

TO LET.

Advertisements under this head: Two words for one cent each time, or Three cents a word for ten times. Payable in advance.

TO LET—Furnished parlor for one or two lodgers, centrally located. Enquire at 130 Charlotte street.

TO LET—To lady lodgers, two bright, airy upper rooms, unfurnished, with use of bath. Address X. Y. Z., care Star Office.

TO LET—Furnished rooms, without board. Apply to MISS NOWLIN, 30 Wellington Row.

FURNISHED ROOMS TO LET—At 117 Elliott Row. Cheap rent. Apply on premises.

TO LET—From 1st May next that very comfortable, self contained dwelling house, now occupied by George H. Horton, Esq., No. 129 Gorman street, corner Horfield, containing 4 rooms, bath room, hot and cold water, etc. Can be seen on Wednesday and Saturday afternoon. Apply to W. TREMANS, 4 King street.

HELP WANTED, MALE.

Advertisements under this head: Two words for one cent each time, or Three cents a word for ten times. Payable in advance.

WANTED—A man or smart boy to take care of engine and boiler. Also an apprentice boy to learn the trade. W. F. & J. W. WILSON, Watford street.

WANTED—A young man to work in store. Apply at once. References required. J. ALAN TURNER, 12 Charlotte street.

WANTED—2 Bright Boys about sixteen, to learn the business. Also an apprentice boy to learn the trade. W. F. & J. W. WILSON, Watford street.

WANTED—By a young man a position as engineer. Good recommendations. Apply to J. A. L. care Star Office.

WANTED—A boy to learn the printing business. Apply at SUN OFFICE.

WANTED—A number of good laborers. Apply to J. P. CLAYTON, Superintendent, Fernhill Cemetery.

WANTED—A young man who has had about two years experience in a machine shop. Apply to SUN PRINTING COMPANY.

WANTED—A young compositor, a boy who has had about three years experience. Apply at SUN OFFICE.

GENERAL AGENTS WANTED in each town for special accident, sickness, identity, life and general insurance business. Liberal terms to reliable men. Write Box 70, Montreal.

HELP WANTED FEMALE.

WANTED—A girl for general housework. Apply to 67 Sewell street.

WANTED—A Washerwoman to assist in laundry. Address LAUNDREY, Star Office.

WANTED—Young girl for light housework in small family. No board making. Apply at No. 7, Long Wharf.

WANTED—Two Girls, one for kitchen and one for chamber work. CLARK'S HOTEL, 55 King Square.

WANTED—Girls wanted to learn paper box making. Apply to THE D. F. BROWN CO., Ltd., Canterbury street.

WANTED—A girl for general housework. W. H. STILLING, 51 Sydney street.

WANTED—Two Makers. Steady work at A. R. CAMPBELL & SON, 61 Gorman street.

Erysipelas, Eczema, Eruptions on the face or body, Barber's Itch, Salt Rheum, Blood Poisoning of Wounds, Ring Worm, Hives, Redness or Bad Skin, and all inflammatory wounds or swellings are quickly cured with

BIDDY MARTIN'S EXTRACT.

For sale by all druggists.

FOR SALE.

FOR SALE—One 1 1/2 in. Pine Door, 6 ft. 6 in. by 2 ft. 8 in., with 3 glass panes. Apply Sun Printing Co., St. John.

FOR SALE OR EXCHANGE—A quantity of rope or rope material. Apply to J. A. L. care Star Office.

FOR SALE—An arc lamp, complete, nearly new. Apply to Sun Printing Co., St. John.

FOR SALE—A quantity of steam pipes and iron, fifty-six pound weight. Apply at SUN OFFICE, St. John.

FOR SALE—A Metal Furnace, capacity about 500 pounds. It has a fire brick lining, with smoke and ventilating pipes complete. Apply Sun Printing Company, St. John.

LOST.

Advertisements under this head: Two words for one cent each time, or Three cents a word for ten times. Payable in advance.

LOST—On Sunday, in the Paradise Row Car, between 4 and 6 o'clock, p. m., a purse of money and papers. Would the finder please return to 15 Garden street and be rewarded.

LOST—On Wednesday last, on Princess, between Carleton and Charlotte streets, a small purse containing money. The finder will be rewarded by returning same to this office.

MISCELLANEOUS.

Advertisements under this head: Two words for one cent each time, or Three cents a word for ten times. Payable in advance.

WANTED—To borrow about \$1,000 on city freehold property. Side. Low rent, good location. Address Box 15, City.

Parties getting their winter supply of

SOFT COAL

from Gibbon & Co., can save 50c. per chaldron by placing a prompt order for two chaldrons or more. Cash with order. Special prices on Hard Coal in lots also.

J. S. GIBBON & CO.,
Smythe Street near North Wharf
and 1-2 Charlotte Street.

Millidgeville Ferry

LEAVE MILLIDGEVILLE daily, except Saturday and Sunday at 6.45 and 9.30 a. m., and 2, 4 and 6 p. m.

RETURNING FROM BAYSWATER at 6.15 and 9.15 a. m., and 2.35 and 5.15 p. m.

SATURDAY—6.15 and 9.30 a. m., and 2, 4 and 6 p. m.

RETURNING—5.30, 7.40 and 10.15 a. m. and 2.35, 5.45 and 7.45 p. m.

SUNDAYS—9 and 10.30 a. m. and 2.30 and 6.15 p. m.

RETURNING—9.45 and 11.15 a. m. and 5.00, 7.00 p. m.

JOHN MCGOLDRICK, Agent.
Telephone 228.

HUMOR OF THE HOUR.

"Does your mother allow you to have two pieces of pie when you are at home, Willie?" asked his hostess.

"No, ma'am."

"Well, do you think she would like you to have two pieces here?"

"Oh, she wouldn't care," said Willie, confidentially. "This isn't her pie."—New York Mail and Express.

THE ST. JOHN STAR is published by THE SUN PRINTING COMPANY (LTD.), at St. John, New Brunswick, every afternoon (except Sunday) at \$2.00 a year.

ST. JOHN STAR.

ST. JOHN, N. B., JULY 2, 1903.

IT IS TOO LONG.

It is the common opinion that the Intercolonial is too long a route to be useful for winter export freight business from the west. The Telegraph offers against this "the recent evidence" in the I. C. R. handling of the cattle "business."

It is true that the Intercolonial brought a good many cattle to St. John last winter for export—when the cattle were not allowed to go by any other route. It is also true that so soon as the embargo was lifted the traffic went back to the more direct channel. Lastly it is true that during the period in which the Intercolonial had the monopoly the freight charge on cattle was greatly increased.

There is no doubt that the Intercolonial could handle the cattle trade or any other traffic, and could do so if the route were made a few hundred miles longer. With the resources of the country behind him to meet the bills the minister of railways could do many things that would not pay.

But it needs no argument to show that the Intercolonial cannot compete with the shorter routes. Mr. Blair, by dropping out of the competition, admits that he cannot compete. Six years ago he said that he was going at once into competition with the Canadian Pacific and Grand Trunk in the export of grain and other produce. For this he bought the Drummond railway, spent millions for rolling stock, provided wharves and elevators. Where is that competition now after six years of experience? The evidence of the elevator that does not elevate, of the wharves that do not receive goods, and of a wharf without export traffic all go to show that Mr. Blair has found out his mistake. In fact, nearly all through export business carried on by way of the Intercolonial terminus has been done while it was used as a Canadian Pacific terminus.

WHO ASKED FOR THIS?

The Telegraph says that the proposal to build at public expense a railway from Quebec to Winnipeg, and to lease it to the Grand Trunk "would square with the sense of this section" as heretofore expressed in resolutions "of its boards of trade." It is safe to say that no board of trade in eastern Canada ever recommended or endorsed such a proposition as this. The St. John board of trade adopted resolutions in favor of extending the intercolonial to the Pacific. One of the arguments in favor of public ownership and control was based on the belief that the Grand Trunk Company was not Canadian in its policy and purposes. The opinion freely expressed was that it would be better for the government to build and operate the road than to give the Grand Trunk an opportunity to turn the traffic to Portland. There has been no demand in eastern Canada for further concessions of any kind to the Grand Trunk, and certainly no recommendation that the public should build a road across the continent, or half way across it, for the accommodation of that company.

NICHOLAS FLOOD DAVIN.

The monument to the late Nicholas Flood Davin, which was disclosed to the public today at Beechwood cemetery, Ottawa, is a tribute to a brilliant man, from his friends and admirers. There was no general appeal to the people at large, only a suggestion from Mr. Henry Morgan and a few others. The contributions were sent from all parts of this country and from other countries, so that the memorial is much more imposing than was originally intended. It was suggested that the fund might include some provision for Mrs. Davin, who was left without much means. When this came to the knowledge of Mrs. Davin, she asked that the part of the scheme intended for her benefit should be dropped, but expressed her deep appreciation of the honor proposed to be done to her husband, as a fit recognition of his devoted and conspicuous service to his adopted country.

Mr. Davin was one of the most brilliant men whom the old country has contributed to the new Dominion. His great ability and remarkable accomplishments were acknowledged in his life time, and since his tragic death removed him from the arena of party strife, there is a general recognition of his intense patriotism and his unselfish service to his country, and of his broad and generous spirit and sympathies. He was not without his failings, but he was true and honorable. He was an ardent advocate of the interests of the great western country which he made his home, and those who thought him over insistent and too enthusiastic in his claims for the west now understand better that they did a dozen years ago how right he was. Western Canada has had no other public man to whom she owes so much as Nicholas Flood Davin.

The Ottawa Free Press expresses a desire that Gurney may now be forgotten. Mr. Stratton is said to be of the same mind.

TRYING TO LIFT CUP COSTS \$2,000,000.

Sir Thomas Says That He Has More Millions to Keep on Challenging.

WASHINGTON, June 28.—At the luncheon in the White House Friday in honor of Sir Thomas Lipton, interesting statements were made concerning the cost of challenging for and defending the America's cup. Sir Thomas caused much surprise when he said that if he should win the cup this time it would represent an investment of considerably more than \$2,000,000. If he again failed to win it, he said he still had more millions to spend in the effort to lift it.

Sir Thomas said it would cost him a little more than a million dollars to compete for the cup this year. This was partly due, he explained, to the fact he had brought over his two challengers and had had both of them in commission for months. Each yacht has a crew of 60 men, who are the best that he had, and the cost of keeping them in commission a month represented a small fortune.

Sir Thomas did not say what Shamrock III. cost him to build, but intimated that it was close to \$500,000. To the cost of the new yacht must be added the cost of keeping the other in commission and the expense of the Erin, in which her owner entertains in lavish style. The combined expenses of his trial for the cup this year, Sir Thomas said, would reach \$1,000,000 and probably more. His two previous attempts to get the cup cost him a little more than that figure. In contrast with the cost of the challenger, it was stated by one of the members of the party that the Reliance syndicate had invested but \$300,000 in the defender, and that this amount was expected to cover all expenses.

Following the question of the cost there was an informal discussion as to the advisability of adopting sea-going schooners in future cup races. Sir Thomas strongly favored the idea, though he has said that he will abide by the decision of the New York Yacht Club. It was a sea-going schooner which brought the cup to this country. The British changed the style of the contest, in an effort to regain the cup, by sending over a cutter to compete for it. The style of yacht was new on this side of the water and it was met with a sloop from which the present 90-footers have been evolved. They are built for wind and not for weather, and Reliance and Shamrock III. are believed to represent the highest degree of perfection in that direction. Little change, it is said could be made in building yachts along these lines for future cup races.

More than that, the yachts are so expensive that only millionaires can build them and their value is gone when the last race of the series is sailed. Everything is sacrificed to speed and they cannot even be rebuilt so that they can be used for cruising. Therefore, win or lose, Sir Thomas Lipton considers that the time is ripe for the adoption of schooners which can brave any sea and can cross the ocean under their own sail instead of having to be towed across.

With the introduction of schooners it is thought many wealthy people would build boats to compete for the honor of defending or challenging for the cup, as they could be subsequently used for ocean cruising. The races would then become more a test of seamanship than they are now, and Sir Thomas believes the interest in the contests would be greatly stimulated. The distance could be suitably increased, the races could be sailed in any kind of weather, for the rougher the weather the keener would be the sport.

MORE CAUSE FOR COMPLAINT.

I. C. R. Suburban Service was Inadequate Again Yesterday.

Notwithstanding the good advice given in the Sun yesterday, the I. C. R. train service for yesterday's holiday was worse than on Saturday last. The 1.15 p. m. train as made up before the passengers had time to get on, and before the time of starting, and at one o'clock there were as many passengers on the platform as in the train. A bright idea then seems to have struck some of the platform getting shovels of children when starting from every stop place. Delicate ladies were compelled to ride in the smoker and inhale tobacco smoke, which to some is sickening under such conditions.

Conditions on the ten o'clock train to the city last night were even worse. There were passengers enough for at least three more cars and the way they were packed into the altogether insufficient accommodations was wonderful to be seen. Ladies were sitting out on the steps or standing on the platforms of the cars, with light summer clothing exposed to the showers of filthy cinders. There was scarcely standing room on the train and the remarks made by tired pleasure seekers unable to get seats were not at all complimentary to those responsible.

There is another matter which should be at once changed. It is impossible for one ticket seller to handle tickets for this suburban train. Consequently many passengers have to get on the train without tickets, and the conductor having to make change, cannot get through the train before it reaches Coldbrook. Passengers reach that station without having their tickets collected or paying their fares. Now will this state of things be repeated on Saturday?

MARRIAGES.

REID-CORBETT—At the residence of the bride's father, June 24th, by the Rev. W. Edw. Johnson, John B. Reid, of Summers Hill, to Miss Letitia Corbett, daughter of George Corbett, of Clones, Queens Co., N. B.

MACMURRAY-WILLET—At St. David's church, St. John, N. B., by Rev. W. W. Rainie, on July 1st, 1903, John Alexander Link MacMurray, to Maggie Naira Willet, both of St. John, N. B.

BIG CROWDS AT THE OPERA HOUSE.

Miss May Nannery and her talented company presented two bills yesterday in the Opera House. The Diplomat at the afternoon matinee, and Too Much Johnson in the evening. Both performances were greeted by large audiences, and in the evening it was almost a case for the S. R. O. sign. If one may judge from the hearty applause and curtain calls, the audiences were evidently delighted with the performances.

Too Much Johnson is a play well calculated to keep an audience in good humor. W. R. Dalley as Augustus Billings, a New York lawyer, took the principal role, and his splendid impersonation of the husband embroiled in a flirtation with another man's wife and harassed by his wife and mother-in-law, yet equal to any emergency, elicited round after round of applause from the audience and kept the spectators convulsed with laughter.

Miss Lena Lorraine took the part of an imperious and meddlesome mother-in-law, yet equal to any emergency, elicited round after round of applause from the audience and kept the spectators convulsed with laughter.

Monroe Saulsbury as Henry Macintosh, the devoted Canadian lover of Lenora Faddish, was exceptionally good in his part. Frank E. Jamison in his role as Joseph Johnson, the Cuban coffee planter, found the humorous aspect of the situation almost too much for him at one time, although he played his part in a very clever manner.

LATE SHIP NEWS.

Domestic Ports.

SHIP HARBOR, N.S., June 30—Ard, sch Onyx, Smith, from Liverpool (and sailed for Boston).

SID, 25th, bark Steviack, LeMarchant, for Bordeaux.

OWLS HEAD, N.S., June 30—Ard, bark Don Quixote, Samuelson, from Iceland, for Ship Harbor.

HALIFAX, N.S., July 1—Ard, str. Adria, from Hamburg and Boulogne (and sailed for Philadelphia); Halifax, from Boston; sch Wanda, from New York.

SID, str. Normandie, Berg, from New York.

HALIFAX, July 1—Ard, str. Dahome, from Demerara, West Indies and Bermuda; Demara, from Liverpool, via St. John's, Nfld; Olivette, from Charlottetown and Hawkesbury, (and sailed for Boston).

British Ports.

LIVERPOOL, July 1—Sid, str. Canada, for Montreal; Germania, for New York.

LONDON, July 1—Ard, str. St. John City, from St. John and Halifax via Havre.

SCILLY, July 1—Pd, str. Philadelphia, from New York for Southampton, 10.30 a. m.; Pretoria, from New York, for Plymouth, Cherbourg and Hamburg.

SOUTHAMPTON, July 1—Sid, str. Kaiser Wilhelm Der Grosse, from Bremen, for New York, via Cherbourg.

PLYMOUTH, July 1—Ard, str. Glen Head, from Newcastle, NB.

PRAIRIE POINT, July 1—Passed, str. Rosetti, from Chatham, NB, via Sydney, CB, for London.

PLYMOUTH, July 1, 6.10 p. m.—Ard, str. Pretoria, from New York, for Cherbourg and Hamburg (and proceeded).

SOUTHAMPTON, July 1—Ard, str. Philadelphia, from New York (passed Hurst Castle at 7.55 p. m.).

Foreign Ports.

NEW YORK, July 1—Ard, str. Teutonic, from Liverpool and Queenstown.

CITY ISLAND, July 1—Bound south, June 30, schs Ida May, from St. John, NB, via Providence, (not as before); Avon, from St. John, NB.

NEW YORK, July 1—Sid, str. St. Paul, for Southampton; Oceanic, for Liverpool; sch Florence M. Smith, for Halifax.

PORTLAND, Me., July 1—Ard, str. State 64 Maine, from Boston for St. John (and sailed).

Cid, sch Spartan, for Wentworth, N.S.

MACHIAS, Me., June 30—Ard, sch Osprey, from New York; Hortensia, from San River, N.S. for New York.

VINEYARD HAVEN, Mass., June 30—Ard, and sid, schs Clifford I White, from Elizabethport, for Portsmouth; D J Sawyer, from Perth Amboy, for Portland.

July 1—Ard, schs Kennebec, from Calais, for New York; Moonlight, from Calais, for do; Freddie Eaton, from New York, for Calais; Pardon G Thomson, from St. John NB, (for orders).

PORTLAND, July 1—Bound south, sch Ruth Robinson, from Bayview, Mass.

Bound east, str. Rosalind, from Halifax, NB, (for orders).

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Manchester, Robertson, Allison, Limited.

During July and August our stores will be open until 10 p. m., on Fridays and closed at 1 o'clock on Saturdays.

Fancy Printed Challies, at Twenty-five Cents per Yard.

Eight Hundred Yards of Fancy Printed Challies with Mercerized Stripes. For Waists and Summer Costumes, all on Ivory Grounds, with Dainty Floral Colorings in eight styles, 2 1/2 inches wide, 25c. per yard.

SALE ON FRIDAY AT CENTRE COUNTER, GROUND FLOOR.

LADIES' AND CHILDREN'S HOSE.

SOME WONDERFUL VLAUES.

Ladies' Fast Black Cotton Hose, sizes 8-1-2, 9, and 9-1-2-2 pairs for 25c.

Ladies' Fast Black Cotton Drop-Stitch Hose, sizes 8-1-2, 9 and 9-1-2-20c. pair.

Ladies' Fast Black Cotton Hose, Drop-Stitch, with lace effects, sizes 8-1-2, 9 and 9-1-2-20c. pair.

Ladies' Fast Black Cotton Hose, with embroidered ankles, sizes 8-1-2, 9 and 9-1-2-20c. pair.

Ladies' Fast Black Cotton Hose, with White Polka Dots, 20c. pair. Sizes 8-1-2, 9 and 9-1-2.

Ladies' Fancy Cotton Hose, in Blue and White, and Red and White, fancy

designs, 20c. pair. Sizes 8-1-2, 9, and 9-1-2.

Ladies' Fast Black Lisle Thread Hose, All-over Lace Effects, sizes 8-1-2, 9 and 9-1-2, 25c. pair.

Ladies' Fast Black Cashmere Hose plain and ribbed, 25c. and 35c. pair.

Children's Fast Black Cashmere Hose, ribbed and plain, extra strong make, 25c. and 30c. pair.

Children's Fancy Cotton Hose, in Red and White, and Blue and White Spots and fancy figures, 15c. pair.

IN MEN'S CLOTHING DEPARTMENT.

SPECIAL FOR FRIDAY ONLY.

Men's Extra Strong Dark Oxford Trousers, made from Moncton Cloth. Big Value. Special for Friday. Only \$1.85.

FOR OUTFIT WEAR.

Men's White Duck Coats, extra quality, \$1.35.

Men's White Duck Trousers, extra quality, \$1.35.