels for trade.

The Clermont was 135 feet long, 18 feet broad, 7 feet deep and of 150 tons displacement. The diameter of her wheels was 15 feet.

In one hundred years the steamship has very nearly driven the sailing vessel off the seas. When Fulton first suggested the idea he was laughed at. When it was suggested that steamships would cross the western ocean the idea was said to be senseless and before the Savannah, the vessel first to cross using steam, made her trip eminent engineers said that no vessel could be built large enough to carry the necessary amount of fuel. The Savannah made her first trip in twenty-five days and she used sails when the winds were favorable. Clipper ships crossed in less than half that time, and now if a hurried steamer does not get to the other side in less than six days it is disappointed.

To grasp the advance made in the century compare the Clermont with the Lusitania, the big turbine driven vessel of the Cunard Line, which will make her first voyage across the ocean early this summer. This vessel is the largest of all ocean steamships. She measures 290 feet from end to end. Her beam is 33 feet. She displaces 45,000 tons, and her turbine engines will develop about 70,000 horse power, which it is expected will drive the vessel at the rate of 25 nautical miles an hour.

At this speed she will make the trip from Queensport to this port, which is about 2,800 miles, in 4 days 12 hours. The fastest trip hitherto made was by the Lusitania, 5 days 7 hours 23 minutes. She will make the trip to Plymouth, 2,800 miles, in about 4 days 12 hours. The Deutschland made that journey in 5 days 7 hours 35 minutes.

The Lusitania is to make 25 nautical miles, or 28.75 statute miles, an hour. The Clermont for 30 hours averaged five miles. There have been steam vessels of about the same size as the Clermont that have made between 25 and 40 miles an hour. These are torpedo boats, or steamers built for speed only.

VESSELS BY WIRELESS.

Sir Hugh Bell, president of the Iron and Steel Institute in London, recently predicted that within the next century vessels would cross the Atlantic propelled by wireless, and that power would be transmitted from Niagara Falls. This statement may seem wild, but it is probably no more so than the idea of steam navigation seemed one hundred years ago.

Fulton was not the first to apply steam to navigation. A steam vessel had been tried on the Clyde in 1789, and by engineers named Rumsey and Fitch in American waters in 1785-87, but Fulton was the first to make a success of his vessel.

The first steamship to go out on the ocean was the Phoenix, a queer looking craft, but a marvel in her day. She was built by Fulton in 1800 and made a trip from New York to Philadelphia, starting on June 8, and arriving at her destination on June 17. She was a low, rakish looking craft, fitted with a small engine and rigged with two long masts on which sails were carried.

From the Clermont steam navigation began to be a success. Other vessels followed, and with improvements in model and in machinery speed was increased. The engineers then used steam as an auxiliary to a large extent and sails were carried on all vessels and used whenever possible, while the engines were used in calm or adverse winds.

From the river the steamers soon went out to sea, and regular steam packet communication was established between coast ports. In 1819 the Savannah crossed the Atlantic.

She was built as a sailing ship to ply between New York and Savannah and was launched at Cortlandt Hook, New York, on Aug. 21, 1818. She was then purchased by some Savannah merchants and fitted with steam machinery and paddle wheels. The wheels were made to fold up so that they could be laid on the deck when not in use.

She left Savannah on May 26 and reached Liverpool in twenty-five days, using steam eighteen days. The log of this vessel, still preserved, notes that several times during the voyage the wheels were taken in and laid on deck in thirty minutes.

Then the Savannah went to Cronstadt, and an effort was made to sell her to the Russian government, but this failed, and she returned to Savannah, taking fifty-three days for the voyage. There her machinery was taken out and she finished her days as a sailing vessel, finally being wrecked off the south coast of Long Island.

A BRITISH STEAMER.

The Enterprise, a British vessel 122 feet long, went from Calcutta to London in 113 days, ten of which were spent in the voyage. The Enterprise was the first steamship to cross the Atlantic, taking fifty-three days for the voyage. There her machinery was taken out and she finished her days as a sailing vessel, finally being wrecked off the south coast of Long Island.

It was not until 1838 that any real success was made in the way of crossing the Atlantic under steam. In that year two large vessels, the Sirius and the Great Western, were built. The Great Western was kept on the service until 1843, making in all sixty-four voyages, and her best time was 12 days and 16 hours.

The Sirius was withdrawn from the service and her place taken by the British Queen, a vessel that cost \$450,000 to build, exclusive of her machinery, which cost \$120,000. She was 275 feet long, 37 feet 6 inches wide and 27 feet deep. Her paddle wheels were 30 feet in diameter.

She made the trip from Portsmouth to New York in 1839 in 14 days 12 hours and the trip home in 13 days 12 hours. The first President followed, and she was lost at sea.

The first vessel of the Cunard Line was the Britannia, built in 1840. She was 270 feet long, and had an aggregate tonnage of 4,000. The Britannia made her first visit to this country on this vessel, and described the passage in his "American Notes".

Builders then tried to outdo each other in the size of the vessels they turned out and many costly experiments were made. The Cunard Line was established, and the early vessels of this line were similar in type to the Great Western, being about 250 feet long and having side wheels which grew in size with each ship, and fitted with masts on which sails were carried as auxiliaries to the steam.

Builders experimented with iron vessels and several small ones were constructed, and they were successful. Experiments were made, too, with screw propulsion.

The Cunard Line was followed by the Collins Line and the Inman Line, and in 1850 the New York and Havre Steamship Company and the Vanderbilt Line were established. The last paddle wheel steamer to be built was the Scotia, which was launched for the Cunard Line in 1861.

While vessels were being developed for the Atlantic service on both sides of the ocean the British were active with vessels for trade on the Pacific and other waters, and the types built were in a way very similar to those built for the Atlantic service, but all the vessels were of moderate size and used sails as auxiliaries to their engines.

ATLANTIC SERVICE.

It was the Atlantic service that did most to develop the steamship, though, and soon builders made big jumps in size and power. The Great Britain came out in 1842. She was then termed "a huge leviathan." Her total length was 321 feet, beam 51 feet, depth 22 feet, draught 16 feet and tonnage measurement, 3,443 tons. She carried 1,200 tons of coal and her engines developed 1,500 horse-power.

The hull was built of iron. She was rigged with five masts and was driven by a screw propeller.

MISCELLANEOUS.

MUSICIANS WANTED—Three or four good musicians to go to Camp Sussex with 6th Regt. Band, June 15th. Good wages paid to musicians. Address Box 67th Regt. Band, Woodstock, N. B. 4-6-1.

The Great Britain crossed in 1842 in 14 days 21 hours, averaging 12.1 knots. She was improved, made two more voyages and then stranded on the Isle of Man. She was not injured much, but put her backers in financial difficulties, and later she was put on the Australian service. Then she was changed to a sailing ship, and was finally stranded in 1888 at the Falkland Islands and was broken up.

In 1849 the Arctic of the Collins Line, was built. She was 282 feet long, 32 feet deep, 45 feet beam, and 20 feet draught. This line soon had a good fleet of vessels, but was unfortunate. In 1854 the French steamer Vesta ran into the Arctic in a fog off Cape Race, and only 46 persons out of 288 were saved.

The Pacific, of this line, left Liverpool in 1856, and was never heard of again. The Adriatic was built, and she was a finer ship than any yet built, but the losses of the line ruined it.

GREAT EASTERN.

The Great Eastern was a vessel built long before her time. She was too large, and in trying to combine sailing, paddle wheels, and screw propellers she proved a costly failure.

She was started in 1852, and her dimensions were 680 feet long, 83 feet beam, or 113 feet over the paddle boxes, and 12,000 tons displacement. She was the largest vessel ever built until the Celtic came out in 1901.

She could carry 1,000 passengers, 12,000 tons of fuel, and 5,000 tons of merchandise. The screw engines indicated 4,000 horse-power, and the paddle engines 2,800 horse-power.

She was launched in 1858, and made a trip to this port in 1859. A year after this she was laid up, and was later used as an engine house for the shipyard. She was broken up in 1901.

In 1870 the White Star Line, then known as the White Star and Germanic, two vessels 465 feet long, built of iron, and fitted with compound engines driving screws. The day of the paddle wheel, except for small draught vessels, had gone.

These engines developed 5,000 horse-power, and the vessels carried 220 cabin and 1,100 steerage passengers and 150 in the crew. Their voyages took about eight days ten hours.

Since then improvements have been made steadily in ocean vessels, and now the huge floating hotels, built of steel, with engines of from 25,000 to 50,000 horse-power, can cross the ocean in five days, and to do this they consume as much as 1,000 tons of coal a day.

BOND IS NOT SURE OF THE ADVANTAGES OF UNION

LONDON, June 6.—The West India Club gave a dinner tonight at Hotel Cecil in honor of Sir John Bond, the premier of Newfoundland.

Joseph Chamberlain sent a letter apologizing for his absence, and Sir Robert in reply to a toast to his health said that while he was not prepared to say that the union of Newfoundland and Canada was most conducive to the welfare of the British Empire, he was constrained to say that such a union at present was neither desirable nor within the region of practical politics.

MAY HAVE PREVIOUSLY OPERATED IN ST. JOHN

HALIFAX, June 5.—Robert Wilson, who is in custody here on a charge of uttering forged checks, is thought to have operated in St. John before coming to Halifax.

G. W. G. Bonney, manager of the Bank of British North America, has received several checks for small amounts dated St. John and payable to the order of James Walsh, Halifax. No account is held by any such man here and the police believe that Wilson and Walsh are the same.

BRITISH PREMIER TO WED.

NEW YORK, June 5.—A special cable from London says: "According to a rumour, the people of Great Britain are on the eve of a great social sensation. It is asserted that the Premier, H. Campbell-Bannerman, is to marry again."

Lady Campbell-Bannerman died last August, at Montreal.

It is said that the woman who nursed her through her long illness was the second wife of the Premier, who is now seventy-one years of age.

ARTICLES FOR SALE

FOR SALE—Farm, hundred acres. Four hundred dollars. Address Guy Waters, care of Imperial Oil Co. 4-6-1.

FOR SALE—One double-seated Phaeton, Crothers make, in good order. Will sell cheap. Apply at 603 Main street. 4-6-1.

FOR SALE—One boiler, 30 h. p., 12x34 feet, with fittings and smoke-stack, will be sold at a bargain. Can be seen and tested at Glue Factory, 14-6-1.

FOR SALE—One Black Driving Horse, Tel. 1570 or at 27 Metcalf St. 3-6-1.

FOR SALE—Saw mill edge, good new, latest improved, made by St. John Works. Also 400 ft. sawdust chain. Inquire of Chas. T. White & Son, East Apple River, N. S. 25-1-1.

SECOND HAND PROOF PRESS

For sale in good condition. Size 20x28. Apply Sun office.

FOR SALE—New 300 Bala Wagon and others. Sold cheap. 309 Charlotte street. West. 15-1-1 mo.

FOR SALE—One Double Seated Car, Automobile, Apply at THE 2 BARRICKS LTD., 100 Princess. 28-4-1.

FOR SALE—A set of shorthand instruction books, (Isaac Pitman system). Only in use a short time. Will be sold at a bargain. Box 150, Star Office. 20-4-1.

FOR SALE—At Duval's Umbrella Shop, self-opening Umbrellas, 50c. up, ordinary, 50c. up. L. S. Cane. We use no other in our chair-resting. Perfect for painting and greatest facilities for carrying repairing. A. G. EDGECOMBE, 115 and 119 City Road. 6-12-1.

BUSINESS CARDS

MISS WASSON—Pianoforte tuner, will take pupils after June 10th. 150 Broad street. Tel. 1883 riv. 15-5-1 mo.

FIREWOOD—Mill Wood cut to stove lengths. For big load in City 11:35; in North End 11:00. Pay the driver. This wood is just from mill. MURRAY & GREGORY, Ltd., Phone 551. 5-6-1.

JOS. WHITELY, Piano and Organ Tuner, 158 Carmarthen St., St. John. Phone 1567. 25-1-1 mo.

J. D. McAVITY, dealer in hard and soft coal. Delivered promptly in the city. 29 Brussels street.

WM. L. WILLIAMS, SUCCESSOR TO M. A. PLAN, Wholesale and Retail Wine and Spirit Merchant, 110 and 112 PRINCE WM. ST. Established 1874. Write for family price list.

JAMES G. McGIVERN, Agent, No. 4 Mill street, sells real, good coal, especially adapted for cooking stoves, and also both Scotch and American Hard Coal. Prompt delivery with our own teams. Telephone 124. 8 July-1 yr.

A. FITZGERALD, 25 Dock street, Shoes, Shoes and Rubbers repaired. A full line of Men's Boots and Shoes at reasonable prices. Rubber heels attached, 50c.

F. C. WEAVER, Car, Artist, Engraver, 15 Electrotypers, 59 Water street, St. John. N. S. Telephone 382.

HAVE YOUR PAINTER, PAINTING AND WHITENING done early, already. Very moderate prices. F. W. EDLINGTON, 53 Sydney street, Home, 10 Market Square, Telephone 1611.

ST. JOHN PULP CO. can give you cheaper dry wood than any other fuel company in St. John. We also keep in stock the celebrated Springfield Coal, especially adapted for cooking stoves, and also both Scotch and American Hard Coal. Prompt delivery with our own teams. Telephone 124. 8 July-1 yr.

WILLIAM H. PATTERSON, Graduate Doctor of Optics, 35 Brussels street, Glasses perfectly right, two years ago may be far from right now. We will examine your eyes FREE and only recommend a change if absolutely beneficial. 8-3-1 yr.

E. LAW, Watchmaker, 3 Coburg St.

DOMESTICS WANTED

WANTED—AT THE ROYAL HOTEL, one chamber girl and one kitchen girl. 3-6-1.

FOR SALE—One large Refrigerator, the same being destroyed for rent, will be sold on Friday the 7th instant, at 12 o'clock, in rear of No. 14 King street, West End.

R. HOFFER, Bailiff, St. John, N. B., June 6, '07.

WANTED—Cook and upstairs girl, Union Hotel, 124 Union street. 5-6-1.

WANTED—Good girl for general housework in small family. Apply Mrs. Charles McDonald, 199 Douglas Avenue. 5-6-1.

WANTED—At once, Housemaid, willing to help with care of children. Apply, Mrs. F. P. STAIR, 51 Carleton street. 5-6-1.

WANTED—At Clifton House, one dining room and one scrub girl. 5-6-1.

WANTED—A competent housemaid. References. Mrs. J. Harrison, 19 Wellington Row. 1-6-1.

WANTED—Capable girl. Apply Mrs. J. S. McLaren, Paddock street. 31-5-1.

WANTED—Girl for general housework. No washing. 27 Dorchester St. 1-6-1.

WANTED—A good girl for general housework. Reference required. Apply to MRS. FAIRWEATHER, 31 Cliff. 4-6-1.

A GIRL WANTED at DUFFERIN HOTEL. 4-6-1.

WANTED—Capable girl for general housework. Wages \$17. References. Apply MRS. WM. E. ELLIS, 76 Sydney street. 5-6-1.

WANTED—Girl for general housework. Apply MRS. W. M. P. HARRING, 405 Main street. 3-6-1.

WANTED—Housemaid. Apply MRS. JAMES S. HARDING, 24 Germaln street. 3-6-1.

WANTED—A capable girl for general housework in family of three. Good wages. Apply to MRS. H. G. McBEATH, 123 St. James street. 27-5-18.

SERVANT WANTED—Girl to do general work. Good wages paid to a capable person. References required. Apply 158 Germaln street. 15-5-1.

WANTED—General girls, cooks and housemaids can always get best places and highest pay. Apply Mrs. Hanson, Employment Office, 135 Charlotte St. 2-6-1.

SITUATIONS VACANT--FEMALE

WANTED.—Cookmaker, steady employment, no slack time, best wages. A. GILMOUR, 65 King St. 6-6-1.

WANTED—Girl wanted, permanent situation. Apply AMERICAN STEAM LAUNDRY. 6-6-1.

WANTED—Three experienced waitresses. Apply SCAMMELL'S, 65 Charlotte street. 5-6-1.

GIRLS WANTED—Apply D. F. BROWN CO. 3-6-1.

WANTED—Girl for dry goods store. References required. Apply H. H. LATWOOD & HATY, 282 Brussels street. 3-6-1.

WANTED—Girl waitresses for Rockwood Park. Apply at FRANK WHITE ATEHING CO., 90 King street. 1-6-1.

WANTED—Knee pant and overall makers to take work home. Steady work. Apply 38 Dock street, D. Ashkins & Co. 5-6-1.

GIRLS WANTED—Girl pant makers wanted, also to learn trade. Paid while learning. A. Levine, 19 Canterbury street. 11-3-1.

IF YOU WANT male or female help or a better situation in St. John or Boston, try GRANT'S Employment Agency, 69 St. James street, West side. 5-6-1.

SITUATIONS VACANT MALE

WANTED.—Boy. Apply Le Baron Wilson and Co., Tailors, Germaln St. 5-6-1.

WANTED—We want a first class Shoemaker. Steady work and highest wages. WATERBURY and RISING. 5-6-1.

WANTED—Two boys to learn the retail shoe business. WATERBURY and RISING. 5-6-1.

WANTED.—Shurt, neat porter for saloon. Apply 136 Union street. 5-6-1.

WANTED—At once, second bread baker, steady employment. Apply 134 Metcalf street, McKell's bakery. 5-6-1.

WANTED—A smart youth, about 15 years of age, for stockroom. Must be able to read and write well. Good recommendations necessary. Apply Dunlop Tire and Rubber Goods Co., 34 Mill street. 4-6-1.

WANTED—A strong boy to work in confectionery store. Good wages. Apply evenings at 607 Main street, Ramsey Bros. 5-6-1.

WANTED—Agents to work for a first-class accident and sickness insurance company. Issues all kinds of accident and sickness insurance. Good commissions to right men. Apply to W. J. INGRAM, Prov. Manager, 82 Prince Wm. St., St. John, N. B. 3-6-1.

WANTED—1 Yard Man at VICTORIA HOTEL, King street. 3-6-1.

BOY WANTED—One who has had some experience on presses. PATERSON & CO., Germaln street. 22-5-1.

Harbor Salmon and Shad.

SMITH'S FISH MARKET

TELEPHONE 1704. 25 SYDNEY ST.

They're All Here.

As there is no standard shape of face and figure, so no shape of hat will suit all men. That is only one reason why we have in stock HATS of all the different shapes, styles, grades and prices.

J. B. Bardsley, THE HATTER, 179 Union St

WANTED—At once, strong boy. Apply GLOBE LAUNDRY. 21-3-1.

WANTED—Two boys about 15 or 16 years of age, to work in factory. Apply T. S. Simms & Co. Ltd., Union St. 5-6-1.

WANTED—Two good stout boys to learn mattress making. HUTCHINGS & CO., 101 Germaln street. 14-5-1.

WANTED—Young man having two or three years' experience at type setting. Apply SUN PRINTING CO. LTD. 18-2-1.

Wanted at Once

Machinists, Rough Painters, Cabinet Makers, Foreman Tailor, First-class Painters, First-class Saw Filer for Sash and Door Factory, \$3.50 a day permanent. Apply McRAE EMP. BUREAU, Globe Building, St. John, N. B. 5-6-1.

Scenic Route.

Between Millville, Summerville, Kennebec Island and Baywater. Steamer Maggie Miller leaves Millville daily (except Sundays and Saturdays) at 9 a.m., 4 and 6 p.m. Returning from Baywater at 7 and 10 a.m., 445 p.m. Sunday leaves Millville at 9 and 10.30 a.m. and 2.30, 6.15 p.m. Returning at 8.45 and 11.15 a.m. and 5 and 7 p.m.

SATURDAY

Leaves Millville at 6.45 and 2.30 a.m.; 3 and 7 p.m.

JOHN McCOLLDRICK, Agent.

Oriental Restaurant.

The Oriental Restaurant has engaged the services of an expert cook from Montreal—an experienced chef, Chop Suey in its delectable originality will be served at all times. Chinese dishes and every real Oriental effect.

HUM KING, Proprietor, 105 Charlotte. Opp. Dufferin Hotel.

21,323 "SICK" BUY RUM IN PROHIBITION TOWN

Enforcement of Blue Laws Prots Rum Trade and Causes "Epidemic."

TOPEKA, Kan., June 5.—Frightful prevalence of "stomach trouble," "indigestion," "kidney diseases," "colds" and "rheumatism" among the people of Topeka is told in the reports of sales of liquor made by the twenty-five druggists here. The total liquor sales for the month, made on sworn affidavits, is 21,323.

All these people made oath and declared that they were victims of one or more of the diseases above enumerated when they were given the liquor. The sales give no idea as to the amount of liquor sold. A sale may be a bottle of beer or a gallon of whisky, just as the severity of the "disease" may require.

Sales of liquor 50 per cent. in excess of the amount ever reported in a single month tell the story of the epidemic of Topeka is told in the reports of sales of liquor made by the twenty-five druggists here. The total liquor sales for the month, made on sworn affidavits, is 21,323.

One store reports nearly 100 sales of liquor each day, which required the services of three extra clerks.

SPANIEL IS FOSTER MOTHER TO KITTENS

Little Brown Dog Takes up Maternal Duties of Cat Killed by Coyotes.

NORTH YAKIMA, Wash., June 5.—Never was the maternal instinct of animals better shown than in the adoption of two motherless kittens by a cocker spaniel here recently. The tiny blind creatures waited for their mother, who was killed by a coyote, and their cries of distress were heard by the little brown dog, who promptly went to their aid.

This spaniel belongs to J. H. Reese, and used always to sleep in his house, but on the night of the adoption, her instinctive pleadings to be let out caused some surprise. The second night Mr. Reese followed the dog to see what she wanted, and found her nursing the little kittens in a barn.

Under the care of the dog the kittens have flourished, and are to be seen daily playing about with their adopted mother, who watches to see that no harm comes to them.

ROOMS AND BOARDING.

ROOMS AND BOARD.—For gentlemen, 12 Chipman Hill. 6-6-1.

WANTED—Boarders at 96 Duke St. 5-6-1.

BOARDING—Gentlemen can be accommodated with board at 181 Union street. 4-6-1.

Three connected lodging rooms at 104 Brussels street, near Richmond, at \$1.00 a week.

BOSTON HOUSE—14 Prince William street. Very pleasant rooms, excellent table. Terms moderate. 25-5-2m.

ROOM FOR TWO, with board. Address Box 153, Star Office. 1-6-1.

ROOMS with board for gentlemen in private family. See ad by applying at 203 Main street. 23-5-1.

ROOMS WITH BOARD for gentlemen in private family. 99 Elliott Row. 20-4-1.

BOARDING.—Persons desiring to change boarding will do well to call and inspect at 73 King street, (over Nicollay Bros. & Co.), where they can be provided with comfortable rooms and good table.

TO LET—Furnished rooms at Tremont, suitable for light housekeeping, at very moderate rates. 22-3-1 mo.

ARTICLES WANTED

WANTED—Old mahogany furniture. Will give highest cash prices. W. A. KAIN, 115 Germaln street. 12-3-1 mo.