

ST. JOHN STAR.

VOL. 4, NO. 121

ST. JOHN, N. B., FRIDAY JANUARY, 29, 1904.

ONE CENT

Mill Supplies
Red Strip Rubber Belting, Goodhue's Leather Belting, Milo Canvas Belting.
W. H. THORNE & CO., Ltd. Market Square, St. John.

ASK YOUR GROCER FOR
Headlight Parlor Matches.
No SULPHUR TO CHOKE. No TIME TO WAIT.

COMMENCING THURSDAY MORNING.
We will place on sale a number of Ladies' Fur Lined Capes, which we will sell at a great sacrifice to clear the lot.
Regular, \$20; now \$15. Same Capes, with Hamster lining, Regular price, \$25; now \$20.

F. S. THOMAS, 555 MAIN ST. NORTH END

Grand Rally OF THE LIB.-CON. PARTY
York Theatre, Monday Ev'ng, Feb. 1st. At 8 o'clock.
To receive the announcement of the Nominating Committee. The Candidate and other speakers will address the meeting.

Blacksmith Coal, Steam Coal, Hard Coal.
GIBSON & CO., 61-2 Charlotte St. and Marsh St.

Reefer Bargains
We have some very special values in D. B. Reefers now. There is no top coat that can take the Reefer's place for coasting and skating now, and for wear in the spring.
\$2.75 Boys' Reefers, now 1.98
\$4.50 Reefers, now 2.98
\$3.50 Boys' Reefers, now 2.49
Men's Reefers all reduced to \$2.98 and \$3.98
N. HARVEY TAILORING AND CLOTHING, 199 and 201 Union St.

RUSSIA'S REPLY UNFAVORABLE.
So Says a Report in the London Graphic
Japanese Ambassador Says Reply Is Not Yet Sent So Contents are Unknown

LONDON, Jan. 29.—The Japanese minister, Baron Hayashi, said this morning with reference to the report published by the Daily Graphic to the effect that the Russian reply to Japan was completed Wednesday, that it has been communicated to M. Kurino, the Japanese minister at St. Petersburg, and that it was unfavorable and that M. Kurino had officially notified him that the council of state called to consider the Russian reply was only held in St. Petersburg yesterday, as called to the Associated Press. Baron Hayashi added that the reply had not yet been submitted for the czar's approval today.

LAKE MICHIGAN FROZEN OVER
Great Inland Sea Covered from Shore to Shore—Mysterious Icebergs—A Record Winter

CHICAGO, Jan. 29.—Lake Michigan has at last frozen over from the shore to the shore. The ice is now a solid sheet of ice, and the water is so cold that it is impossible to walk on it. The ice is so thick that it is impossible to break through it. The ice is so hard that it is impossible to cut through it. The ice is so white that it is impossible to see through it. The ice is so smooth that it is impossible to walk on it. The ice is so slippery that it is impossible to hold on to it. The ice is so dangerous that it is impossible to cross it. The ice is so beautiful that it is impossible to look at it. The ice is so mysterious that it is impossible to understand it. The ice is so record that it is impossible to forget it.

FLYING MACHINE THAT FLIES
The Brothers Wright Succeeded Where Langley Failed, in Driving an Airship That Is Not a Balloon.
To sail three miles through the air at a speed of eight miles an hour against a breeze blowing twenty-one miles an hour is the most notable achievement in flying-machine experiments. Three years ago two brothers named Wright, of Dayton, Ohio, went down among the machines of the world. They were expert mechanics, and brought their own tools and machinery. They had studied the experiments of flying machine inventors here and abroad. They were going to put their study and ingenuity to practice. They tried the "multiple wing" machine with its large number of sails. Then they turned to the lifting machine invented by Octave Chanute, and modified it to their purpose. Their first machine carried on them three hundred and sixty feet, and after another year a new apparatus sailed an eighth of a mile. Last year they made changes, and added a gasoline engine and propellers, with the final successful test late in December as a result. The machine, in which the operator lies at full length, is in some ways like a box kite with a rudder instead of a tail. The framework is covered with cloth at top and bottom. It is buoyant enough of itself to float its own weight and that of one man. During their three years of experiments, the brothers had added considerably to their knowledge of air-currents and of the resistance of canvas. Keeping these things in view they designed and built their propelling apparatus. One propeller, revolving horizontally, is placed underneath the centre of the machine's body. The other is like the screw of a steamship, whirling vertically at the rear. The gasoline engine, with 4-inch pistons and 16-horse power, operates at will either or both of the propellers. The one beneath helps to hold up the machine; the one at the rear drives it in the direction toward which the operator points it.—Collier's Weekly.

WHY ROBINSON'S, 173 Union St.
Good Bread and Cakes Sales steadily increase!
BECAUSE St. John has a discriminating public. SOLD BY ALL GROCERS.

St. John, N. B., Jan. 26, 1904.
KRUGER IN GOOD HEALTH.
MENTON, Jan. 28.—The report circulated in the United States from The Hague yesterday that former President Kruger is so feeble that his friends are most anxious regarding him is incorrect. Mr. Kruger, who has been residing here since October last, is enjoying excellent health. The report of Mr. Kruger's ill health may have arisen from the long sickness and recent death in Holland of the father of Dr. Hymann, who is the regular physician of the former president of the Transvaal.

PATRIOTIC DANES
Protest Against Sale of Danish Islands and Greenland to U. S. or Canada.
COPENHAGEN, Jan. 29.—The Danish Atlantic Islands Association has been formed here with the object of arousing interest in its outlying possessions and preventing the diminution by sale or otherwise of territory under Danish sovereignty. The movement originated at the time of the proposed sale of the Danish West Indies to the United States and has been strengthened by the reports that Canada desired to purchase Greenland. Many members of the Danish nobility are among the leaders of this agitation for the retention of the Danish West Indies, Greenland, the Faroe Islands and Iceland.

GRAFTER GOES FREE
Mayor Ames, of Minneapolis, Convicted of Grafting is Released on a Technicality

ST. PAUL, Minn., Jan. 29.—Mayor Ames, of Minneapolis, is a free man. The supreme court today quashed the indictment against him. The entire court held that the indictment was faulty. Judges Start, Collins and Lewis concurred in the majority opinion that the offense was not proven, while Judges Lovely and Brown disagreed with that part of the opinion of the majority.

NEW THEORY OF EARTH'S ORIGIN.
Professor of the Chicago University Put Forward an "Accretion Hypothesis."
CHICAGO, Jan. 27.—New theories of the origin, formation and growth of the earth, of thermal distribution, and of the formation and action of volcanoes are advanced in a new book on "The Accretion Hypothesis," written by Professor Thomas C. Chamberlain, head of the department of geology at the University of Chicago, Professor Rollin D. Salisbury, of the same department. Dr. Chamberlain repudiates what is known as the "nebular hypothesis" of the earth's origin, and advances in its stead a new hypothesis, which might be termed the "accretion hypothesis."

MICROBES IN LIBRARIES.
BERLIN, Jan. 29.—The Berlin municipal authorities have decided to make an attempt to exterminate the microbes in the public libraries. Professor Koch having called attention to the danger of spreading infectious diseases, through books loaned indiscriminately from libraries, it is intended to try methods of disinfecting books after their use.

RICH MAN'S SON SUICIDES.
DETROIT, Mich., Jan. 29.—Jeremiah G. Farwell, son of one of the most prominent capitalists of Detroit, died in Harper Hospital today from a bullet wound through his stomach, fired it is supposed with suicidal intent. He was found at the car barn early today with blood flowing from the wound and a revolver beside him. No reason for his suicide is known. He was thirty-six years of age.

LIT FIRE WITH OIL, ETC.
PITTSBURGH, Pa., Jan. 29.—As the result of an explosion following an attempt to hurry a fire with carbon oil, Mrs. A. P. Gray of North Sycamore is dead, Ethel, a daughter, aged 12 years, is probably fatally burned and five other members of the family are seriously injured.

SLAUGHTER AVERTED.
MADRID, Jan. 28.—A dispute which occurred in the chamber yesterday between war minister Alvarez and deputy Soriano, resulting in sending orders to each other, has been settled without necessitating a duel between the principals.

GERMAN FORCES HARD PRESSED.
Garrison in Africa in Sore Straits.
FORCES OF NATIVE BESIEGERS INCREASED—Relief Expedition Repulsed With Severe Loss.

BERLIN, Jan. 29.—The commander of the German gunboat Falch, lying at Swakopmund, German South West Africa, cables that he has received news from Lieut. Zuelow, in command of the German forces at Okhandja (a mission station eighty miles from Walvisch Bay) that the Kafirs have been besieging that post. As Okhandja was already hard pressed, the announcement has caused concern at the colonial office here. The following despatch from Lieut. Zuelow, sent by messenger, via Karibib, was received here today: "OKHANDJA, Jan. 29.—Am holding Okhandja. Occupied it Jan. 15 with 200 men after heavy fighting. Am waiting for guns. Ask for a division of artillery. Weak relief corps with machine guns, sent by Zuelow, repulsed twenty and thirteenth. Loss reported, eight reserves. In order to establish connections with the rear and bring forward military transports we attempted today with sixty men to reach Karibib by rail. A later despatch, dated Jan. 21, says: "Yesterday afternoon, near Kawatu, we were shrapneled by a Kafir division, about seventy men strong, sent forward by rail, lost four dead and three slightly wounded. The enemy lost twenty to twenty-five dead. We can hold out for some time yet."

ABOUT THE DREDGING
No Official Word Yet Received from the Government—Dry Dock and C. P. R. Still at Odds.

AN YET THERE HAS BEEN NO definite information about the dredging. Col. Tucker, after a week's search, has succeeded in finding another dredge lying in the harbor. On Wednesday he learned of it, and at once wired the news of his discovery to Ottawa, and asked that this one might be put to use. Yesterday he received from Premier Laurier the following message: "Order second dredge being retained in readiness until the government sees fit to undertake the whole job. So far as can be ascertained the civic committee will not be bluffing, and have no intention of giving ahead with the harbor work until some guarantee as to the dredging is given by the government. As matters now stand the work could be commenced at once, but the city does not desire it. The meeting between the committee and Col. Tucker takes place this afternoon. The deadlock between the city, C. P. R. and Dry Dock continues. Mr. Robertson says the dry dock has no intention of making any overtures to the C. P. R. The company is perfectly safe, having secured its agreement with the city, and has no business with any difficulties existing between the city and C. P. R. At the last meeting Mr. Robertson offered to have the dock company's engineers meet with the city engineer and discuss the question of the Union street bridge, but no attention was paid to this offer. Mr. Robertson sees no reason why he should approach the C. P. R. on a question which does not affect the dock company in any way.

MACEDONIAN HIRE ASSASSINS.
CONSTANTINOPLE, Jan. 29.—The Russian and Russian embassies, that the Macedonian committees have arranged with the Albanians for liberal rewards, to have them kill every foreign officer sent into the province in connection with the re-organization of the gendarmerie under the reform scheme of the powers. The Porte, therefore, objects to the officers wearing foreign uniforms, as their lives are thereby endangered.

EARL OF DEVON DEAD.
LONDON, Jan. 29.—The Earl of Devon (the Sir Henry Fitz Courtenay), rector of Powderham, Devon, is dead. He was born July 15, 1811, and held an extensive estate. Family ties are not always ties of blood. Lodgers sometimes become valued members of a family circle. If a house is a bit lonesome, a lodger or two of the right sort will live it up—and you can secure them by advertising.

MURDERESS DEAD
Mrs. Marsh, Who Poisoned Her Husband in 1896 Dies in Prison.

WINDSOR, Vermont, Jan. 29.—The warden of the Vermont state prison has announced the death of Mrs. Isabella A. Marsh, who was serving a life sentence for the murder of her husband, William Marsh. Marsh died at Northfield in 1896, and the evidence showed that arsenic had been administered to him in sufficient quantity to kill three men. William C. Buzzell, a farm hand, and Mrs. Marsh were convicted of murder and sentenced to be executed, but the sentence was eventually commuted to life imprisonment. It developed during the trial that the couple had planned to dispose of Marsh in order that they might marry. The cause of the woman's death was diabetes. She was 46 years of age.

BULL DOGS OF NAVAL WAR.
The New British Iron Clads of 1903—One Year's Increase Equals Japan's Navy.
LONDON, Jan. 28.—An official return shows that in the past year, 1903, Great Britain launched four iron-clad battleships and bought two from Chile, making six new battleships for the year; and launched also four armored cruisers of the highest class, nearly equal to battleships in fighting power and much faster; two protected cruisers; four destroyers, five torpedo boats and three submarine vessels. The total tonnage launched was 120,000 tons of the finest and most modern war vessels. A fair idea of what this single year's construction of war ships means may be gained by the remark that the addition to the British navy last year alone is equal in strength to the entire navy of Spain. Last year was but slightly exceptional in regard to British naval increase. In 1902, for instance, three battleships and four armored cruisers were launched, besides many smaller vessels. There are in addition to all the foregoing, fifty war vessels of all sizes and classes now being built or to be started this year, aggregating 202,300 tons. These include four battleships, nine armored cruisers, two protected cruisers, eight fast large sloops of gunboats, the "scout" class; sixteen torpedo boat destroyers, one torpedo boat and ten sub-marine vessels.

THE GROWTH IN THE SIZE OF BATTLESHIPS.
There are many who feel, says Engineering, that the steady advance in the size of British battleships, from the 14,000 tons of the Royal Sovereign ten years ago, to the 28,000 tons of the Formidable, the 16,800 tons of the King Edward VII., and the 28,000 tons of the new battleships, involves too great a concentration of national capital, in view of the comparative ease with which such units may be rendered hors combat, if not completely destroyed, by the torpedo stealthily fired from small, inexpensive craft. The cost of these immense ships has been increased from the £200,000 of the Royal Sovereign to £1,425,000 for the King Edward VII. class. The problem, concentration of national capital, in view of the comparative ease with which such units may be rendered hors combat, if not completely destroyed, by the torpedo stealthily fired from small, inexpensive craft. 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