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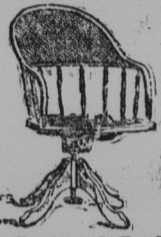
Just received a nice new stock of these. Perfect movement. Handsome finish.

Feather Dusters!

We have a splendid assortment of these at various prices.

W. H. THORNE & CO., -- Limited.

Office Chair.



Cane Seat and Back, Tilt and Swivel. \$5.85

Hall Stand.



Finely cut Quartered Oak Polished Bevelled Mirror, 12 x 16 \$9.85

Couch.



Covered With Velvet, and Fringe on Both Side, Spring Edge, Tipped Top. \$10.75

F. A. JONES CO., LIMITED. 16 and 18 KING STREET.

A BIG BLAZE STARTED INSTANTLY

is the effect produced by striking a

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Made by Canada's greatest match makers, THE E. B. EDDY CO., LTD. 5 Cents a Box.

SCHOFIELD BROS., SELLING AGENTS, ST. JOHN, N. B.

Chandeliers, Hall, Table and Bracket Lamps, CHIMNEYS, BURNERS, WICKS, &c., at Lowest Prices.

J.R. CAMERON, 64 Prince Wm St

BATTLE IN AIR AS ON LAND. French Minister of War Accepts Offer of Santos-Dumont's Aerial Fleet.

PARIS, Aug. 2.—The world within measurable distance of the time when battles will be fought up in the clouds as well as on land and beneath the surface of the sea?

It would seem so at any rate, as M. Santos-Dumont today received a visit at his balloon sheds in Neuilly of a delegation representing General Andre, the French minister of war, and composed of Major M. Hirschauer, chief of the French military aeronautical department, and Lieut.-Col. Bourgois, sous chef of General Andre's cabinet.

For two hours these officers remained with Santos-Dumont examining his great balloon, No. 10, trying the sixty horse-power motor, starting and stopping the immense propeller and studying every detail of the airship with minute care and tireless patience.

The opinion expressed by the representatives of the minister of war was so unreservedly favorable that a practical test of a novel character— which, if successful, will be conclusive of the airship's military value—will take place shortly.

The test will consist of an attempt to leave Paris and enter one of the French frontier towns, Nancy or Belfort, the same day by airship.

WILL MAKE PART OF JOURNEY BY TRAIN. Naturally the entire journey will not be made in the balloon.

M. Santos-Dumont's idea for this interesting experiment is to take a train from Paris in the early morning with his balloon, tubes of hydrogen gas to fill it and all the machinery and instruments in a special wagon.

At some station a short distance from Paris the train will be unhooked from the main line and a score or so of soldiers and accompanying officers representing the minister of war will unload the balloon and its appliances and transport it to the nearest available open space, where under M. Santos-Dumont's directions the balloon will be inflated and prepared for the ascent.

M. Santos-Dumont estimates that within two hours from the time of leaving the train with everything will be ready, and he will then make an attempt to fly over the town that may be selected for the experiment.

The visit of Lieut.-Colonel Bourgois and Major Hirschauer today to M. Santos-Dumont's balloon shed, when the details of the foregoing military aeronautical manoeuvre were discussed was one of the consequences of a letter written by M. Santos-Dumont to Gen. Andre after the review of July 14.

In this letter after referring to the sympathetic reception given him and his airship upon their appearance over the review ground at Longchamps, M. Santos-Dumont offered his airships and his services to the French in the event of war with any country other than the republics of North and South America, loyally adding that in the very improbable case of war between France and Brazil he should put himself at the disposal of his native country.

Telephone 1555. St. John, N. B., Aug. 5, 1903.

Buy a Suit Now.

If you want to save a lot of money in buying a suit you can do so now at this store, the prices are cut without mercy as the suits must go and they are going at these CUT PRICES

If you want to save a lot of money in buying a suit, you can do so now at this store. The prices are cut without mercy, as the suits must go—and they are going AT THESE CUT PRICES.

J. N. HARVEY, Tailoring and Clothing, 199 and 201 Union Street

CIVILIZED AMERICANS

Amuse Themselves With Another Lynching.

They Hang Wm. Hamilton to a Trolley Wire and Go Home. It Was Well Conducted.

ASOTIN, Wash., Aug. 5.—Despite the efforts of Sheriff Richards of Asotin county, father of the victim, who had sworn in twenty-five deputies to guard him, William Hamilton, a well-to-do farmer, the self-confessed murderer of little Mabel Richards, was forcibly taken from the Asotin County jail shortly after midnight and lynched by a mob of over one thousand men, which had been congregating all day yesterday from all parts of Asotin County. The officers and guards were overwhelmed by the mob, and the keys were taken from the jailer. When Hamilton's cell was reached no key could be found and the mob sawed at the bars until the door could be opened, and after fifteen minutes delay the prisoner was dragged out of the cell and down into the yard. Meanwhile another company of masked men kept back the crowd which had filled the streets all night.

As the prisoner came from the jail yard, masked men clutched the murderer's arm. Beside him another masked man pressed closely with his hand over the murderer's mouth. As the group came forward masked men who had been guarding the entrance formed a linked chain about the captive and the captors, and in this manner they proceeded keeping the crowd at a respectable distance.

When the lynchers with Hamilton reached first and Fillmore streets they halted under a guy wire which crossed the street and connects electric light poles. Here one of the leaders asked Hamilton if he wanted to confess. He did so. The crowd satisfied that his jewelry, some trifling trinkets he had in his possession, and his watch, he given to his father and mother. Then there was another delay, while the manner of Hamilton's death was under discussion. Some of the mob wanted to torture him, but the original programme prevailed and it was decided to hang him. A black mask was put over Hamilton's head, it reached down to his shoulders. The rope was then placed about his neck and thrown over the guy wire. It was seized by many hands, and the body lifted about four feet off the ground. The man began to gasp for breath and his efforts were plainly discernible a distance of two blocks. After Hamilton's body had been held long enough to make certain he was dead the rope was tied to the telegraph pole and the body left suspended. The crowd of the mob, which had breathed his last, quietly dispersed and the streets were soon deserted.

THE DEMANDS PRESENTED BY THE CHINESE GOVERNMENT TO THE FOREIGN MINISTER AT PEKIN INSTRUCTED NOT TO COMPLY WITH CHINA'S DEMAND.

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The demands presented by the Chinese government to the foreign minister at Peking, on the charge of sedition, said that the prisoners were wanted for "execution" a trial was not mentioned and it was therefore inferred at Peking that the authorities were disposed to dispense with this formality. All the newspapers published at the treaty ports have exhorted the ministers to refuse the demands. The Russian, French and American ministers were said to be in favor of surrendering the prisoners.

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WONT GIVE UP THE EDITOR

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AN OLD MAN KILLED.

His Head Was Quietly Crushed While He Slept—His Son Suspected of the Deed.

BARNESVILLE, O., Aug. 5.—While he slept, Dwight Jackson, aged 53, a laborer of Barnesville, was murdered early Tuesday morning. As the old man slept in his bed his assassin struck him on the head, crushing his skull. So quietly was the deed planned and executed that Jackson's young daughter, who was occupying the same room with him was not awakened. It was this daughter who first discovered that Jackson had been murdered. At noon Fred Jackson, son of the murdered man, was arrested on suspicion of being the murderer of his father. The old man had reproved the son a day or two ago and the boy is alleged to have been angered at his father.

ONE SOLUTION.

The Eastern Problem Might Be Solved If Things Like This Continue.

BERLIN, Aug. 5.—A despatch received says 500 persons were drowned in the disastrous floods which occurred at Che Foo, China, July 27. The bridges within the city and many houses with their occupants were swept away in the torrent. Two thousand of the inhabitants are left without means of subsistence.

MRS. LI BESIEGED BY CURIOUS CROWDS.

Mrs. Li Ching Hsu never before saw such a city and such people as she has seen in her visit to New York. She is young and very pretty and she dresses in silk gowns, or rather suits, made from Oriental designs for feminine wear. She is the wife of a diplomat and rejoices in her husband's rank as Mandarin of the Red Button.

She was pleased yesterday by all the demonstration which was made in her honor, for as many as twelve photographers called at the Hotel Griffon she, her husband and her young son are, and demanded pictures.

"Delighted," said Mrs. Li Ching Hsu, "and surely a compliment, I take it. I shall have the garment of blue silk and the hairpins of the finest gold."

She would have been photographed by the squad of men with cameras had not Mr. Wine, of the Chinese Consulate, arrived and informed her that it was undiplomatic for wives of the mandarins of the red button to be pictured for publication, and so Mrs. Li Ching Hsu hastened with her young son to the carriage and drove to the lower portion of the city with her husband.

She was amazed by the attentions which were bestowed upon her by the populace. When she alighted in front of a Maiden Lane jewelry store she saw at least a hundred persons on the sidewalk watching her. For half an hour she thronged lingered, and finally two policemen sent it moving down to Gold street. Again policemen interfered when a hundred persons surrounded her carriage at another place, and some raised the curtains and looked in, only to see her smiling.

Li Ching Hsu is a nephew of Li Hung Chang, and he has for the last two years been stationed at Lima, Peru. He is on his way home on a vacation.

SIXTEEN YACHTS.

COWES, Isle of Wight, Aug. 5.—The regatta of the royal yacht squadron was continued today and sixteen yachts started in the race for the German cup over the old Queen's course. They were favored at the start by a good sailing breeze.

AN ABSOLUTE ABSURDITY.

A Chicago Man Writing to the Portland Press.

Expresses Himself Very Plainly on the Grand Trunk Pacific Scheme. It will Benefit Portland

To the Editor of the Press: I feel impelled, as a resident of Chicago, where the Grand Trunk has vital interests, to express my approval of your editorial in the Press of Saturday morning, wherein you drew attention to Sir Wilfrid Laurier's reference to the bonding privilege in introducing the Grand Trunk Pacific bill in the house of commons. You are quite right in stating that his attitude in referring to this question as a "measur" to Canada and to Canadian railway interests was altogether outside the question—used as a bugbear to frighten not only the Canadian electors, but also to put the Grand Trunk people in partnership with himself in his efforts to befool the Canadian public.

The statement was on a par with his further assertion that "no other continental railway, every inch of it on Canadian soil, is a national, as well as a commercial necessity." I would draw your attention in this connection, to the fact that the Canadian Pacific railway, which is a British Imperial enterprise in certain aspects, in order to find the shortest route to the Atlantic seaboard, traverses the state of Maine for several hundred miles between the province of Quebec and the province of New Brunswick in Canada.

This of itself goes a long way towards showing the unsoundness of Sir Wilfrid Laurier's assumed fears, both with respect to the bonding privilege and an all-Canadian route.

We, in Chicago, who understand perfectly the routes of grain from the western wheat fields, both in Canada and the United States, perceive plainly the political considerations underlying the Grand Trunk Pacific scheme as announced by Sir Wilfrid Laurier in the house of commons at Ottawa, on Thursday last. Having this understanding of the situation, and being in close touch with Canadian politics, where they trench upon the transportation question, I am in a position to state that the project to build a line of railway from Winnipeg to Moncton, a distance of 1700 miles, through morasses, granite ridges, across water sheds, necessitating gradients, which would call for bridges, trestles and embankments, is an unsound business proposition, calculated, like most unreasoning appeals to prejudice when propounded by scheming politicians, to arouse the jingo elements of a country for political purposes.

In short, the Winnipeg-Moncton line is an absolute absurdity, from a commercial standpoint. It is believed in Chicago; it is believed by probably a majority of the Canadian people, by the Hon. Andrew G. Blair, who recently resigned his portfolio as minister of railways to emphasize his belief; it is believed by the Grand Trunk people themselves, that this section of the Grand Trunk Pacific railway will never be constructed.

The project, however, is being dangled in the air as a catch-peg to procure the support of the people dwelling along the eastern end of the proposed line. The bill, brought down in parliament, authorizing the construction of this section of the line, is couched in such phraseology that construction may be delayed for an indefinite period.

There are conditions, according to the Grand Trunk Pacific bill, which was introduced by the Canadian parliament, on Thursday last, governing the construction of the road from Winnipeg to the Pacific, which indubitably show the "reason d'etre" of Sir Wilfrid Laurier's claims in regard to the whole proposal. This is the prairie section of the road except where the tracks cross the Rocky Mountains. Construction is to begin immediately the bill is authorized by parliament. When the eastern portion from Winnipeg to Moncton, as projected, is to be built—to be constructed by the Canadian government, the western section will be constructed by the railway company itself.

Substantial government guarantees, however, have the effect of making this prairie and mountain section a very attractive one to any construction company undertaking the same, attractive to the Grand Trunk Pacific people themselves, attractive especially to Sir Wilfrid Laurier, in view of the coming election campaign in Canada. To be very expressive the liberal government of which Sir Wilfrid is the head, expects a substantial campaign fund in connection with their action in guaranteeing the bonds of the Winnipeg-Port Simpson section. The conviction is irresistible that the western part of Canada from Winnipeg to Moncton is to be sold by an appeal to national sentiment embodied in the term "an all-Canadian route," and led to believe that they, too, may participate in the material benefits which follow railway construction. The hope of good things to come will reconcile the eastern portion of Canada to the immediate outlay in the western section.

It is a pretty scheme, a shrewd political move; and so apparent is it, I need not dwell upon the matter further in order to demonstrate the commercial unsoundness and the pettifogging which attaches to Sir Wilfrid's statements about the bonding privilege referred to in the Press, and the utility of the Winnipeg-Moncton section as a grain carrying route.

Portland has really nothing to fear, but everything to gain, in connection with the project.

It has been said—and I use the quotation without any personal feeling, as applied to Sir Wilfrid Laurier—

Reduction Sale.

To clear the balance of our stock of Men's Straw and Light Felt Hats, Children's Linen and Straw Hats, White and Colored Tams, &c., &c., the prices have been reduced to just one half.

Anderson's, Manufacturers, - 17 Charlotte St.

Come to 44 Germain St., or Call Up Phone 1074 FOR ANYTHING IN

Hardware, Paints, Oils or Glass.

Screen Doors, from 75c up. Window Screens, 20c to 30c. Green Wire Cloth, 10c to 20c yard

J. W. ADDISON, MARKET BUILDING. Open Friday Evenings

NEW