Curtair Strechers.

Just opened a lot of the very best CURTAIN STRETCHERS. They have brass pins, flat and square corners and hinged frames.

Adju	stable Pin Stretchers,	\$2.60
· m	" with Easel, .	3.00
The	"Star" Stretcher,	1.90
_	" with Easel, .	2.30
Our	"Special" Stretcher, without hinges,	1.25

CARPET WHIPS, very strong and flexible, 15c. each. STEP LADDERS, MOPS, MOP HANDLES, etc., etc.

W. H. THORNE & CO., L'MITED. . . Market Square.

An Interesting Group



of New Designs in Sideboards and Extension Tables is shown here this week. They are interesting from the view point of quality, style and cost.

No. 10 Sideboard---Elm, golden finish, 6 ft. 6 in. high; case top, 22x48 in. Swell top drawer, 16 x 28 in. bevelled mirror, \$17



ash and oak From \$5.75 to \$28

F. A. JONES CO., Ltd., 16 and 18 King Street.

SALOONOS IN DISGUISE. t Scheme of 65,000 Kansans to Get

Drinks.

The supreme court of Kansas has ust dealt a blow to an organization nown as the Kansas Utopian Association. The purpose of the association was not to found a colony based n Utopian plans, but merely, according to the findings of the court, to suply strong drink in unlimited quanties, in defiance of the prohibitory quor law.

ties, in denance the liquor law.

Thus far the Utopian Association has flourished. Its principles have spoken for themselves, and there has been no lack of applications for membership. Two hundred or more lodges were founded in different parts of the state, and in each lodge was stored an amount of liquor sufficiently large to meet local demands.

The founders of the Utopian Association were very democratic. The rules

The founders of the Utopian Association were very democratic. The rules that they devised provided that any man could, for \$2\$, become a member, and further that the membership fees should be counted to his credit and god for liquor to that amount. Thus as man who paid \$2\$ purchased, in effect, \$2\$ worth of liquor and gained the privilege of purchasing as much more in the lodge room as he pleased. Had also the privileges of bringing in his friends, with the assurance that all the privileges of the lodge would be extended to them. So attractive were the opoprtunities offered by the Utopian Association that more than 65,000 men in Kansas enrolled their names in the membership books.

The supreme court is so obtuse as ta fail to distinguish between one of these lodge rooms and a saloon. It concludes that there is no essential difference and that the Utopian Association represents a bare-face attempt to evade the liquor law and is wholly illegal. That is the reason why 65,000

10 Advertisers

COPY must be got in early, the day before if possible, to ensure insertion. Some advertisements have to be omitted daily because the copy comes to hand too late.

VANCOUVER, B. C., April 12.—The steamer New England, of the Boston Halibut Company, operating here, claims to have made the record catch of the world in one day, having secured in one set on Wednesday last 140,000 pounds of fish or seventy tons, George Starrett, manager of the New England Company, is willing to wager \$1,000 that this catch has never been beaten in the world. The catch was made north of Diran island, one of the Queen Charlotte group.

speaker's trip across Canada, from St.
John to Vancouver. At the conclusion
of the lecture a vote of thanks was
tendered Rev. Mr. Campbell. The proceds will be devoted to the choir fund
of the church. Rev. Mr. Penna presided.

and above them the grain conveyors
formed one long and perfectly straight
fine of fire.

THE WORK.

Immediately upon the alarm being
given, the Carleton fire department
puried to the scene and the envire

BORING FOR OIL.

The Cheverie Oil Company have reached the depth of 1,000 feet in boring for oil on their property at Cheverle, Hants county, N. S. The boring caved in and they are now sinking a 10-inch boring, and casing it as they so down.

DINED BY THE GOVERNOR.

Lieutenant-Governor Snowball enter-tained a large number of ladies and gentlemen last evening in Fredericton at a state dinner. Among the guests were the judges of the supreme court.

St. John, N. B., April 17, 1903.

Boys' Clothing.

BOYS' 3-PIECE SUITS, \$2.50, \$3.00, \$3.25, \$3.50, \$3.75, \$4.00, \$4.50, \$4.75, \$5.00, \$5.25, \$5.50, \$6.00 and \$6.25.

BOYS' 2-PIECE SUITS, \$1.10, \$1.85, \$2.00, \$2.25, \$2.35, \$2.50, \$2.85, \$3.00, \$3.25,

BOYS' SAILOR SUITS, 75c., 95c., \$1.65 and \$2.25.

J. N. HARVEY, Talloring and Clothing,

SWEPT BY THE FLAMES.

The most severe blow in the history of the winter port trade tell on St. John today when in the space of only a few hours' half of the magnificent C. P. R. terminus was wiped out of existence. At twenty minutes to nine o'clock fire broke out in the lower end of No. 3 warehouse and in less than ten minutes almost the entire northern side of Sand Point was in flames. The loss will be many thousands of dollars, including the building and other terincluding the building and other ter-minal facilities, and hndreds of tons of freight stored in the warehouses. Two

THE ORIGIN.

The origin of the fire is as yet unknown and seems to be wrapped in mystery. No one who was in the sheds at the time seems to know any-thing about it, but among all the em-ployes of the C. P. R. and the steamrom hot ashes dumped from the teamer Lake Manitoba and the other. man smoking in the carpenter shop dropped a spark. This latter cause is generally accepted as being correct as he men connected with the steam

THE PLACE.

In the lower end of No. 3 warehouse, devoted to the use of the Elder-Dempster line, were two small compartments, one used as a gear room where tools and smaller apparatus for handling freight were stored, and the other a carpenter shop in which, perhaps foolishly enough, a fire was usually burning. It was in this latter shed that this morning's conflagration found its morning as drom which it wiped out, in a very short time, both Nos. 3 and 4 sheds, hundreds of gards of grain conveyors, many cars loaded with freight, and numerous other portions of the terminus of which St. John has justly been proud. THE PLACE.

THE CONDITIONS

Sand Point was dry. Fine weather had made the buildings like tinder and with the exception of a very slight sprinkling of snow on the roofs there was nothing in the way of dampness which could prove an obstacle to the famms. And this fall of snow was so light that it was at no account. Because the same of the same of

THE FIRE.

THE FIRE.

The fire, as stated above, broke out in the carpenter shop at the lower or western end of No. \$\mathbb{S}\$ shed. In five minutes it had traversed the entire length of the building. In ten minutes the flames had enveloped No. 4 warehouse, and in less than half an hour the whole side of the slip was in ruins. It was not a mere fire. It was an enormous projectile, a hurricane of destruction, impelled by the force of the winds, feeding on the violence of its own wrath. Wave upon wave of thick black smoke rolled skyward, carrying thousands of blazing embers with them. It was magnificent but awful. Seen from the northern side, the whole of Sand Point appeared like an impenetrable wall of flame, surmounted by a thick and heavy curtain which wavered to and fro in the wind. On the wharf the buildings were in flames, and above them the grain conveyors formed one long and perfectly straight line of fire.

THE WORK.

Immediately upon the alarm being given, the Carleton fire department hurried to the scene and the engine took up a position on Protection street, from where streams of hose were sent to the end of No. 3 shed and over the intervening tracks to other points of the fire.

trom where streams of hose were sent to the end of No. 3 shed and over the intervening tracks to other points of the fire.

Word was at once sent to the city and an alarm rung in by Chief Kerr. The chief went over, accompanied by No. 1 hose reel, and on the next boat No. 1 engine went over.

At this time, such was the violence of the fames, the two big warehouses were in ruins, the conveyors over them were masses of fame, the lower corner of the immigration building was blazing, carloads of freight standing on the tracks were smoking and crackling, the stock yards were threatened, and the fames were rapidly working their way through the tunnel-like grain conveyors to the big elevator on the south and to No. 2 warehouse on the west. Under these circumstances the efforts of the firemen were directed towards the saving of those buildings which as yet were untouched or in which there was some hope of extinguishing the flames.

Two streams of hose were taken to the platform between the immigration building and No. 4 warehouse. One of these streams was turned on the warehouse to lessen the volume of heat and enable the firemen to do better work in their efforts to save the immigration building. The other stream was turned on the saving on the saving of the saving of these streams was turned on the warehouse to lessen the volume of heat and enable the firemen to do better work in their efforts to save the immigration building. The other stream was turned on the immigration building theself.

Enormous Damage Done at Sand Point This Morning.

Probably Two Lives Lost --- Terrific Explosion --- Perfect Tornado of Fire --- Sheds, Trains and Wharves Swallowed Up.

tinued for hours or until the burning mass of the big warehouse had so cooled that further work was rendered unnecessary.

In the meantime interest had centred lewer down on the point where the elevator and No. 2 warehouse were in imminent danger from the working along of the fire in the grain conveyors. The elevator was given attention first, and here the crowds gathered. The fire was within sixty feet of the big building and was fast eating its way towards it. Two streams of water were brought and one of them turned on the burning portion of the conveyor. The other was put through a window in the side and did spiendid work in drenching the interior of the conveyor and thus helping to prevent the further progress of the fire.

But such was the tury of the flames that it was seen by all that this stream of water would in a very short time be useless. Then axes were called for and the supports of the conveyor and thus belping to prevent the further progress of the fire.

But such was the tury of the flames that it was seen by all that this stream of water would in a very short in be useless. Then axes were called for and the supports of the conveyor and thus belping to prevent the conveyor, but the affair refused to fall. When it had been weakened another cable was placed round it, but he stream the seed the conveyor that the stream from the conveyor that the affair refused to fall. When it had been weakened another cable was placed round it, but he stream the seed the conveyor was aveid. The water directly opposing the path of the flames forced the nice based of the conveyor and the elevator was aveid. The water directly opposing the path of the farms forced the nice based on the conveyor was aveid. The water directly opposing the path of the farms forced the nice based on the conveyor was aveid. The water directly opposing the path of the farms forced the nice based on the conveyor was aveid. The water directly opposing the path of the farms forced the nice based on the path of the farms and was aveid to the f

tew minutes later all danger from this quarter was passed, the elevator and Nos. 1 and 2 sheds were saved. The upper end of No. 3 shed continued to burn flerely for some time, and Chief Kerr gave this point his personal attention. Every few minutes there was sound of cracking timbers, and with a roar tons of freight of all kinds went down through the floors to the mud below. Here this material burned flercely. Four streams were carried under the railway trestles and played on the falling timbers and wharf supports, which were badly damaged and in many spots totally destroyed. The damage to the wharf will be very large. The

TIDE WAS ON THE FLOOD.

TIDE WAS ON THE FLOOD.

As it crept up inch by inch the firemen gained encouragement and worker all the harder.

Many cars were moved up the yard out of the way of the firemen, and this to a great extent enabled the men to save the cattle sheds. Time and time again the fiames from burning cars ignited the sheds, and in only one instance did the flames make any headway at this point. On the occasion referred to one of the smaller sheds was gutted, the windows in the yard end being burned out. At every opening between the sheds the men fought the flames as ther circulated about the cars and

BURST FIERCELY THROUGH THE

ferry following the one the chief went over on No. 1 engine and hose cart with a large number of men went over. No. 1 Salvage Corps waggon was at the floats but was not ordered over. However many of the Salvage Corps boys got their coats and helmets from the cart and went over and lent valuable assistance to the firemen. No. 6 steamer was stationed on Protection street, near the elevator, and threw two good streams. No. 1 was stationed at Rodney Wharf. The big pumps in the elevator power house were worked for all they were worth. These streams together with the stream from the tug Neptune were

towards the same end, had luckily an equally successful termination.

Between Nos. 3 and 4 warehouse and the stock yards were many cariolads of freight. At the beginning of the fire an engine was hurried down and succeeded in drawing a number of them to a place of safety. But such was the heat, and the intensity of the flames that over a dozen cars had to be left where they were. Three of these standing alongside of No. 3 shed were almost buried by the blasting ruins of the falling conveyor.

The fight that had been carried on at the conveyor entering the upper end or shore end of the elevator was equalied by the work on the conveyor leading past Nos. 1 and 2 sheds. At the roadway between Nos. 2 and 3 sheds the men struggled hard for over an hour. It was hot work, the flames gradually gaining and forcing the men back. Two streams from the elevator power station and a stream from the lug Neptune were used to good effect. A number of the men of No. 1 Salvage Corps worked like heroes at this point, When it was seen that the conveyor was liable to endanger No. 2 shed reduibled efforts were made and with good axe work the streams were used to better advantage, with the result that the flames were checked sufficiently to allow the men to get closer to their work. The

STREAM FROM THE NEPTUNE was then hoisted to the wharf, and a lew minutes later all danger from this quarter was passed, the elevator and Nos. 1 and 2 sheds were saved. The over the conveyor the first of the official size of the people were hurried. Men beging the proposer of the men of the conveyor leading, and into this hundreds of the people were hurried were almost building at train the huilding, These people were at once there were were seven hundred immigrants in the building, the chown in the proven seven hundred immigrants in the building, These people were at once there were time and proven seven bundred. These people were at once there were time and for the dozen and the fright-end of the street. Many of them thew articles of baggage out of the

street. This precaution was after-wards found to be unnecessary. The only damage to the building is the de-struction of the northeastern corner and some slight water damage inside.

THE STEAMERS.

THE STEAMERS.

At No. 4 berth the Donaldson boat Lakonia was lying. Next to her at No. 3 was the Elder-Dempster steamer Lake Manitoba, then the Allan liner Tunisian, and at the head of the slip the Oriano. Of these the Lakonia and Lake Manitoba were the only ones in any immediate danger.

When the fire was first seen many of the tug boats in the harbor hurried to Sand Point and moved these two steamers out from the berths. They could not go very far, and as the heat was intense it was found necessary to bring into use the fire hose used on the ships. For most of the forenoon the water was turned on the sides of the steamers exposed to the flames, and in this way they were prevented from being seriously damaged. The paint on the Lakonia was blistered and some of the upper woodwork scorched. On the Lake Manitoba the damage was somewhat greater, her upper works being badly scorched and several of the boats forward rendered usseless.

After the flames had worked away from the steamers and the beat was

PERISHED IN THE FLAMES.

used, the men only being able to stand the heat and smoke for a few minutes at a time. Fortunately there were no cattle in the sheds at the time. When the fire was at its height trains with 400 head of cattle for the S. S. Lakonia reached Fairville. They are still in the cars at the C. P. R. yards at Bay Shore.

THD FIRE APPARTADS.

As soon as Chief Kerr got the word

No. 3 to No. 4 shed there was

A TERRIFIC EXPLOSION

and the end of No. 3 shed was blown
in. Three of the men cleared it, one
crawled out to where assistance was
at hand but the other two have not
since been seen.

In the dense smoke it was impossible
to identify any one and the survivors of
the little party of six have not the
slightest idea who the unfortunate men
were. That they were

the men are positive. Enquiries all about the scene of the fire failed to elicit any further information and to establish the identity of the two missing was out of the question.

At one time it was believed that a party of fifteen had perished but shortly after they turned up all right.

THE ORIGIN OF THE FIRE.

There is considerable difference of opinion as to the origin of the fire, and the local underwriters intend demanding a thorough investigation.

The first explanation as to the cause that was given any consideration was that some one smoking in the gear shed at the east end of No. 3 shed had dropped a match. Another theory was that hot ashes from the Lake Manicoba had been dumped in the refuse undermeath the shed.

A boy named Corbin, who was in the carpenter shop at the time the fire broke out, says the flames broke suddenly through the floor. This statement tends to strengthen the theory of a number of the local underwriters that the fire was caused by spontaneous combustion in the heaps of rubbish undermeath the sheds. Several of the steamship men have called the at-

THE INSURANCE.

William Quilty was the first man to see the fire. He had occasion to go to the carpenter shop and found the fire burning up the side of the wall.

THE FORESTERS.

Will be a Great I. O. F. Cele ration in Moneton in June.

ration in Moncton in June.

The high standing committee of the L. O. F. was in session at the Queen hotel, Fredericton, yesterday. Those present were Dr. B. U. Mullin, H. C. R., St. Marys; D. G. Lingley, H. V. C. R., St. John; F. W. Emerson, high secretary, of Moncton; E. P. Eastman, high treasurer; E. R. Chapman, P. H. C. R.; Pius Michaud, high com; and Dr. Purdy, high physican. The committee completed arrangements for the holding of the high court at Moncton, July 2nd. This being the twentieth anniversary of the organization of the order in New Brunswick, it is proposed to have all the prominent officials of the order throughout Canada and the United States present. A further meeting of the committee was held last night to complete details and transact other business.

brought under the Nova Scotia Liquor License Act.

The steamer Peter Jebsen that ran aground on Nix's Mate, while outward bound in ballast trim from Boston for Sydney and Friday afternoon and towed into Sydney harbor. She will probably be dry-docked for examilation. She is reported as not being leaking.

Take the people of New York, for cample. It has been said many times that New Yorkers are in some respects that New Yorkers are in some respects the most provincial people in the Unit-del States. This is, of course, slanderous. But the fact is that there are people in New York who have travelled beyond seas, who have visited Paris and Budapest, and Bombay and Hong Kong, and Jerusalem and Vladivostok, who have never been in Washington in their lines.

bones collapsed, breaking like a shell, and Budapest, and Bombay and Hong Kong, and Jerusalem and Vladivostok, who have never been in Washington in their lives. Of course, it is inconvenient to prove this statement, but the fact is that two New Yorkers of wealth, education and refinement are visiting Washington at this writing who confess that this is their first visit, talthough they have travelled in Europe and Asia until they are tired of globe-trotting. These are not isolated instances.

Recently there came to Washington as man who had accumulated a fortune of several millions of dollars in one of the greatest manufacturing industries of this country. His home and the seat of the industry he founded are in an interior city, but the company has tranches in every large city in the world. He had travelled in many lands, but he had not been in Washington since the Civil War until this winter. He had been so busy that he had not thought of the changes that must have taken place at the capital. He saw everything with the wondering eyes of a child. The senate interested and puzzled him greatly; the library of congress made him ashamed that he had believed Europe possessed at the architecture and art worth having; the executive departments were run on a different plan than he had supposed. He found that the men he had believed great were small, and the men he had believed second-raters were leaders in legislation and administration.—Waiter E, Clark, in Collier's Weekly.

MRS. FITZSIMMONS DEAD.

MRS. FITZSIMMONS DEAD.

NEW YORK, April 11.—Mrs. Robert Fits-simmons, wife of the former chaumion heavyweight puglist, died today at her home in Brooklyn, from typhoid poeumonia. See began sinking late in the night and Fits-simuons summoned a number of physicians, but they were unable to sawe her.

ROBBING THE MAILS.

CHICAGO, Ill., April 17.—Burton Parker, a sorter in the Chicago poet office, has been arrested on a charge of robbing the mails. He confessed that he had been opening letters and taking money from them for several weeks. Farker has been in the government service tan years. He is supposed to have secured about \$500 altogether.

Soft and Stiff Hats.

Prices Right.

nderson's,

Boot and Shoe REPAIRING.

makers, and any work entrusted to our care will be done in first-class

Velvet or O'Sulivan Rubber Heels out on while you wait.

SINGLAIR.

The latest novelties in Trimmmed and Untrimmed Hats, Toques and Bonnets; also a nice display of Misses' and Children's Hats, Trimmed and Untrimmed. Also Outing Hats in latest styles. Prices moderate. Insp

CHAS. K. CAMERON & CO., 77 KING STREET.

PROVINCIAL NEWS.

Breton Co. for a vote on the repeal of the Scott Act. This petition for the repeal of the act contains 4,900 signatures, Those interested say the Scott Act is

Saving Lives in a Shipwreck.

Saving Lives in a Shipwreck.

CHICAGO, April 15.—A deepatch to the Record Herald from Kincardin, Ont., says.

Before Pres. Roosevel lett Washington for his western trip he took the first step in a law of the saving the lives of the crew of an American schooner were presented in the name of the President by U. S. Consul Shirley of Goderich to the citizens of Kincardin. It is a saving the last in a terrific gale-land to Milwaukee with coal, was wrecked off Kincardin. Citizens gathered on the lake shore determined to attempt a rescue. Four-man entered a small boat and after great exertion took he crew aboard.

Rilled it and its occupants were thrown into the water.

There followed a long, hard struggle with the storm. William Furguson, one of the rescuing party, and four of the schooner's McGraw, the remainder of the schooner was sent out and rescuers and rescued the mass entered to the schooner was sent out and rescuers and rescued were brought ashore. The cight persons in the rescue out and rescuers and rescued were brought ashore. The cight persons in the rescue of the saving the saving the name of the saving the savin