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ST. JOHN STAR.

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VOL. 2. NO. 310.

ST JOHN, N. B., WEDNESDAY, SEPTEMBER 3, 1902.

ONE CENT

STAR SAFETY RAZORS.

Some people think a safety razor is one of the greatest inventions of the century.

If you have any trouble shaving, buy one and you will probably think so too, providing you get a Star, the original and best.

Price \$1.80.

—ALSO—
Shoothing Machines, Straps, Extra Blades, Etc.

W. H. THORNE & CO., Ltd.

VAIL'S VICTORY.
New Brunswick Oarsman Wins a Purse of \$300.

(Baltimore American, Aug. 26.)
The much-talked-of single scull between Harry Vail, professional trainer of the Ariel Rowing Club, and James A. Ten Eyck, professional trainer of the Arundel Boat Club, was pulled off at Ferry Bar yesterday afternoon. Vail winning by at least two boat lengths. The two men entered their sculls shortly before 6 o'clock, and both looked to be in decidedly good condition. Vail, perhaps, looking a wee bit finer. The race, which was to have been started at 6.30, did not come off until after 6 o'clock, owing to the course, which was from an imaginary line between Klein's and Durr's to Meeter's pavilion and return, continually getting blocked.

At the word both men started with good, long and even strokes. Vail having a slight advantage, owing to his being decidedly the quicker man of the two. Vail kept in the lead over the whole course, and, as he said after the race in a short speech to the boys, he seemed to take things comparatively easy after the first 100 yards had been covered. Vail also said he did not exhaust himself in the least, knowing full well the perfect condition he was in, and that he was much the stronger of the two. Both men finished good and strong, but Vail, in order to prove what great condition he was in, now over part of the course a second time.

Ten Eyck was heartily cheered by those present when, after the race was over, he waited for Vail to take a turn, took Harry by the hand and warmly congratulated him. It was done in a true sportsmanlike manner, and demonstrated to the onlookers that the race had not only been won on its merits, but that there were no hard feelings between the two professional trainers.

When Vail arrived off his club the boys literally dragged him from his scull, carrying him on their shoulders into the house, where he was perched upon an improvised platform and compelled to make a speech, after which he got his scull under cover and then proceeded to take a good swim. The race was over a two-mile course for a purse of \$300, winner to take all. The purse was made up of personal donations by the proprietors of the different resorts along the shore and others who are interested in the sport.

The best assortment of ladies' jackets, suits and skirts to be found in St. John is at Dykeman's.

CITY CORNET BAND LEADER.
(Halifax Chronicle, Tuesday.)

Harry Heenan, the solo cornet player of St. Patrick's band, left on the 8.40 train last night for St. John, where he will take charge of the City Cornet band. Last evening Mr. Heenan was waited upon by Bandmaster Hopewell and members of St. Patrick's band, who presented him with a purse containing \$50 in gold. The recipient was taken entirely by surprise, but in a few well-chosen words thanked the donors for their handsome gift.

When Mr. Heenan reached North street station last night he was met by St. Patrick's band, and after farewell greetings had been interchanged, the band played "Will ye come back again" and "Auld Lang Syne."

BOUGHT A FARM.
(Fredericton Herald.)
James M. Scott, of Dumfries, has bought the A. R. Hay farm at Lower Woodstock, said to be one of the largest and best properties of the kind in Carleton county. The purchase price was \$5,500. Ex-Coun. W. W. Graham is to manage the farm for Mr. Scott.

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LIQUID FUEL.
More Satisfactory Than Coal, But There's a Difficulty.

Liquid fuel, as petroleum used for the generation of steam, has come to be known, as passed the stage of experimentation, says a writer in the Brooklyn Eagle. By practical operators, in some parts of the southwest and in California, no less than by the experts and the scientists, is accepted as a fact, superior to coal for the same purpose. For stationary boilers there is no question as to the superiority, and as to locomotive or travelling boilers, practical experimentation over long distances and long periods of time, demonstrate that it is desirable and in certain essentials superior. An expert who has devoted time and energy to the matter, bringing trained and disciplined faculties to his observation, sums up the advantages of liquid over solid fuel, to wit: Concentrated form, economy of handling, increased evaporative efficiency, cleanliness, abatement of the smoke nuisance, reduction in depreciation account, reduction in repair account, reduction in sundries account and efficiency in emergency.

These conclusions are drawn in a consideration of the value of liquid fuel in the operation of steam generation plants, which was the sole end of the consideration. What is true of it, however, is true as to the general principle. It will be noticed that the conclusions named above are almost purely economic and such as should appeal with great force to the railroad operator. Out of the nine conclusions, seven of them show a saving in operation. What must appeal to the general public are the two, "cleanliness" and the "abatement of smoke nuisance." These two ends accomplished, travelling on the railroad cars, in this era of luxurious pleasure, and travel, simply for the sake of going, must be largely increased as a consequence. So to the railroad operator it should be apparent that the use of liquid fuel will lead to increased saving in operation and increased receipts, with larger dividends as a final consequence.

Under such circumstances, in view of the comparatively small cost of equipping a coal burning locomotive for the use of liquid fuel, one would suppose that the railroad operators would be tumbling over each other in an endeavor to make the change. Yet there are no such indications. Why? In an effort to account for this seeming simplicity one enters into a maze of interlocking, one-hand-washing-the-other-hand interests, which makes progress to a satisfactory end well nigh impossible. When it is said that, as a rule, it is difficult to separate the railroad interests from the coal production only a half truth, far short of actuality, is asserted. The desirable end, from the public standpoint, can be accomplished only by a divorce between the railroad and coal interests, and then—what? Why, it would appear as if there must be a marriage with another interest, the Standard Oil, for instance, which presents many points of undesirability.

LOVE IN THE MUSEUM.
(Chicago News.)

"Will nothing move you?" pleaded the ardent wild man, who was as adept at lovemaking as he was at eating raw beef.

The fat lady glanced at her corpulent self and smiled. "Yes," she chuckled, "a derrick."

BLACK TAFFETA SILKS are still as popular as ever. They are shown in the best makes at Dykeman's at 50c., 75c., \$1 and \$1.10.

St. John, September 3, 1902.

FALL CLOTHING EXHIBIT.

All interested in dressing well at a small expense will do themselves an injustice if they miss seeing our FALL AND WINTER CLOTHING FOR MEN AND BOYS. All are invited to call at the store that is making many new friends each day and wants to add you to the number.

MEN'S FALL AND WINTER OVERCOAT, \$4.75 to \$12.00.
MEN'S FALL AND WINTER SUITS, \$3.00 to \$14.00.
MEN'S SEPARATE PANTS, 75c. to \$3.50.

Boys' 3-Piece Suit, \$2.50 to \$8.25.
Boys' Short Pants, 25c. to \$1.00.
Boys' 2-Piece Suits, 75c. to \$4.50.

REMEMBER THE ADDRESS (cars pass the door).

J. N. HARVEY, Men's and Boys' Clothier,
199 Union Street, Opera House Block

IN VERMONT.
The High License Local Option Ticket Ran Well, And Gave the Republican Nominee For the Governorship a Close Fight.

WHITE RIVER JUNCTION, Vt., Sept. 3.—The high license local option ticket headed by Hon. Percival W. Clement, gave the regular republican ticket on which General John G. McCullough was named a governor a close fight yesterday, the result being that the choice of governor and lieutenant governor is thrown into the general assembly, which will meet on the first Wednesday in October. For lieutenant governor, the contest was between Frank W. Agan, of Lowell, running mate to Mr. Clement, and Zed. S. Stanton, of Roxbury, who was on the republican ticket.

The vote yesterday was phenomenally heavy for an off year, almost coming up to the figures of presidential years. Returns to complete the state are belated and it will be some hours before the plurality of General McCullough over Mr. Clement will be determined. But pluralities do not count in Vermont, a majority being needed to elect. The closeness of the vote is shown by the figures of two hundred cities and towns out of 246 which are as follows:
McCullough, republican, 27,206.
McGettrick, dem., 6,451.
Clement, high license, 24,146.
Sherburne, protectionist, 2,074.

Two years ago Governor Stickney, on the republican ticket, had 49,735; Zentgraf, democrat, 15,031, and all others 1,339. Judging from returns the republicans have had their usual success in nearly all of the fourteen counties of the state, although in isolated instances fusion tickets defeated the republican ticket. The interest is entirely centered in the legislature. It consists of 246 representatives and 30 senators. Returns thus far give the republicans in lower branch 116 members, the democrats 29, high license 25 and labor 1. For the senate the republicans have 22, the democrats 4, and high license 4.

BUTTER RENOVATORS.
A New Association Formed in the United States.

CHICAGO, Sept. 3.—Representatives of forty butter renovating creameries have met here and organized the National Association of Process Butter Manufacturers. To keep in close touch with one another and the butter trade, also the desire to keep down the purchasing price, is the object of the association. H. W. Henshaw, of Chicago, was elected president of the association, with S. Goddard, of Chicago, secretary, and L. B. Kilbourn, of Chicago, treasurer. A board of directors was also elected.

BOY WITH MATCHES.
Causes Loss of House, Barns and Money at Blissville.

(Special to the Star.)
FREDERICTON JUNCTION, Sept. 3.—The house and barns of Alex. Woodden of Blissville were totally destroyed by fire yesterday. The fire caught in the barns and spread to the dwelling. The fire originated by a young grandson playing with matches. The contents of the buildings were destroyed, also a sum of money.

NO CARS FOR COAL.
CHICAGO, Sept. 3.—The inability to get cars enough to haul coal to Chicago, even when there is plenty of it ready for shipping, has now added itself to the strike as a serious factor in the local coal situation. The scarcity of cars has caused a rise of \$3 a ton in coke, and is beginning to affect the supply of soft coal. The scarcity of cars is attributed to the increased demand for them for the transportation of grain.

A GENERAL STRIKE.
BARCELONA, Sept. 3.—In consequence of the dock laborers strike here ships are leaving this port, where they find it impossible to discharge their cargoes. A general strike has been proclaimed. At Denia (Province of Alicante), it was found necessary to employ a regiment of infantry to assist the Gendarmes in protecting the laborers engaged in discharging ships from violence on the part of the strikers.

D. R. A. MATCHES.
(Special to the Star.)
OTTAWA, Sept. 3.—Bright fine weather, good light and steady wind prevailed, favorable conditions today for the D. R. A. matches. The morning was taken up with the first stage of the governor general's match, which will be completed at noon.

TWO LADIES DROWNED.
(Special to the Star.)
WINNIPEG, Sept. 2.—Miss Evelyn Boucher of Boucherville, on Rainy River, and Miss Mitchell, of Rat Portage, were drowned in the Winnipeg River yesterday afternoon by the swamping of a canoe.

RODE TO DEATH.
KINGSTON, N. Y., Sept. 3.—While learning to ride a bicycle last night Roy Ramplsey lost control of his wheel and was thrown directly under a trolley car, receiving injuries from which he died in a few minutes.

ROOSEVELT!
Had Narrow Escape From Death This Morning.
Electric Car Struck His Carriage—Horses and One Man Killed.

Both Roosevelt and Secretary Cortelyou Were Injured—Motorman and Conductor Placed Under Arrest.

PITTSFIELD, Mass., Sept. 3.—The drag containing President Roosevelt and party driving from Pittsfield to Lenox, according to a message received by telephone from the country club, was hit by an electric car near there. The horses attached to the carriage were killed and several of the party injured. The president escaped with a few bruises, his face being badly scratched. Secret Service Agent Craig is reported killed, and D. J. Pratt, the driver of the president's coach, had his skull fractured. The injured are being brought to this city in ambulances. A later report from the country club says that the motorman of the car is also dead.

PITTSFIELD, Mass., Sept. 3.—Later reports state that Motorman Madden of the electric car was not killed. Secret Service Agent Craig was the only one to lose his life. Secretary Cortelyou was somewhat cut and bruised. Motorman Madden and the conductor were placed under arrest.

FEMALE ANARCHIST.
Her Dead Body Found in New York City.

NEW YORK, Sept. 3.—Anarchistic literature, including several autograph letters from Emma Goldman and Johann Most, together with a mysterious iron chest, have been found in this city beside the dead body of a woman, about 40 years old, and known as Mrs. Freda Schroeder. The woman was well dressed and wore a quantity of jewelry. The chest resisted all attempts that were made to force it with the means at hand and experts will be employed. The woman's body has not yet been identified.

MAGISTRATE AND CHIEF.
Something More About Yesterday's Squabble in the Court.

The Telegraph this morning contains a more or less incorrect sketch of the little difficulty between Chief Clerk and Magistrate Ritchie which occurred in the police court yesterday. Judge Ritchie is said to have made the somewhat contradictory statements that "these reporters are always patching up something," and that "the papers had it correct."

The latter remark would appear to indicate that the magistrate had read the published accounts of the occurrence, but this seems doubtful from the fact that he asked, "What did they head it with, 'Roasting Chief Clerk' or did they say 'Magistrate Ritchie after Chief Clerk's scalp'?"

The account published in the Star was correct, with the single exception that a few leading remarks made by the magistrate and not regarded as particularly creditable to him in his position on the bench were omitted.

When the sheet which was the cause of the trouble was handed to the magistrate, he in the usual way read from it the names of the prisoners. These names had been entered on the police books by the officers making the arrests and from this book were copied on the sheet by Chief Clerk.

When a certain name was called, no response was made by any of the prisoners, and Mr. Henderson, clerk of the court, stated that the Christian name of the prisoner was wrong. Upon learning that a mistake had been made in the name of one of the men the magistrate remarked, referring to Chief Clerk, "I guess he was out late last night. He is all mixed up this morning. His name should be on the docket."

This remark was heard by many who were in the court, and a leading lawyer who was present spoke very strongly of the matter afterwards, suggesting that it would be wise for the chief to make a note of his honor's words for future reference.

In connection with the complaint against the chief for not having the sheet ready at a certain hour yesterday morning it is pointed out that four prisoners brought in between ten and eleven o'clock yesterday morning, and charged with being stowaways and not requiring time to appear up, had to be held in the cells until this morning because the magistrate was not in his place on the bench at any time during the afternoon.

The dispute appears to grow more and more interesting as it progresses.

CAPE STORM.
Thrilling Experience of a Steamer in the Gale.
Captain Had to Drive 250 Natives Below Under a Strong Guard.

CAPE TOWN, Sept. 3.—The British steamer Scott, belonging to the Union Steamship Company, of Southampton, which left Port Elizabeth on Saturday and for whose safety great anxiety was felt, arrived here today. She reports having experienced a terrible passage, during which she was holed and strained. Owing to the storm the 24 native deck passengers became panic stricken and had to be driven below and placed under a strong guard. The British steamer Barton, also belonging to the Union Steamship Company, which was blown ashore during the gale, was subsequently floated and has arrived at Port Natal.

MAYOR OF LOUISVILLE.
Would Like to See All Disputes Settled With Fists.

NEW YORK, Sept. 3.—Charles T. Grainger, mayor of Louisville, who is visiting this city, has been asked if he will interfere in the McGovern-Corbett fight. He is quoted as having replied: "Why should I interfere? Boxing contests are not against the law in Kentucky. We have had many such performances in Louisville, and the law never has been broken. I do not believe that McGovern or Corbett intend to transgress the law, so why should I interfere? Personally, I am in favor of boxing. I believe it is more beneficial to young men than harmful. I hope to see all difference of a personal nature settled in the future, if it comes to a question of fight, by nature's weapons, and not by guns."

A BIG STRIKE.
Seven Thousand Five Hundred Carpenters Went Out Today.

NEW YORK, Sept. 3.—Seventy-five hundred out of 12,000 carpenters quit work when the New York District Council of the United Brotherhood of Carpenters and Joiners struck for an advance of wages from \$4 to \$4.50 a day. Thirty-five hundred of the strikers won their demands almost immediately.

The Master Carpenters' Association has decided unanimously to refuse all demands.

GERMAN AND POLE.
POSEN, Sept. 2.—The Emperor and Empress of Germany entered the provincial Polish capital at sunset today, the German faction cheering, ringing bells and waving flags and handkerchiefs to welcome them. The Polish majority of the people were silent and looked gloomily at the brilliant show from houses without decoration. Not one disorderly cry was heard.

THE HARVESTERS.
(Special to the Star.)
WINNIPEG, Man., Sept. 3.—Drenching rains set in yesterday afternoon in the Winnipeg district and continued until evening. The rain was not general and harvesting operations continued without interruption. The weather today is reported clear throughout the province. Wheat cutting is making progress in the territories. The great trouble has been shortage of men.

HEROES HONORED.
(Special to the Star.)
KINGSTON, Ont., Sept. 3.—Col. Montclair, D. O. C., yesterday afternoon presented Sgt. Major Gimblett, C Field Battery, and blind Trooper Malloy with distinguished service medals for meritorious service in South Africa. "A" and "B" Batteries were drawn up on parade for the event.

IRON AT THE SOO.
(Special to the Star.)
SAULT STE. MARIE, Ont., Sept. 2.—The discovery of a rich field of iron ore at a point four miles from Clergue's new steel plant is announced. The ore runs about 60 per cent iron, and if it is as extensive as believed the future of the "Soo" as a great steel centre is regarded as assured.

SEVENTY DROWNED.
CAPE TOWN, Sept. 2.—It is now estimated that seventy persons were drowned during the storm which swept over Port Elizabeth yesterday. Among the wrecked vessels is the British ship Inchape Rock, which arrived at Algoa Bay August 2 from Portland, Oregon. Part of her crew were saved.

MONEY FOR MINERS.
CHICAGO, Sept. 3.—The money for the miners thrown into the large American flags in the labor parade Monday amounted to \$3,730.

THE WEATHER.
WASHINGTON, Sept. 3.—Forecast—Eastern states and northern New York—Showers tonight. Warmer in interior. Thursday, showers and cooler; fresh east to south winds.

THE DEATH ROLL.
LONDON, Sept. 3.—Lord Connemara (Robert Bourke), who was twice under secretary for foreign affairs, is dead.

OUR FALL BLOCKS
this year are all that is to be desired, in both DERBYS and SILK HATS. Our own make of Derby prices \$2, \$2.50 and \$3.

Our own make of Silk Hat, \$4, \$5 and \$6.

Furs made to order and repaired.

ANDERSON'S, Manufacturers,
19 Charlotte Street.

—WE SELL THE—

PACKARD SHOE Co.
of Brockton, Mass.,
High Grade Boots.

in Box Calf, Dongola and Patent Enamel.

SEE OUR WINDOW.

W. A. SINCLAIR,
65 BRUSSELS ST.

WILLIAM PETERS,
—DEALER IN—
LEATHER and HIDES,
Shoemakers' Findings, Plastering Hair, Tanners' and Curriers' Tools, Lampblack, etc.

266 Union Street.

Sleeplessness.
"I sleep like a babe since taking Short's Dyspeptique," is an ordinary remark for this remedy causes sweet, natural sleep, soothing the irritated coating of that Great Nerve Centre the Stomach. 35 cents and \$1.00. All Druggists.

LARGE FAT NEWFOUNDLAND HERRING. BARRELS ONLY.
JAMES PATTERSON,
19 and 20 South Market Wharf, 8 City Market.

To the Electors of St. John: LADIES AND GENTLEMEN—
I beg leave to announce I will be a Candidate for the office of ALDERMAN AT LARGE, made vacant by the resignation of A. H. Seaton. Yours respectfully,
W. C. RUDMAN ALLAN.

A GOOD INVESTMENT.
It will pay you to have your work done at DUNHAM'S Upholstering, Carpet Laying, Furniture Polishing and Packing, Repairing, etc. First Class work at moderate prices.

FRED H. DUNHAM,
408 Main Street, N. E.

CANNEL COAL DEPOSITS.
Two Gentlemen From New York are Inspecting Local Properties.

Col. W. H. Reynolds, of New York city and Thomas J. Flaney, also of the same city, are in Moncton, looking over The Tide Water Cannel Coal Company's properties in this vicinity. These gentlemen are the principal promoters and principal owners of the property. During the past few days with M. Lodge they have been making local inspections of the properties with a view to determining the best mode of operation. The company expects to establish immediately on the Albert county side of the Petitcodiac a distillation plant, for extracting the oil from the shales.

Col. W. H. Reynolds was the first person who made Queen Victoria acquainted practically with the telephone. He controlled the European rights from Mr. Bell the inventor, and on going to England, made a contract with the postmaster general, so that the rights could be controlled by the imperial government in the British Isles. He was commanded by the Queen to come to Osborne House, and the government placed the telegraph lines at his service for the experimental illustration. Members of the royal family talked to Southampton, but Queen Victoria talked from a private room over a short service to the residence of Sir Thomas Biddulph, keeper of the privy purse. The instruments used by the late queen were never used for any other purpose and brought back to New York as a souvenir. They are today in the possession of Col. Reynolds' daughter.