

SEE
MANCHESTER'S
Advt. on Page 8.

VOL. 8, NO. 14.

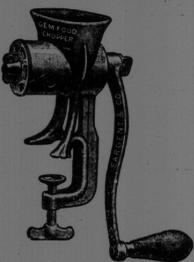
ST. JOHN, N. B., WEDNESDAY, SEPTEMBER 25 1907

LATEST WEATHER REPORT

FINE and COOL

ONE CENT

SARGENT'S GEM FOOD CHOPPER.
Chops Everything.



Indispensable in any kitchen.
5 different size self-sharpening steel knives for cutting coarse or fine.

No. 20, small, price \$1.25
No. 22, medium, price 1.50
No. 24, large, price 2.00

W. H. THORNE & CO.,
Market Square, St. John, N. B.

Mica for Stoves.

Does your heating stove need new Mica?
We have clear, pure, White Mica, in all sizes.
The kind that does not flake nor burn out easily.
Prices range from 2c. to 15c. per sheet.

EMERSON & FISHER Ltd.

Men's Suits
\$8, \$10 and \$12

In our Suits at these prices we feel that we have unquestionably attained the highest standard ever reached in the making of

Men's Clothing.

It is worth your while to come in and see them.

American Clothing House,
11-15 Charlotte St., St. John.

WE ARE ALL READY!

We have just received a great array of ladies' and gents' clothing and furnishings for the fall, and we are ready to supply your wants for the chilly weather in every line with prices to suit your pocket. To start with, we offer you two specials, men's wool underwear 50 cents apiece; men's heavy top shirts 50 cents apiece.

J. ASHKINS, 655 Main St.

WOODROW & SON'S
STIFF HATS
FOR MEN
Latest Shapes, Fast Colors, Easy Fitting, Wear Well.
The Best \$3.00 Hat Sold.

F. S. THOMAS, Dufferin Block,
539 Main St., N. E.

NEW GOODS. NEW STYLES.

We have just received a big line of ladies' misses' and children's coats. Here are a few of our prices: Ladies' coats from \$6.50 up. Children's from \$2.75 up. At

The PARISIAN STORE, 47 Brussels St.
the same place where you can get big double shaker blankets for 90c per pair.

FALL AND WINTER
RAINCOATS AND SUITS

It is no secret that for rapid healthy growth and expansion, our business has no parallel and stands out in a class by itself in this city.
THERE IS A REASON, it's the care with which we have selected our stock, the prices at which we marked them, and the general satisfaction they have given. Our fall and winter stock of Suits, Overcoats, Reefers, Pants and Furnishings are now ready.

SUITS AND OVERCOATS \$5.00 to \$24.00
FALL OVERCOATS 6.98 to 15.00

J. N. HARVEY, Tailoring and Clothing
Opera House Block

DEATH WAS CAUSED
BY VACCINATION

Seven Year Old Boy, Died in
Convulsions

Brought on by the Use of Impure Vaccine
—His Father Will Take Action
Against Board of Health.

NEW YORK, Sept. 25.—The Tribune says—Two weeks after he was vaccinated by the Board of Health physician, Walter E. Brown, 7 years old, of Brooklyn, died yesterday. Dr. George Barney, the physician who attended him, said death was due to the vaccination.
He refused to give a certificate, and asked the coroner to make an investigation.
The boy's father two weeks ago decided that it was time for his boy to enter the public schools. When he made application, however, he was told that the boy could not enter unless he was vaccinated.
The father objected, but when he was informed that there was no other way, he consented and took the boy to a Board of Health. Two days afterwards the boy's arm began to swell and he suffered from convulsions. Dr. Barney was called in. He said the boy had been poisoned, and poisoning had been caused by impure vaccine virus. Mr. Brown says that he will prosecute the Board of Health.

RUSSELL SAGE'S EXECUTOR
IS GETTING INTO TROUBLE

Safe Deposit Company Charged With Unlawfully Delivering Securities Without Obtaining Permission.

ALBANY, N. Y., Sept. 25.—State Comptroller Glynn announced today that he has called upon the Attorney General to begin proceedings against the Mercantile Safe Deposit Company of New York City, for permitting the safe deposit box of the late Russell Sage, containing a large amount of securities, to be opened by one of the executors of the Sage estate without the consent or knowledge of the State Comptroller. Department Comptroller Glynn says he has requested the Attorney General to enforce the collection of a penal penalty for the violation of the law.
The comptroller in his letter to the Attorney General says: "Shortly after the death of Russell Sage, the Mercantile Safe Deposit Co., of New York, delivered to the executors of the estate of the executors of his last will and testament, certain securities and other assets belonging to the estate, which were contained in a safe deposit box in its vaults, without having given the comptroller notice of such intended delivery or having secured his consent thereto. Such action on the part of said company was in direct violation of the provisions of section 227 of the transfer tax law and subjected it to a penalty of one thousand dollars."

"GUILTY, BUT DON'T
BE TOO HARD ON HIM"

CHICAGO, Sept. 24.—Amasa C. Campbell, a wealthy lumber merchant of Antigo, W. I., who killed Benj. F. Harris in the stock exchange last winter, was found guilty of manslaughter tonight. Accompanying the verdict was a recommendation by the jury, that the penalty be fixed at one year's imprisonment the minimum penalty allowed by the law.
The shadow of Dr. Harris, who was also a resident and well known physician of Antigo, was the culmination of trouble growing out of the physician's attention to Mrs. Campbell.

FIRE AT SALISBURY

MONCTON, N. B., Sept. 25.—A small shop located near P. J. Gray's hotel, at Salisbury, owned and occupied by J. E. Foster, as a grocery store, was totally burned at an early hour this morning. Nothing was saved. Mr. Foster carried some insurance, but his loss is considerable. The Depot Hotel is badly bilistered.

LATE SHIPPING.

Arrived Today.
Stmr Gov. Cobb, Boston, via ports, W. G. Lee.
Coastwise—Str. Bygland, 1465, Olsen, Lonsburg, coal.
Schr. Mary M. Hurd, North Head, Grand Manan; Trader, St. Martins, McKado, Apple River.

Cleared.
Stmr Gov. Cobb, 1555, Mitchell, Boston, via ports.
Schr. Louis V. Chaples, 191, Robinson, Bridgeport.
Schr. Domain, 91, Stewart, Boston.
Schr. Nellie Miller, 246, Barton, Elizabethport, N. A.
Coastwise—Stmr Prince Rupert, Digby; Schr. Bay Owen, Bellevue Cove, N. S.; Gaselle, Waterford; Golden Dale, Back Bay; E. Fort, St. Andrews.

THREE MASTED SCHOONER CUMBERLAND
IS A TOTAL WRECK AT GOOSE RIVER.

VETERANS HAD A JOLLY
VISIT IN ST. JOHN

Capt. Littlejohn and His Crew of Five Men Barely Escaped With Their Lives When the Vessel, Battered and Sinking, Was Driven Ashore in Yesterday's Gale.

The big three-masted schooner Cumberland, of Portland, Me., was driven ashore on the New Brunswick coast at the mouth of Goose River, St. John Co., on Monday night and is, with her cargo, a total loss. The crew of six men barely escaped with their lives, reaching shore in an exhausted condition and almost unable to help themselves.

The Cumberland was owned by H. M. Sargent, of Portland, Me., and hailed from Portland. She was built in Freeport, Me., in 1874 and was under command of Capt. J. Y. Littlejohn, N. S., for Norfolk, Va., and sailed from Cheverly that evening. Owing to the unfavorable weather, Capt. Littlejohn did not go out of the bay until Monday afternoon. He then decided to make a start, although the wind was blowing a gale from a westerly direction.

As the Cumberland made her way down the bay, the gale increased and seas ran very high. The schooner sprung a leak about ten o'clock at night. From that hour on the crew pumped without cessation. Such was the force of the wind and waves that the vessel was unable to keep her clear of water-proved unavailing. When morning broke, there were seven feet of water in her hold, and she was in a sinking condition. The men remained at the pumps working hard, for at this hour they were struggling for their own lives as well as for the safety of the vessel. The weather was so thick that they could not see any distance ahead, but about noon the fog lifted sufficiently to enable

them to see land quite near. They stopped pumping, threw the big anchor and took the utmost desperate hope of reaching shore in the small boat. That they finally did get to land was not due to their own efforts so much as to the direction of the winds which cut them up at the mouth of Goose River, quite near Chas. T. White's place. The six men comprising the crew were cared for at Mr. White's and later in the day went on to Point Wolfe, Albert Co., where they are now awaiting a chance to come to St. John.

The mate of the schooner is William Littlejohn, brother of the captain, the cook is a Japanese, while the three other men are American sailors hailing from Portland.
In conversation with the Star this morning, Capt. Littlejohn said that it is a very long time since he has experienced such a night as that of Monday or saw such seas as prevailed then. He and his men were badly exhausted on reaching shore, and they regard their escape from drowning as providential. The captain was not certain whether the schooner was insured or not, but believed the loss would be partially covered. None of the crew had gone down to the schooner up till one o'clock today, but the captain expressed the opinion that nothing would be found of her but some scattered timbers. Such was the violence of last night's gale that the vessel, lying in an exposed and dangerous position, must undoubtedly have gone to pieces. The weather is still thick and the schooner cannot be seen from shore, but this afternoon it is reported that the fog shows signs of clearing and some of the crew will go to the scene of the wreck today. Capt. Littlejohn and his crew will probably reach St. John by tomorrow on their way to Portland.

PERSONALS

The engagement is announced of Miss Florence McLeod, niece of Dr. and Mrs. J. H. McLeod, of Charlottetown, to Laurin T. Tuttle, of San Francisco. Miss Castle White, of St. John, is visiting in the city. Mr. H. H. Melanson, chief clerk, general passenger agent for the Maritime Provinces, is at this hour they were struggling for their own lives as well as for the safety of the vessel. The weather was so thick that they could not see any distance ahead, but about noon the fog lifted sufficiently to enable

STRONGLY IN FAVOR OF
GOVERNMENT OWNERSHIP

Toronto Globe Points to the Record of Ontario's Railway and Urges Its Extension to Hudson's Bay.

TORONTO, Sept. 25.—The Globe today says: "It is announced that in June the receipts of the Temiskaming and Northern Ontario Ry. were \$31,294 and the operating expenses \$48,446, leaving a surplus of \$38,718 available for interest charges. In other words, the railway of the people of Ontario earned during June a year's interest on almost a million dollars. The duty of the Government under the circumstances is so plain that the people will not readily forgive failure to recognize it. Contracts should be made at the earliest possible moment for the extension of the road to a port on James Bay, Premier Gouin of Quebec is stretching out his hand towards Ungava, and MacKenzie and Mann are at work upon the project of connecting Hudson Bay and the plains. Ontario has a paying railway in operation more than half the way from North Bay to the mouth of the Albany on Lake Superior. The province, the greatest and wealthiest of Confederation, must be the first to push civilization northward to the inland sea."

RUSSIA BELIEVES THAT
WAR IS SURE TO COME

Between the United States and Japan Over the Struggle for Supremacy on the Pacific.

ST. PETERSBURG, Sept. 25.—The convention prevails here that war between Japan and the United States is inevitable in the distant future. The Novo Yermay published an article entitled: "The New World Power," picturing the marvelous growth American sea power during President Roosevelt's administration, warning Russian diplomacy "not to be caught unawares by coming events," and adding: "the day when the United States fleet passes through the Strait of Magellan and sweeps into the waters of the Pacific will open a new era for the eastern world. Official courtesies and the temporary halt in war talk do not conceal the fact that America is reaching out for the mastery of the Pacific and already is strong enough to attain it."

SAN FRANCISCO, Sept. 25.—The totals in the Humboldt fishery yesterday are: Cases verified 40, deaths 26; death percentage 60.4 p. c.; suspects, under observation, 23.

DULUTH, Minn., Sept. 25.—Snow fell over the Vermilion Iron Range. Similar reports come in from towns along the South Shore as far as Ishpeming and Marquette.

BROTHERHOOD OF
ST. ANDREWS MEETS

Distinguished Men Assemble
in Washington

Represents From Many Lands Participate in Convention Which Has Representatives From all Parts of the World.

WASHINGTON, Sept. 25.—Marked by an assemblage of distinguished churchmen from abroad, including Rev. A. F. Winnington, of the West Indies, Lord Bishop of London, England, and Archbishop Nuttall, of the West Indies, the International Convention of the Brotherhood of St. Andrews opened here today, with preliminary meetings of subordinate bodies. The general convention opens tonight at the Trinity church.

The organization's membership is made up of laymen of the Protestant Episcopal church in all parts of the world.
The proceedings began this morning with separate meetings of the United States Council, the Canadian Council, and the International committee, followed by a preparatory and devotional conference of convention speakers.
The opening meeting will be a "quiet hour" at Trinity church tonight.
The sessions close next Sunday night with a "farewell meeting" at Continental Hall, presided over by Mr. Houghtaling. The Lord Bishop of London, presiding Bishop Tuttle of the American Church, the Archbishop of the West Indies, Bishops Brent, of the Philippines, Woodcock, of Kentucky, Roushault, of Niagara, Gailer, of Tennessee, Jacob of St. Albans, Codman, of Maine, and Satterlee, of Washington, and Justice Brewer of the Supreme Court of the United States, are expected to participate in the service. Presiding Bishop Tuttle will officiate as celebrant at the Annual Celebration of Corporate Communion services Saturday, and Archbishop Nuttall will make the annual charge to the Brotherhood Sunday.
The most important event of the week will be the open air meeting at Cathedral Close, at 3 o'clock Sunday afternoon, and the laying of the foundation stone of the new Cathedral of St. Peter and Paul at that time.

CHICAGO AND ALTON
MAY NOW BE SOLD

As a Step Towards Formation of a United System.

CHICAGO, Sept. 25.—The Inter-Ocean today says:—The granting of indemnity to the Chicago and Alton Railroad for paying rebates to the Standard Oil Company, by Judge Landis yesterday, removes the only obstacle in the way of the ratification of the sale of the Rock Island Railroad of a controlling interest in the Alton to the Toledo, St. Louis and Western or Clover Leaf Railroad and the consolidation ultimately of the Alton, Clover Leaf, Mimeoopolis and St. Louis and Iowa Central Railroads.
As soon as the necessary financial details are adjusted a re-organization of the four roads will be effected, but the independent organization of each may be maintained for some time, and the combination deferred until it is certain that no legal complications will result.

CRIMINAL CHARGES MADE
AGAINST RAILWAY MEN

Who Are Alleged to Have Been Responsible for the Wreck at Myrtle.

WHITBY, Ont., Sept. 25.—The scope of the Myrtle collision case was considerably widened yesterday afternoon when the grand jury returned true bills on charges of criminal negligence against Fred P. Cook, C. P. R. conductor and Engineer Hugh Kyle.
The grand jury are now considering the case of James Wilkinson, of Toronto, despatcher, by whom the orders were issued for Kyle's train to pass an extra at Myrtle siding. Failure to carry out this order caused the wreck. The despatcher will probably be indicted also on the charge of criminal negligence owing to his having failed to notify the Myrtle operator of the orders providing for the crossing of the trains at that place.

FOUND RADIUM DEPOSITS

GENEVA, Sept. 25.—A newspaper states that Prof. Joly has completed a geological examination of specimens of the strata collected from the borings for the Simplon tunnel. He found rich traces of radium, indicating larger deposits than hitherto discovered in Europe. He believes that the presence of these deposits caused the abnormal heat experienced in building the tunnel.
He predicts that continued research will prove the world's supply of radium is greater than was supposed.

POOR DOCUMENT M 2034

THE STAR, ST. JOHN, N. B., WEDNESDAY, SEPTEMBER 25 1907

THREE

BIG SHIRTS For the Workingman.

Buttons sewed on by hand—can't come off.
Buttonholes bar locked—can't break.
Seams double stitched—can't rip.
Gussets re-inforced—can't tear.

From 50c to \$1.25

UNION CLOTHING CO.

26 and 28 Charlotte Street,
ALEX. CORRIE, Manager.

THE PANAMA CANAL.

(Dain's Review)
The Panama Canal occupies a wonderfully strategic position that commands and influences a surprising large proportion of the world's ocean routes. It is, therefore, difficult to fully foresee all the influences that will make themselves manifest as the result of the disturbances of commercial equilibrium arising from its completion and use. It will be like the infusion of new gold into the financial circulation of a country which feels, but cannot always locate, the new influence and finds it producing most unexpected results.

The toll policy to be followed in canal management is a matter second in importance only to the construction of the canal itself. The probable use of the canal will be greatly influenced by the rate of tolls. This is one of the things to which the Government has apparently as yet given no attention, but it is one which must eventually be settled as the result of much careful thought and study, for nothing will more profoundly influence the use and value of the canal.

Tolls may be made upon one of several bases. They may be levied for profit, as at Suez, or they may aim just to cover the cost, as in the case with our postal system, or they may stay at a point which will bring a cash loss for the operation of the canal, as in the case with many other Government expenditures for the good of commerce which, after all, will bring profit to the nation because of the increase in its property and wealth.

There are several reasons why the Panama Canal tolls will probably be low. First, it is not at all likely that the Government is going into this business as a method of raising revenue, and, secondly, and of no less importance, is the peculiar distribution of the canal's traffic and the large amount of that traffic which may properly be called marginal. Marginal traffic in this case is that which, through the influence of a high rate of toll, is diverted to some other route. In this respect the Panama Canal differs from the Suez Canal. The Suez traffic is limited almost entirely to the commerce of Asia, and the long route around Africa is so expensive that the Asiatic commerce can profitably pay high tolls at Suez.

The Panama traffic lies in four zones. Two of these, namely, the east Asiatic and west North American, are in the possession of the Panama Canal, and can afford to pay any reasonable rate, even a rate rivaling the Suez Canal. Two other trade zones, the Australasian and South American, are differently situated in that it is comparatively easy for the traffic in these regions to avoid high tolls by seeking other and cheaper routes.

While the Suez Canal tolls are approximately \$2 per ship ton—net register, American and British measures—it is therefore not likely that the Panama Canal tolls will be more than half as much, and they may be considerably less than that.

Another force favorable to the establishing of low tolls will be the possible improvements or changes which result in lessening the cost of operating ships. These may come in several ways: Either by cheaper construction, due to improved methods and designs; by lessening cost charges through lowering the rate of interest, or by taking smaller profits as a result of competition and more thorough improvements in design, and, lastly, by these influences which make it cheaper to run a ship 1,000 miles than it is under present conditions will make managers less willing to pay a high toll to shorten the route by a given amount.

The main artery of the commerce of South America in the trunk route that circumnavigates the continent from the northwestern corner to the northeastern corner, receiving ever, augmenting streams of traffic. Down this western coast now passes also an important traffic from Hawaii, Canada, United States and western Mexico. The commerce of this region is the property of the canal.

As shown by measurements, the steamer's voyage will then be a little over 5,000 miles from New York to San Francisco, as compared with the present journey of over 15,000 miles by the Magellan route, a saving of more than 8,000 miles. From Liverpool the saving is 2,000 miles less than from New York; from New Orleans 1,000 miles more than from New York. The greater saving from New Orleans is due to the proximity of that city to the canal and to the westward trend of the Gulf of Mexico, which gives a greater distance from the eastern point of South America to Guayaquil, the most typical port of the Pacific side

of northern South America, the saving in distance from New York, New Orleans and Liverpool is respectively 7,500, 8,500 and 5,000 miles. In all cases the routes between Europe or the United States and any of the Pacific American countries north of Peru will be shortened by a distance one and two-thirds to three times as great as the trans-Atlantic voyage from New York to Liverpool. Every steamer engaged solely in this trade will necessarily use the canal or incur heavy loss by using the longer route. In the central and southern parts of the coast of southern South America is a region of debatable territory in which there will be neat calculations and close balancing to decide upon the route.

By all means the most important traffic in this whole coast is that in nitrate of soda and minerals arising in the region of Iquique, in northern Chile, which is about half way up the length of the South American coast. The saving in distance from Iquique to New York is over 3,000 miles, but to Liverpool is only 2,000, and the question is: Shall the toll pay the toll or can the steamer get to Liverpool and make a profit on the transaction? The conditions deciding this question are extremely variable. The tramp steamer has a high rate when times are good and a low rate when times are bad. A particular steamer which in 1900 cost \$25 a day, cost in 1904 \$184 a day, and in 1905 the rates were such that she could even be obtained for from \$175 to \$180 per day. On this same vessel the toll of \$1 a ton would have amounted to \$2,104, and the saving in time by going through the canal would have amounted to twelve and a half days.

Under the conditions of high rates given above it would have paid handsomely to use the canal, and under the lower rates it would have paid slightly. But in the balance should also be noted that the insurance will be cheaper on the canal than by the dangerous southern route, and the quicker delivery of goods might have enabled the carrier to get a slightly higher rate, and therefore a greater income, but with the lessened distance to be served it would not, under the conditions named above, pay a tramp steamer sailing to Liverpool from points much further down the coast to make use of the canal.

It is, however, not correct to consider the question of the saving of the canal and its probable use in mere terms of fixed distance to a single port, and it therefore seems quite likely that the ocean routes and an increasing share of it is not planned for on that basis. The line steamer serves a chain of ports and the chain must be considered in its entirety. The European steamer that carries the produce from western South America sails to and down three or four thousand miles of coast, loading and unloading as it goes. It is as much interested in Guayaquil, Ecuador, under the equator, as it is in Valparaiso, in the south temperate zone, in a latitude corresponding to that of Charleston. These steamers also go to Valdivia, in southern Chile, whence the saving in distance to Europe is but a few hundred miles and the use of the canal is out of the question. Therefore, the question of the use of the canal and the canal resolves itself into the question of the distance to and from the two end ports in the chain, and it therefore seems quite likely that the steamer from western South America will go by the canal to serve its list of ports and finish its work in the cool latitudes of southern Chile and return by the Strait of Magellan, although it is possible that traffic conditions may arise making it desirable for freight reasons to return by the same route that it had come.

The antipodean region seems to be so exactly at the other side of the world that it is reached by many routes from all directions. Its commerce at the present times comes by five distinct routes, namely, via the Good Hope, via the Mediterranean, via Magellan Straits, via the American Pacific coast, Australasian route, and a tiny thread by way of Singapore and the East Indies. The Panama Canal will cut into each of the four important routes by which this traffic comes. The greater loser will be the Good Hope route, which at the present time is the chief avenue by which ships from Europe and America reach Australasia. The Mediterranean, the Magellan and the American Pacific Coast routes will be influenced to a lesser amount.

The trade of Australia is a trade in which the chartered vessel has a small and increasing part. Practically all the vessels which go to Australia go to the three ports of Adelaide, Melbourne and Sydney. These ports cannot therefore be considered singly, but as a chain in which the steamship manager is interested in approaching or departing from the first or the last. By way of Panama, Sydney (the most eastern of the three ports) is 3,761 miles nearer New York than Adelaide (the most western port) is via the Cape of Good Hope. This great saving is distinctly enough under existing circumstances to make it highly desirable for a vessel to pay dollar tolls and then go by the shorter route. This advantage is slightly enhanced by the fact that the trade of Australia is of a valuable character and time is important. Furthermore, Sydney is the metropolis of the Australian continent and it is desirable to have the shortest route to it.

(Continued on Page Four)

CLASSIFIED ADS.

ONE CENT PER WORD per issue is all it costs to insert advertisements like those appearing below in the lively columns of THE STAR or STAL. This ensures them being read in 6,500 St. John homes every evening, and by nearly 8,000 people during the day. SUN and STAR Classified ads. are veritable little busybodies.

6 insertions for the price of 4

BUSINESS CARDS

Advertisements under this heading 1 cent a word each insertion, or 4 cents a word for six consecutive insertions. When answering advertisements under this heading, please mention The Star.

WE ARE PREPARED TO WAREHOUSE all kinds of goods and furniture in our brick warehouse at the foot of Union street. J. S. GIBBON & CO., Symbio street. Phone 176-Main.

JOS. WHITELEY, expert Piano and Organ Tuner, 129 Waterloo street, St. John. Phone 1567. 19-8-6m

IF YOU WANT male or female help or a better situation in St. John or Boston, try GRANT'S Employment Agency, 69 St. James street, West Side.

NOW LANDING—Good Hard Wood, \$175 a load. South Antwerp, Mundus and Scotch Elm Soft Coal. JAMES S. MCGIVERN, Agent, 5 Mill St.

FIREWOOD—Mill Wood cut to stove lengths. For big load in city \$1.25. In company of \$1.00. Pay the driver. This wood is just from mill. MURRAY & GREGORY, LTD. Phone 231. 6-6-1f.

J. D. MEAVITY, dealer in hard and soft coals. Delivered promptly in the city. 79 Brussels street.

W. M. L. WILLIAMS, successor to M. J. Finn, Wholesale Retail Fine and Spirit Merchant, 110 and 112 Prince Wm. St. Established 1870. Write for family price list. 6-6-1f.

D. FITZGERALD, 25 Dock street, Boots, Shoes and Rubbers repaired. Also a full line of Men's Boots and Shoes at reasonable prices. F. W. EDDELSTEIN, 53 Sydney street, Home, 10 Market Square. Telephone 1611.

ST. JOHN FUEL CO. can give you cheaper fuel than any other fuel company in St. John. We also keep in stock the celebrated Springhill Coal, especially adapted for cooking stoves, and also Scotch and American Hard Coal. Prompt delivery with our own teams. Telephone 1304. 5 July-1 yr

WILLIAM H. PATTERSON, Graduate Doctor of Optics, 53 Brussels street. Glasses perfectly right, two years ago may be far from right now. We will examine your eyes FREE and only refer comment a change if absolutely beneficial. 3-3-1 yr

E. LAW, Watchmaker, 3 Coburg St.

F. C. WESLEY CO., Artists, Engravers and Electrotypers, 19 Waterloo street, St. John, N. B. Telephone 382.

ROOMS AND BOARDING.

Advertisements under this heading 1 cent a word each insertion, or 4 cents a word for six consecutive insertions. When answering advertisements under this heading, please mention The Star.

FURNISHED ROOMS at 20 Horsfield street. 23-9-4

SINGLE ROOMS WITH BOARD, 39-15-1f

TWO NICE LARGE ROOMS with board, 43 Seville street. 17-9-1m

ROOMS AND TABLE BOARDING, 191 Union Street. 23-12-1f

ROOMS AND BOARD—143 Union street. 16-9-1m

LODGING—One large room suitable for two, and one smaller room. Gentleman only. Central location, hot water heating, telephone in house. Address Box 228. Star Office. 16-9-1m

BOARDING AND ROOMS—MRS. SHANKS, 107-1-2 Prince street, India. 9-9-mo.

LEINSTER HALL, 40 Leinster street. Ideal winter home. Comfortable rooms. Hot Water heating. Terms moderate. 12-9-3 mo.

SITUATIONS VACANT—FEMALE

Advertisements under this heading 1 cent a word each insertion, or 4 cents a word for six consecutive insertions. When answering advertisements under this heading, please mention The Star.

WANTED AT ONCE—First class milliner for one of the leading towns of Nova Scotia. Apply to the London House Wholesale, Limited. 24-9-1f

GIRLS WANTED—Apply to 62 Clarence Street, Knitting Factory. 24-9-4

GIRLS WANTED—To sew by machine and hand. Good pay, steady work. Apply J. Shane & Co., 71 German street. 19-8-6m

GIRLS WANTED—Apply The D. F. Brown Paper Box Co., Ltd. 19-8-6

WANTED—Paint and overall makers to take work home. Steady work and good pay. Apply D. ASHKINS & CO., 36 Dock St. 20-8-2mo

WANTED—Girls to learn making shirts. Paid while learning. Apply at once J. SHANE & CO., 71 German Street. 16-9-1f

WANTED—Immediately, a third-class engineer, steady job. Telephone 10th-11 or write "FREE-MER" Rothesay. 22-9-1f

WANTED—Boy to work in store. Apply C. B. PIDGON, corner of Main and Bridge Streets. 23-9-1f

WANTED—Drug clerk with several years' experience and with A1 references. Address DRUGS, Box 220, care Star. 23-9-3

WANTED—Men to dig coal in our Winter Port Coal Mines in Queens Co., N. B. Steady work. Cool in summer. Warm in winter. Any man who can handle a pick and shovel can become a miner in about ten days. Apply J. S. GIBBON & CO., Symbio street, (near North Wharf). 23-9-6

WANTED—Barber. Apply J. E. Nugent, 506 Brussels street. 19-9-6

WANTED—A young man. Apply D. F. Brown Paper Box Co. 19-8-4

WANTED—Good canvasser for the city, lady or gentleman. Good commission to right party. Apply Box 223 Star Office. 23-9-3

WANTED—A grocery clerk. Enquire at THE TWO BARKERS, 100 Pinfines street. 18-9-1f

WANTED—in the packing department, one boy and one girl. Apply Maritime Lithographing Co., Ltd., corner Wentworth and St. James St. 16-9-1f

WANTED—A girl for general housework, to go to Waltham, Mass. Must understand something about cooking. Wages \$4 a week. Good home. Call at 41 Acadia street. Mrs. R. A. Brown. 24-9-4

WANTED AT ONCE—An experienced waitress. Apply at New Victoria Hotel, Prince Wm. street. 8-9-1f

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WANTED—Experienced chambermaid. Apply at once CAIVILL HAAS, 18-9-1f

WANTED—Girl for general housework—two in family. Apply Mrs. E. G. SCOVILL, 64 Union street. 19-9-1f

WANTED—A girl, at once. Apply 29 Leinster street. 23-9-1f

WANTED—Capable general girl. No washing. Apply Mrs. W. A. HARRISON, 187 Duke street, before September 4th, after that date 99, Prince Wm. street, Mrs. J. Roydon Thomson. 23-9-1f

WANTED—Competent housemaid family of three. Apply 33 Queen Square. 14-8-1f

WANTED—At once, general girl. Apply 15 King street, over Maraulay Bros. 23-9-1f

REPAIRING of all kinds of Sewing Machines by experienced machinists at Bell's, 79 Germain street. Phone 1427. 10-9-3mo.

SITUATIONS VACANT—MALE

Advertisements under this heading 1 cent a word each insertion, or 4 cents a word for six consecutive insertions. When answering advertisements under this heading, please mention The Star.

ADVERTISERS ARE REMINDED that it is contrary to the provisions of the postal law to deliver letters addressed to initials only; an advertiser desiring to conceal his or her identity may economically do so by having replies directed to a box in this office; ten cents added to the price of the advertisement covers the forwarding of letters.

BOY WANTED.—Good, smart boy about 15 years of age at the American Clothing House, 11-15 Charlotte street. Apply to Dealer in Groceries, Box No. 126, care Star Office. 23-9-1f

WANTED—Immediately, a third-class engineer, steady job. Telephone 10th-11 or write "FREE-MER" Rothesay. 22-9-1f

WANTED—Boy to work in store. Apply C. B. PIDGON, corner of Main and Bridge Streets. 23-9-1f

WANTED—Drug clerk with several years' experience and with A1 references. Address DRUGS, Box 220, care Star. 23-9-3

WANTED—Men to dig coal in our Winter Port Coal Mines in Queens Co., N. B. Steady work. Cool in summer. Warm in winter. Any man who can handle a pick and shovel can become a miner in about ten days. Apply J. S. GIBBON & CO., Symbio street, (near North Wharf). 23-9-6

WANTED—Barber. Apply J. E. Nugent, 506 Brussels street. 19-9-6

WANTED—A young man. Apply D. F. Brown Paper Box Co. 19-8-4

WANTED—Good canvasser for the city, lady or gentleman. Good commission to right party. Apply Box 223 Star Office. 23-9-3

WANTED—A grocery clerk. Enquire at THE TWO BARKERS, 100 Pinfines street. 18-9-1f

WANTED—in the packing department, one boy and one girl. Apply Maritime Lithographing Co., Ltd., corner Wentworth and St. James St. 16-9-1f

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Fresh Mackerel

SMITH'S FISH MARKET
TELEPHONE 1704. 25 SYDNEY ST.

ARTICLES FOR SALE

Advertisements under this heading 1 cent a word each insertion, or 4 cents a word for six consecutive insertions. When answering advertisements under this heading, please mention The Star.

FOR SALE—Small grocery business, good locality. Owner leaving the city. Apply Box 231, care Star office. 24-9-6

PIANOS FOR SALE—Two elegant Upright Pianos, worth \$350, offered for immediate sale at \$225 cash, at THE FLOOD CO., Ltd., 51 and 53 King St., next M. R. A. 21-9-6

FOR SALE—White Wyandotte and Barred Rock chickens. Apply THOS. LOVE, Rockwood Poultry Yard, Gilbert's Lane. 20-9-1f

FOUR FINE HOUSES. Enquire Joseph Fowler. 21-9-2m

FOR SALE—Grocery business, good stand. Can be bought right for cash. Apply 23 Star Office. 19-8-1f

FOR SALE—English Setter Puppies (Laverack) of the world's best breeding. J. MITCHELL, 20 Clarence St. 20-1-1 mo.

FOR SALE—Well established and good paying grocery business for sale in a first class locality. Terms cash. Apply to Dealer in Groceries, Box No. 126, care Star Office. 23-9-1f

FOR SALE—At Duval's Umbrella Shop, Self-opening Umbrellas, 80c. up; ordinary, 10c. up. L. S. Cane. We use no other in our chair-seating. Perforated Seats shaped square, Light, Dark, Umbrella recovering and repairing. 17 Waterloo street. 6-18-1f

FOR SALE—About twenty new and second-hand delivery wagons, 2 coaches, and 2 horses, carriage, different styles, ready for use, glass front coach, new heavy painted, a first-class coach very cheap; also three outdoor carriages. Best place in the city for painting and greatest facilities for car-wash in winter. Any man who can handle a pick and shovel can become a miner in about ten days. Apply J. S. GIBBON & CO., Symbio street, (near North Wharf). 23-9-6

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AUCTIONS.

Walter S. Polts
W.S.P. Auctioneer.

Sales of all kinds attended.

Furniture Sales at Residence a Speciality.
Office—Market Street.
Phone 129.

AUCTION SALE.

I have been instructed to sell at auction at Chubb's Corner on Saturday next at 12 o'clock, room, small freehold property, 29 Prince William street, near to the landing of the Nova Scotia and United States steamers, and a desirable location for either business or residence. Size of lot 25x38 feet. In addition four building lots at Crouchville will be offered.

T. T. LANTALEM, Auctioneer.

MUSICAL INSTRUMENTS.

UPRIGHT Pianos,

\$4.00 A MONTH.

A good way of buying a Piano if you do not feel like fully deciding now, is to rent one for six months and then buy it. You can come here and choose a new Piano assuming no responsibility beyond giving the trifling sum agreed upon—\$4, \$5, or \$6. You can keep it as long as you wish, and should you decide to purchase after a few months, we will allow from the price all the rent paid.

W. H. BELL, 79 Germain St.

To Builders--Contractors.

For Sale, good condition, Terra Cotta Paragon Bricks, 4 and 6 inch; also Planks and

FOUR

THE STAR, ST JOHN, N. B. WEDNESDAY, SEPTEMBER 25, 1907

THE ST. JOHN STAR is published by THE SUN PRINTING COMPANY, (LTD.) at St. John, New Brunswick, every afternoon (except Sunday) at \$1.00 a year.

TELEPHONES:— BUSINESS OFFICE, 21. EDITORIAL and NEWS DEPT. 112.

ST. JOHN STAR. ST. JOHN, N. B., SEPT. 25, 1907.

THE CLARK WHARF.

A mild discussion has been carried on for some little time between men representing the city and the C. P. R. with regard to the construction of a grain conveyor to the new west side wharf.

Each party claims that the other should foot the bill, and the ridiculous opinion is expressed that until this conveyor is built the wharf will be useless.

It is nearly time that the fare of wasting money on this wharf was ended. Already many thousands of dollars have been thrown away and unless the ideas of some of those in authority are radically changed the loss will be greater.

The original plan of the wharf was the first serious mistake and it is now admitted to be such even by some of those who once so strongly endorsed it.

The north side of the D. C. Clark wharf is no more necessary than a grain elevator on Partridge Island would be.

The reason it was built was that one or two aldermen believed that there might at some distant time be a possibility of this berth becoming necessary.

In order that such a condition can arise, the whole of the present Rodney wharf, the C. P. R. wharf, and all the buildings situated on the Union street end of these structures must be destroyed.

It is clearly seen and is now generally admitted, that all future harbor extension must be south of Sand Point. No other plan is feasible.

The north side of the D. C. Clark wharf will never be used. It need not have been built.

The warehouse could just as readily have been supported on piling as will be done on the second section, and very large sums of money could have been saved in both the dredging and wharf contracts.

There is no provision made at the present time for the completion of the north side of the Clarke and Adams section, nor is it likely that this work will ever be undertaken.

There will, when the wharf is finished, be three berths on the south side, and one on the north, and this will be the limit of harbor extension in that direction.

There are four berths at Sand Point equipped for the handling of grain. At the C. P. R. pier space is available for two more large vessels.

It will be a good many years before there are in St. John harbor more than six steamers ready to receive grain at the same time.

The present facilities will prove adequate for at least the next decade, and there will never be business north of Sand Point sufficient to warrant the construction of a third elevator.

Below Sand Point it will be different. The city would be making a grave mistake now in contemplating the extension of the conveyors to the new wharf.

The next demand on the part of transportation companies would be for cattle sheds.

St. John is providing wharves and warehouses. There is ample accommodation for grain carrying vessels.

If the C. P. R. or any other concern wants additional facilities, let the C. P. R. or others pay. St. John has no money just now to spend on work that is not really necessary.

Steamers can with very little difficulty make use of the new wharf for general cargo and move to Sand Point for grain.

LACK OF INTEREST IN THE CHURCH.

In his address at the Opera House on Sunday afternoon, General Booth made two striking statements.

One was that he had found in all countries a tendency on the part of the people to get away from the church, the other that everywhere the use of liquor is increasing.

That drunkenness naturally follows indifference toward religion the speaker did not maintain. He made no attempt to connect the two facts.

General Booth has travelled in many lands, and it will readily be believed that he is speaking from accurate knowledge when he thus refers to conditions elsewhere which his hearers know are found in Canada.

And this indifference to the church is one of the gravest problems with which society is called upon to deal.

It is obvious that the methods employed by the majority of churches are not such as can influence all men and women, for otherwise there would be no necessity for the numerous branch organizations created to deal particularly with definite lines of work.

It is seen that much of that which is thought to attach to the church proper, is now devoted to various societies formed to cater to the desires of those who fail to find sufficient attraction in two sermons on Sunday and a midweek prayer meeting.

These societies while undoubtedly accomplishing much of importance are nevertheless weakening the parent church.

Whether their existence is justifiable General Booth did not discuss, nor did he offer any suggestion as to improved methods of church work. He

has probably found the question as difficult of solution as it has appeared to other workers.

In endeavoring to draw a striking comparison in his discourse on Sunday last, a St. John clergyman got on unfamiliar ground.

He mentioned that while riding on a street car a few days before he had enquired of the conductor what was the power of such a car.

He was informed that it was thirty thousand horsepower. The reverend shepherd, judging from his remarks, implicitly believed this statement, was evidently taken for a lamb by the obliging conductor.

It is always well to be posted before quoting figures.

Prof. Montgomery of Toronto finds that in a prehistoric age Canada was inhabited by mound dwellers.

This then is the explanation of the lumps at the Sand Point berths.

FALLING TO SLEEP.

Evening is falling asleep in the west, Lulling the golden-brown meadows to rest;

Twinkle like diamonds the stars in the skies, Greeting the low little slumbering eyes; Sweetly sleep, Jesus doth keep;

And Jesus will give His beloved ones sleep.

Now all the flowers have gone to repose, Closed are the sweet cups of lily and rose;

Blossoms rocked lightly on evening's mild breeze, Drowsily dreaming, swinging the trees, Sweetly sleep, Jesus doth keep;

And Jesus will give His beloved ones sleep.

Sleep till the flowers shall open once more, Sleep till the lark in the morning shall soar;

Sleep till the morning sun lighting the skies, Bids thee from sweet repose joyfully rise, Sweetly sleep, Jesus doth keep;

And Jesus will give His beloved ones sleep.

—From the German.

HAIL! PROTECTOR!

I calmly on The folks who on Their fads their whole belief stake,

So long as they Don't take away My own, my cherished beefsteak.

Let Bernard Shaws Eat hips and haws And such like fiddle-faddle; They're welcome, but For me a cut From off a Southdown saddle.

Let Miles eat roots And wafers of fruits, But never let him purloin My stay and prop, The cheerful chop, Or flitch from me my stibbs.

While Waterloo Was won 'his true, Upon the fields of Eton, Did Britons graze On grass in days When Bonaparte was beaten?

WILLING TO HELP.

(From Puck) The Conductor—"Come out of it, mister; you got to change here. This car goes to the barn."

The Seeling-New Yorker (half asleep)—"Go right ahead, mornny! I ain't fed a hog or milked a cow in over a week, 'gosh, I'll help ye do the chores this evening!"

The position of librarian in some of our city libraries often calls for qualities which would at first thought occur to one as indispensable to persons of the Sherlock Holmes persuasion rather than to those busy in the field of literary work.

For example, in one of the crowded districts a little boy appeared at the desk one morning and demanded a "book by a fellow named DIRT."

Suspecting a discrepancy somewhere, the librarian searched the catalogue in vain, then had recourse to cross-questioning. This proved equally futile, and a note was sent to the boy's mother, asking her if she would be kind enough to write the name of the book she wanted.

In about half an hour he returned with a slip of paper, on which was written: "Please send something by George Sand."

"There was a barber in South Bend, who, having been out late the night before, had a shabby hand the next morning and cut a patron's cheek four times. After each accident the barber said, as he sponged away the blood, 'Oh, dear me, how careless!' and laughed, and let it go at that."

"The patron took all those gashes in grave silence. But when the shave was over he filled a glass at the ice-cooler, took a mouthful of water, and with compressed lips proceeded to shake his head from side to side and to toss it up and down."

"What is the matter?" the barber asked. "You ain't got the toothache, have you?"

"No," said the customer, "I only just wanted to see if my mouth would still hold water without leaking, that was all."

Fran Mommensen, widow of the Roman historian, bore the great historian sixteen children, of whom twelve—six sons and six daughters—are still living. Mommensen himself was so self-centered and engrossed with his ideas that he often passed his offspring in the street without recognizing them.

One day a servant burst into the study of the great man with the announcement of the birth of his fourteenth.

The professor turned, annoyed: "Tell him to wait," he replied.

Thomas Anderson, a brakeman on the I. C. R., who has been boarding at the Victoria Hotel, fell from the St. John train on Saturday night and sustained rather severe injuries.

He was taken to the hotel where he remained until today, when it was deemed advisable to remove him to the hospital.—Transcript.

MOONEY & SONS VS. CITY OF ST. JOHN

Statement of Claim in Water Extension Suit.

The City Has Prepared to Contest the Action—Grounds on Which Contractors Demand Extras.

On the 21st instant Messrs. Powell & Harrison issued a writ for B. Mooney & Sons against the city. The writ has been served on the Mayor, and the city contacted with a piece of litigation that will no doubt go through all the courts before a final adjudication is arrived at.

Shortly before the Messrs. Mooney are claiming some forty thousand dollars for extra work on Sections 3 and 4 of the city water extension, which extra work they say was occasioned by misrepresentations on the part of the city, and on the dam was performed in accordance with a direct order from the city's own engineer authorizing the extra work.

For some months past efforts have been made to arrive at a settlement of the matter, but no agreement has been reached. The contractors expressed a willingness to settle, but received no definite offer of any kind from the city authorities, so they have had recourse to the law.

It will be remembered that the Messrs. Mooney and Mr. Barbour held conferences at the request of the city to settle on what no longer shows the contractors have no legal claim for any amount, either on Section 3 or Section 4, but he states: "In view of the actual cost of Section 3 and Section 4 to the contractors, as a matter of equity and aside from the strict letter of the contract, I believe that B. Mooney & Sons have a claim against the city for expecting the city to give careful consideration to their claims."

It may be as well to state that on Section 3 the contractor's claim is based on the fact that Lake Latimer was not lowered so that the work on Section 3 might be done. The tender of the Messrs. Mooney was based on the assumption that Lake Latimer would be lowered to 230 feet above sea level, as called for in the contract for Section 2, and there is a difference of some eight dollars per foot in the tender for Sec. 3 which was for work to be done above water and the work on Section 2, which was to be done below water level. The lake was not lowered so that the work on Section 3 might be done, and the expense was, therefore, more than doubled.

On the contract for the dam, the Messrs. Mooney tendered for a dam to be built on the site pointed out by the city engineer. On that site the rock ground near the surface was represented that the test pits sunk by the city were sunk near the site of the dam. It is claimed that the engineer had pointed out the wrong site, the dam had to be built 200 yards away from the spot indicated, the city test pits were not located near the proposed dam and the rock foundation was many feet below the level indicated on the profiles, or on the location pointed out by the engineer.

There is much difference of opinion in legal circles as to the liability of the city under the circumstances. Messrs. Mooney & Sons say that having been forced to begin a lawsuit as they could get no offer of settlement from the city, they are now determined to carry the matter through to a finish. In justice and equity they claim they bear them out. They quote the words of Mr. Barbour's report in regard to their claim on Section 4: "Of course, there is no doubt that at the price bid the city of St. John under actual conditions encountered, is paying less than the real value of the work done."

This is the statement of chief in the suit in which the city has just entered an appearance. The city does not admit liability. During the discussion toward settlement the aldermen almost unanimously agreed that the claims made by the contractors were exorbitant.

STEPPED TO DEATH.

NEW YORK, Sept. 25.—Peter Brookly, of Kesseler, N. Y., an engineer, 25 years old, and William Neils, of this city, were killed today by an engine in the N. Y. Central R. R. yards at 14th street and Harte river. They stepped from one track to get out of the way of a Poughkeepsie express into another track where a switching engine ran them down and killed them instantly.

FOOT WORRIES

are unknown to those who use Regal Foot Powder.

It keeps the feet cool, prevents chafing, checks excessive perspiration and makes the skin of the feet firm and healthy.

25c. a Box. Sold Only By E. CLINTON BROWN, DRUGGIST, Cor. Union and Waterloo Sts.

Genuine Imported BAY RUM.

In original bottles, —AT FEE—

Royal Pharmacy, King Street.

Scenic Route.

Between Millidgeville, Summersville, more, Steamer Margie Miller leaves Millidgeville daily (except Sunday and Saturday) at 9 a. m., 2:30 and 5:30 p. m. Returning from Baywater at 7 and 10 a. m. and 4:15 p. m. Sunday leaves Millidgeville at 9 and 10:30 a. m. and 2:30 and 5:15 p. m. Returning at 8:45 and 11:15 a. m. and 4:30 and 6 p. m.

Saturday—Leaves Millidgeville at 7:45 and 9 a. m. and 3, 4 and 4 p. m. Returning at 6, 7:30 and 10 a. m. and 4:45 and 6:45 p. m.

JOHN MCGOLDRICK, Agent.

Dr. C. Sydney Emerson, DENTIST,

34 Wellington Row. Office hours from 9 a. m. to 12 m. and from 2 p. m. to 5 p. m. Phone 119.

200 Cups

One pound of 30 cent TIGER TEA makes 200 CUPS.

TIGER TEA is the strongest TEA on the market for the money.

TRY IT.

MARRIAGES

PRICE-QUINSLER—AL. St. Luke's Church on Wednesday, Sept. 25th, by Rev. R. P. McKim, James I. Price, of Chelsea, Mass., and Louise Wilson Quinsler, of St. John, daughter of the late William Quinsler.

DEATHS.

OSMON—In this city on the 25th inst., Hazel Josephine, daughter of Charles Osmon, 28 Marsh street, aged four months.

Funeral on Thursday afternoon at 2:30 o'clock.

SCOTT—In St. John on Sept. 24th, Francis Murray Scott, infant son of Harry and Maud Scott, aged ten days.

PERRY—In this city, on the 21st inst., Carol, son of Segfeld Perry, at his home, 147 St. James street. Age, 13 months.

MOONEY—In this city, on 24th inst., Ellen, widow of Patrick Barry, in the 67th year of her age, leaving two sons to mourn. (Obituary and Halifax papers please copy.)

Funeral from her late residence, 10 Dorchester street, on Thursday morning at 8:15, to the Cathedral for high mass of requiem. Friends invited to attend.

KENNEDY—Suddenly, on Sept. 23rd inst., at Big Salmon River, St. John County, N. B., George Kennedy, son of the late John and Elizabeth Kennedy.

Funeral on Thursday, 25th inst., at 2:30 p. m., from the residence of his sister, 83 Sewell street.

(Boston papers please copy.)

MOOSKERRY—On Sept. 25th, 1907, Sarah A., daughter of the late John and Elizabeth Mooskerry. Notice of funeral hereafter.

Wednesday, Sept. 25, 1907.

Store Closed at 9 p. m. THURSDAY, FRIDAY & SATURDAY

will be big days in this store. Read our ANNOUNCEMENT on Page 6. It is interesting reading.

Percy J. Steel, Furnisher, 519-521 Main St. A.C.

SUCCESSOR TO MR. WM. YOUNG.

Exclusive Jewelry, Etc.

In new goods, and an endless variety from which to choose

Remembrances.

FERGUSON & PAGE, Diamond Dealers & Jewelers, 41 King Street.

You Also

I suppose, have returned from your Summer Outing.

Corned Beef and Cabbage, Beef, Lamb, Lettuce, Carrots, Beets, Turnips, Cranberries, Celery, Groceries all kinds.

CHARLES A. CLARK, The "Grocer," Main Phone 892-7-77. Sydney St.

PLUM BROWN BREAD.

McKie's Excellent Quality. Ask for it Tomorrow Afternoon and Evening, to eat with your

Pork and Beans. At all Grocers, and at McKie's Own Stores, on Main St., Wall St. and Metcalf St.

WOOD

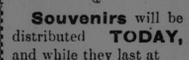
When you are thinking of Wood—Hard, Soft or Kindling—call up 455.

City Fuel Co., City Road.

STILL IN BUSINESS.

We deliver dry, heavy Soft Wood and kindling cut in stove lengths, at \$1.00 per load.

McNAMARA BROS., Chesley St. Phone 733.



Souvenirs will be distributed TODAY, and while they last at

ROBINSON'S Three Stores, 173 Union Street, 417 Main Street, —AND— 78 City Road.

Wrapped with each 7c loaf Butter-Nut Bread.

PEACE.

To the Editor of "The Star": Dear Sir—Continuing the argument for the teaching of unity rather than animosity in our common school curriculum, I enclose the last instalment of the chapter, hoping next week to send you extracts from the following one which deals with imperialism.

THE NEW INTERNATIONALISM. (By Lucia Ames Mead) "Ex-President Daniel C. Gilman, at the Mohonk conference in June 1905, said: 'The opinions brought out here today are those that ought to be carried on by an organized effort into all the colleges and universities of the land. If you can get, say, one-tenth of the enthusiasm that the young men bestow upon the athletic field directed to the study of these great international questions, the great contests between nations and the power mode of dealing with them, the victory is ours.'"

Let there be in every college and university an assembly of the students, and do not let the professors do all the talking; let some one from a distance come and tell the story, and throw the discussion open to the young men. I would have the same movement go into the colleges for young women, so that the educated young men and young women of our country may grow up breathing the air of international arbitration as freely and as naturally as they do the air that supports their life."

The suggestion of Ex-President Gilman coincided with a project that was favored by Hon. Andrew D. White, and as a result a committee of seven distinguished educators was selected to hold meetings for addresses or debates on arbitration, or have offered prizes for the best essays on that or kindred subjects, or are in some specific way helping to promote an interest in their students in the new internationalism. Half as many more colleges or universities report that at-

READY FOR BUSINESS!

Our Fall Shoes are all lined up for your inspection, and such an array of Shoe Styles has never before been seen in this city. These "foot soldiers" of ours aren't all show, either. They're fighters. "Poor service" was never so stubbornly resisted as it will be this year by our Shoes. With every pair you buy goes our guarantee of perfect satisfaction. We shall be pleased to have every shoe wearer in this vicinity call and see the New Fall Styles. Shoes for the family, from Baby's tiny feet to Grandpa's tender feet—and not a price in the house to offend. Come, see.

D. MONAHAN, 32 Charlotte Street.

IF YOU WANT CAPS

We have them of every description and for every purpose. Best in Quality, Finish and Style. An extensive assortment of Cloth Tam O'Shanter Caps, 35c, 50c, 65c, 75c, \$1.00 and \$1.25. Boys' Glens and Golf Caps. Men's Outing Caps. Tell your needs and we can supply you.

THORNE BROS., HATTERS and FURRIERS, 93 King Street

Do You Want To Be Cured?

To Enjoy Life? To Have That Bouyant Feeling that Comes Only With Health? If so try McMillin's DYSPEPSIA CURE. It positively cures the worst cases of Dyspepsia, Indigestion, and all troubles caused by diseases of the stomach.

"THE KIND THAT CURES." Made and sold by W. J. McMILLIN, 625 Main Street. Phone 980.

Bargains in School Books!

FIRST PRIMER, 5c; SECOND PRIMER, 5c. THIRD BOOK, 7c; FOURTH BOOK, 7c. MANNING SPELLER, 25c; GARDNER'S PRACTICAL SPELLER, 27c. THREE (3) SCRIBBLERS, 5c; 3 EXERCISE BOOKS, 5c. BOTTLE INK, 3c; 10 SLATE PENCILS, 1c; SLATES, 5c, 7c, to 17c.

ALL SCHOOL SUPPLIES AT CUT PRICES.

PEOPLE'S DEPARTMENT STORE, 142 Mill St

tention has been called to the subject, and others are yet to be heard from. At Columbia University a student peace society has been formed.

"The newly inaugurated interchange of lectureships between Berlin and Harvard Universities; . . . the recent vigorous movement to spread the knowledge of a new and marvelously simple auxiliary language—Esperanto, . . . the International Brotherhood Alliance, recently formed in London, with the purpose of promoting good relations with the people of other nations, and its pledge. We undertake to do everything in our power to promote good feeling with the people of other nations, and we will do all we can to disavow anything which goes to make those relations other than friendly. . . . International Congresses, such as the Agricultural Congress proposed by the King of Italy, the Medical Congress which gathered three thousand physicians from over the world in France in the summer of 1915, Transatlantic Congress of the Inter-Parliamentary Union; all these various international bonds of interest are multiplying in geometrical ratio, and the generation now at school must have its sympathies and imagination trained to meet the new conditions."

THE PANAMA CANAL. (Continued from Page Three)

able for the vessel to reach the most important ports first. Vessels returning to America would almost unquestionably return by Sydney also, because here is the coal supply for the Australian continent, and another factor favoring the use of the Panama Canal is the unquestioned fact that coal is likely to be much cheaper at the canal station than it will be at any other coaling station which the vessel may use in getting back to the Atlantic.

Under present conditions however, the number of vessels returning to America is small, owing to the fact that there is very little direct shipment of goods from Australia to America, and the vessel that carries out American produce consequently returns by other ways, a very common one being for them to shift to the East Indies for a cargo and return thence by the Suez Canal.

The present steamer route from San Francisco to Australia will certainly be reduced in importance by all that body of traffic which has its origin east of the Rocky Mountains, and will, when the canal is open, have a much easier route down to the Gulf ports of New Orleans and Galveston and thence across the Caribbean and the south Pacific.

The trade of Europe with Australia is differently situated. The distance

balance are in favor of the existing state of affairs; the main freight lines will, as at present, go by the Cape of Good Hope and come back by that route of the Strait of Magellan.

The fast mail route which now goes by way of the Suez Canal to Colombia and on to Western Australia will find a competitor in the Panama Canal. The steamers from Sydney with the London mail sails at the present time to San Francisco, thus taking advantage of the fast American trains and the fast New York steamer. The opening of the Panama Canal will give an interesting three-cornered race, the Suez Canal and the San Francisco steamers will have a rival which has a 300-mile handicap over the Suez route and a 2,000 mile lead on the San Francisco route. The cheaper tolls at Panama and the probable advantages of more favorable winds by that route would enable a steamer to make up the 3 per cent. handicap in distance, but whether or not the steamer can be fast enough to compete with the New York-San Francisco route is yet an open question.

From Asia the new waterway will divert trade from the Mediterranean and add it to the north Pacific steamer route, for not only will the steamer which now goes from New York to Gibraltar pass through Panama, but it will also pass far into the north Pacific, close to San Francisco, up to the latitude of Canada before it turns south on the great circle route to the ports of Japan.

The deceleration of the Mercator map hides the astonishing fact that from Panama to Shanghai is 1,600 miles longer by Hawaii, Guam and Manila than by the great circle route. As it is only 114 miles out of the steamer's way to go to San Francisco, this port is likely to become important as a port of call for steamers which now pay their dues at Algiers, Aden or Singapore.

The distance table shows that somewhere in the neighborhood of Manila is a distance divide or a point from which it is equidistant to New York by eastern or western routes. Inasmuch as the Suez tolls are almost sure to be higher than the Panama tolls, the trade divide will not coincide with the distance divide. It was shown in the paragraph dealing with the South American trade that a difference of \$1 in toll per ton represented a status of about 2,000 miles of sailing in the open sea. The fact would throw the Oriental trade divide to Singapore or possibly beyond.

REASONED OUT.

"Time is money, pa, and money talks, but does time talk too?"

"Sure, my son; don't you remember the cuckoo clock we used to have?" —Woman's House Companion.

They are Liver Pills

Ayer's Pills are liver pills. They act directly on the liver, make more bile secreted. This is why they cure constipation, biliousness, dyspepsia, sick-headache. Ask your doctor if he knows a better laxative pill. We certainly do not. If he does, then use his kind.

We have no secret! We publish the formulae of our preparations.

J. C. Ayer & Co

REMEMBER

The Sale of Women's Button Boots at

68c a pair

is at our store on UNION STREET.

A real nice Kid Button Boot, all sizes from 2 1-2 to 7, just a trifle narrow at the toes,—but aint they cheap?

WATERBURY & RISING.

Dainty Wool Jackets for Babies. Dainty Wool Hoods and Booties. Baby's Shirts and Children's Underwear.

A. B. WETMORE, (Kid Boots for Little Kids.) 59 Garden St.

Our New Fall Suits At Three Special Prices.

We have now three special lines of SUITS to show you in blues and blacks and fancy mixtures. These lines are, without a question, the greatest value that ever was offered in the city before.

Be sure and come and see them. Prices \$8.00, \$10.00 and \$12.00

G. Magnuson & Co.,

73 Dock St., St. John, N. B. The Cash Clothing Store. Branch Store 23 Mill Street. Open Evenings.

THE DUNLAP-COOKE FURS

THE DUNLAP-COOKE CO. OF CANADA, LTD. Manufacturing Furriers.

BOSTON, MASS., 167 Tremont St. St. John, N. B., 78 & 80 Barrington St. WINNIPEG, MAN., 409 Main St. 54 King St. HALIFAX, N. S., 78 & 80 Barrington St. AMHERST, N. S., 80 Victoria St.

GOVT. WILL SEND AGENT TO JAPAN

To Assist in Dealing With Immigration Problem.

Every Effort Will be Made to Settle This Important Question—China and India to Receive Attention.

OTTAWA, Sept. 24.—It is understood that an official of the Canadian government will be sent to Japan to represent the Dominion on the spot in the negotiations which are to be made with the Japanese government for the limiting of immigration from that country to British Columbia. Through the views of Canada were made clear to Mr. Ishii, the special envoy from Japan, when he was in this country, it is thought by the government that the presence of a thoroughly informed Canadian in Japan may be of assistance to the government of that country in preparing its regulations and that the interests of Canada may be also benefited. In addition to discussing immigration

Every Woman MARVEL Whirling Spray. It gives full protection and disinfects. It is the most valuable to ladies. 25c a bottle. 40c a dozen. 25c a dozen. 40c a dozen.

with the Japanese authorities the Canadian commissioner will be instructed to look into the question of Chinese and Hindu immigration to Canada and to make a report on those sources of Asiatic immigrants. The question of Oriental immigration is giving the government a good deal of concern, and while they are not willing to deal hastily with it all of the problems are to be thoroughly investigated and finally treated in a manner which will be for the best interest of Canadians generally. It is recognized that the problem of Oriental immigration is one of the greatest that the Canadian government has to deal with at the present time and that it is one which will increase in importance. It is therefore the intention to have a thorough study made of the sources of the immigrants, their conditions of life in the countries from which they come, their capacity or otherwise for assimilation with the people of Canada and their adaptability to the life and industry which they will find in Canada. There will also be a report made upon the motives which actuate the movement to Canada and methods of controlling or suppressing Asiatic immigration if it is found desirable to do so.

GIVEN TEN YEARS FOR ROBBING A BANK

MONTREAL, Sept. 24.—Ten years in the penitentiary was the sentence imposed today upon Robert Hazleton, by Mr. Justice Tremblay in the court of Kings Bench. Hazleton was found guilty of having broken into the provincial bank at St. Croix and in company with confederates, stolen about \$500. He is known to police officers all over the continent as an expert bank burglar.

Henry Gaskin and family wish to thank their friends for kindness shown during their recent bereavement.

PEN-ANGLE. What you spend for under-wear boys most real value in fit, comfort, service—only when each garment bears the trade mark in red that guarantees you satisfaction or your money back. Made in many fabrics and styles, at various prices, in form-fitting sizes for women, men and children. See the PEN-ANGLE is there—it insures your money's worth.

C.P.R. TO BUILD 2 FAST STEAMERS

President Shaughnessy Confirms London Report

Vessels Will Be Necessary If the Imperial Mail Contract is to be Retained—For Atlantic Route

LONDON, Sept. 24.—Mr. Baker, European manager of the C. P. R., interviewed by the Westminster Gazette, said the shareholders at the meeting in Montreal on October 2nd would be asked to sanction the building of two twenty-two knot liners for the Atlantic service, so as to make the passage from Liverpool to Quebec in five days. The C. P. R. expect to cut the time from London to Brisbane down to 24 days.

MONTREAL, Sept. 24.—Sir Thomas Shaughnessy, president of the C. P. R., when seen today regarding the cable announcement from London that the C. P. R. would build two twenty-two knot vessels for the Atlantic service, said that there was nothing in the statement, as it had been forewarned at the last annual meeting. Sir Thomas Shaughnessy drew attention to the last annual report, where it was stated "that the steady that is now being paid to our company for the carriage of mails between Liverpool and Hong Kong will expire in April of next year (1908), and it is not impossible that a faster and more frequent service will be made on condition of its continuance. In view of this fact, your directors recommended that they be authorized to arrange for the acquisition or construction of two steamships to meet the requirements of the route between Vancouver and Hong Kong." It is anticipated that this is the line of policy that would be followed.

T. C. Burpee, engineer of maintenance, I. C. R., is at the Royal. He is accompanied by Mrs. Burpee.

BRIDGE INQUIRY CONTINUED

Hearing of Evidence at Quebec Finished Yesterday.

Chief Engineer Believes That the Bend in the Chord Existed for Some Time—Did Not Regard It as Serious.

QUEBEC, Sept. 24.—At the bridge inquiry this morning J. Sterling Deans, chief engineer of the Dominion Bridge Co., was the first witness called. Replied to Mr. Holgate, Mr. Deans said they did not consider it necessary to have an engineer on the bridge all the time in addition to the foreman. Mr. Holgate intimated that Mr. Birks had matter to the Phoenixville office, and witness replied that Mr. Birks not only had had field experience, but that he (witness) had procured a list of the same. Among others he had had experience on both the Southern Railway and Lehigh Valley Railway on bridges erected by the Phoenix Company. It was not the intention to leave Mr. Hudson on the work after the erection of the traveller, as he was not well qualified for the work of erection as Mr. Birks. Witness had absolute confidence in the men in charge of the work. "I should expect them to act in a case of emergency where they did not think it necessary to report the matter to the Phoenixville office," he said in reply to Mr. Holgate. The first information which he received intimating that the condition of the deflected chord was serious was on the morning of the accident, witness said in answer to Mr. Holgate.

Mr. Deans, replying to Dr. Galbraith, said he was of the opinion that Mr. Birks was right in believing that the bend in the chord existed at the time of erection, notwithstanding that three other men thought the contrary. The fact that fully three million pounds worth of steel stress had been added since the deflected member had been placed in position and the fact that it had not changed any, that spoke and rivets were in the same position, bears out Mr. Birks' statement. Witness had consulted with Mr. Edwards and the shop foreman, and they both expressed the opinion that the bend had previously existed and for that reason he had no apprehension and decided to finally at a conference with Mr. McClure. On the day of the collapse, at about a quarter to six, they had a call from Quebec and it took up to about ten minutes past seven before any intelligence could be obtained over the telephone, so badly was the line working. Finally at ten minutes past seven, they got proper connection and learned of the collapse.

At one o'clock Mr. Holgate, the president of the commission, announced that they were through here, and that was necessary for them to go to Ottawa tonight, where further evidence would be taken, after which New York and Phoenixville will be visited.

STILL ASKING FOR PROTECTION

Same Old Cry from the Canadian Manufacturers

The Other Feature in Pres. Cocksbutt's Address Was in Urging a More Vigorous Forestry Policy

TORONTO, Sept. 24.—Apart from the usual cry for more protection for the manufacturers, the feature of President Cocksbutt's address at the opening session of the thirty-first annual convention of the Canadian Manufacturers Association in the King Edward Hotel this morning, was a strong plea for a more vigorous forestry policy, and particularly for the imposition of an export duty on pulpwood. Mr. Cocksbutt showed how Canadian forests were being devastated by fire, and advocated the immediate creation of more forest reserves, the penalizing under the criminal code of those responsible for fires, and the institution of a portfolio of forestry. In support of his plea for export duty on pulpwood he pointed out that by allowing that material to leave the country in such great quantities for the United States, they were simply contributing to the upbuilding of their greatest industrial rival.

His survey of the field of industry was generally satisfactory, but he commented upon the position of the manufacturer in relation to the home market, and pointed out that, while the capital, wage bills and output had increased, the manufacturer's share in the home market has remained practically at a standstill for five years. From this he drew the conclusion that a more adequate protective tariff was necessary to enable Canadian manufacturers to hold their own. The policy of the tariff, he declared, was to obtain a tariff whose minimum protection would be high enough to preserve the home market for the Canadian manufacturer, and to give the large increases in five years for the preference to the British Empire on the articles that should not be produced at home.

Archibald Blue, chief officer of the Dominion census bureau, read an illuminative paper illustrative of the growth of Canada in the twentieth century. Capital and products showed large increases in five years for every province of the Dominion except Prince Edward Island, Ontario, and Quebec. He showed the largest increase in value of products, Winnipeg and Peterborough proceeded to Hamilton and Vancouver, and Sault Ste. Marie was ahead of London.

Mr. and Mrs. Albroth Clark and their two little children of St. John arrived last night for a visit to Mr. Clark's parents, Mr. and Mrs. Henry B. Clark, George street—Fredleton Herald.

THE SPEECHES AND PUBLIC LETTERS OF JOSEPH HOWE.

A NEW EDITION

The first edition in two volumes of Hon. William Annand's "Speeches and Public Letters of the Hon. Joseph Howe" is out of print and it is now almost impossible to purchase copies of the work. A few sets have changed hands during the past year for a price exceeding \$10 a volume. As this edition was published in 1858, it of necessity does not contain many important speeches and letters delivered and written during one of the most important periods in Mr. Howe's stirring career, namely, from 1853 to the date of his death in 1873, and while some of his poems and lectures were published after his death in a single

For some time past there has been a demand for a second edition of the Speeches and Letters of Howe and it is fitting that this demand should be met by the Publishers of his old paper. For that reason The Canadian Publishing Co., Ltd., proposes to publish a second edition of Hon. Wm. Annand's "Speeches and Public Letters of the Hon. Joseph Howe" and to add a third volume which will contain all the principal speeches and writings of the Nova Scotia statesman delivered or written after the publication of Mr. Annand's edition in 1858, together with a selection of his poems. The text will be carefully revised and the leading incidents of Mr. Howe's subsequent career

JOSEPH HOWE. It seems only the other day that I arrived at the task of editing the Speeches and Letters of Joseph Howe. I had two great sources on my arrival—first, my introduction to the two volumes which contain the speeches and letters of Joseph Howe, and secondly the impossibility of having a copy of these volumes in my own possession. There is not a page of Howe's speeches or writings which does not stimulate the imagination, please the fancy and quicken the soul—and if the object of education is, as I believe it to be, to quicken the soul, the book containing Howe's speeches and writings ought to be on the bookshelf of every school teacher, not only in Nova Scotia, but in every portion of the British Empire. I do not understand how it is that Providence so proud of its possession of Joseph Howe, as Nova Scotia, every reason to be, has not taken the necessary steps to make this influence felt in every portion of the Empire. If Joseph Howe is unknown in England and in other parts of Greater Britain, Nova Scotia and Canada have only themselves to blame. I saw my introduction to the volumes containing Howe's writings to the fact that they had been placed in my bedroom at Government House by my greatly esteemed friend, Hon. Mr. Jones, your loved and honored late Lord High Commissioner.—Earl Grey before the Canadian Club, Halifax, Aug. 4, 1897.

from 1858 to 1873 will be dealt with by competent editors. It is desirable that the proposed edition should be well printed and bound and should be made in every respect worthy of the gifted Nova Scotian whose choicest works it is proposed to make accessible to all classes of his countrymen. The publication will of course be contingent upon the nature of the response made to this announcement. If each of the readers of the Morning Chronicle, interested in the matter, will cut out and sign the attached coupon and return it to the Publishers, he will aid in determining whether the project is practicable and is one which should be prosecuted without delay.

The Chronicle Publishing Co., Ltd., Halifax, N. S. Gentlemen:— I am interested in your proposal to publish a new edition of the Speeches and Public Letters of Hon. Joseph Howe in three volumes and if the work is brought out in a form satisfactory to me, I will doubtless purchase them, if sold at a price not to exceed \$10.00 for the set. Yours truly, Name..... Address.....

Persian Lamb

WILL BE THE LEADING FUR THIS YEAR FOR GOOD DRESSERS.

We invite the critical, the hard-to-fit and the fastidious to come and see what we have to offer in this very beautiful fur. Our skins were selected with the greatest care and are made up in the most up-to-date styles and the most scrupulous manner as to details of linings, buttons, etc.

Jackets and Small Furs to order at short notice and perfect satisfaction guaranteed.

D. MAGEE'S SONS, MANUFACTURING FURRIERS, 63 King Street.

N.B.—Fur catalogue mailed to any address.

RECENT WEDDINGS

BRANNON-BEHARRELL. AMHERST, Sept. 24.—The marriage of Miss Ada May Beharrell and Douglas Brannon of the firm of M. M. Tingley & Co. was solemnized this morning at the home of the bride's mother, Havelock street. The ceremony was performed by Rev. Dr. Chapman, assisted by Rev. Mr. Gatz. The bride was prettily attired in pink chiffon tulle with a picture hat of white felt trimmed with pale blue ostrich feathers and white Dresden ribbon. Her travelling gown was of blue broadcloth with hat to match. The happy couple left on the C. P. R. for Boston and other American cities, and on their return will reside in town. The decorations were very beautiful, the front parlor, in which the ceremony took place, being decorated with pink and green flowers with moss. The back parlor was also beautifully decorated with yellow and green flowers and moss. The mantle over the fireplace was magnificent, the long yellow flowers showing out of the soft green moss looked very beautiful indeed. The decorations were numerous and included a beautiful cut glass water bottle from the Methodist choir, of which the bride was a member, a check for \$1,000 from the bride's mother, with a beautiful set of general cargo which she brought across the Atlantic. She with her sister ship, the Assiniboia, will be the two largest and best steamers in the C. P. R. lake service. As soon as her cargo is unloaded the Keewatin will return to Lewis, where she will be out in two days, and she will then be towed up the St. Lawrence and the lakes as far as Buffalo, where she will be put together again.

RANAHAN-HUESTIS. The marriage takes place in St. Dunstons College this morning of Miss Florence Huestis of this city to Thomas Ranahan of the Charlottetown fire department. Many beautiful presents have been received, including a Blaisell's carpet sweeper from Paton & Co., check from B. Stewart & Co., set of cologne knives, forks and spoons from Mr. Ranahan's fellow workmen, bon-bon dish from Mrs. A. N. Large, quarter oak dining room set from the bride's mother, with a beautiful set of blue Panama cloth with hat to match. On the eve of the bride's departure from the Tannion hospital, where she has been training for a nurse, she was presented by the staff with a beautiful silver tureen, and all the happy couple leave by the Northumberland on a short honeymoon—Charlottetown Guardian, Tuesday.

PARK-BELYEA. A pretty wedding took place in Tannion, Mass., Sept. 18th, when Thomas Park, of Chicago, formerly of St. John, N. B., was married to Miss Annie Mae Belyea, of Bellingham, N. B., by the Rev. O. J. White, of the Winthrop street Baptist church. The bride, who was unattended, wore a travelling dress of blue Panama cloth with hat to match. On the eve of the bride's departure from the Tannion hospital, where she has been training for a nurse, she was presented by the staff with a beautiful silver tureen, and all the happy couple leave by the Northumberland on a short honeymoon—Charlottetown Guardian, Tuesday.

HILLSON-WHITNETT. Charles T. Hillson, one of Amherst's most prominent citizens, is among the guests at the Royal, Mr. Hillson has come to St. John on a happy mission. This afternoon he is to be married to Miss Lottie E. Whitnett, formerly of Hatfield's Point, and now a resident of St. John. The ceremony will take place at the home of Mr. and Mrs. Albert E. Macaulay, 171 Princess street, and will be performed at four o'clock by Rev. Dr. Steele of Amherst, Mr. Hillson, who is the owner of considerable real estate in St. John, was, under the Conservative government, inspector of buildings for the I. C. R. He is a nephew of Sir Charles Tupper and a member of the Amherst town council. The bride is a daughter of Geo. T. Whitnett, formerly of this city, but now of Hatfield's Point. There will be no attendants. The bride's costume will be pearl grey tulle over pink silk. Her travelling costume will be navy blue broadcloth with hat to match. Among the many presents which the happy couple received was a check from Sir Charles Tupper. After the ceremony Mr. Hillson and his wife leave on an extended visiting trip to Montreal, Quebec, Philadelphia, New York and Washington.

Invitations have been received in this city to the wedding of Miss Nellie Hanlon, daughter of D. E. Hanlon of this city, and Tobias Argonia, of Boston, Mass. The wedding is to take place on Sunday evening, Sept. 29. Miss Marguerite Hanlon, sister of the bride, is to be, left this morning for Boston to be present at the happy event—Fredleton Herald.

THE WISE BACHELOR. Some men would be more independent if they recognized their wives as bachelors. A woman will never believe anything very bad about a man she has once seen wiping his eyes at a pathetic play.

No man is ready to get married until he doesn't care how many times a week he has the same kind of heat for dinner.

No woman ever really loves her husband until she has heard him hunting in the top bureau drawer for a clean handkerchief. Nothing in the world is so pathetic as a girl who has made up her mind to reform some man and first begins to doubt whether he is going to let her.—New York Press.

Queen's Rollaway. By far the largest crowd that has yet visited the popular Queen's Rollaway was present last evening to enjoy "ladies' night," and to look at the smiling faces of the skaters was proof enough that they did enjoy themselves. Two large skating parties were also present. Perfect skates and a perfectly smooth floor makes roller skating a delightful pastime at the Queen's. Hand again tonight.

TWENTY-SIX TOO MANY. OTTAWA, Sept. 24.—From the breadth of Canada in the month of August there were reported to the labor department twenty-six trade disputes which affected two hundred establishments and some six thousand employees. As the result of these disputes there were lost 99,599 working days.

A Great Display of New Fall OVERCOATS, at every price to suit all. at the GLOBE CLOTHING HOUSE, NO. 3, FOOT KING STREET

THE STAR, ST. JOHN N. B., WEDNESDAY, SEPTEMBER 25 1907.

An Interesting Fall Announcement.

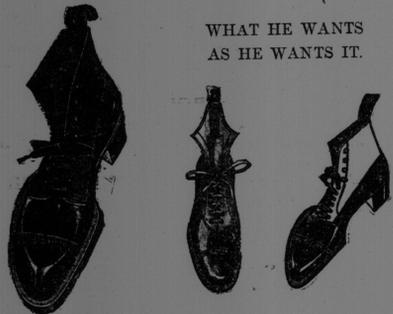
We have had the Best Spring and Summer we have ever had and we have laid plans for a bigger Fall and Winter business than we have ever had. To do this we have laid in a very large stock of **Boots, (heavy and light), Rubber Goods and Gaiters,** and we are anxious for you to get acquainted with our values. Read below a description of some of our lines, or better still, make a point to call on us.

Gentlemen still find it to their advantage this Fall to invest in a pair of

The Gold Bond Shoe

Prices, \$3.50 to \$6.00.

These Shoes are made in the different materials, on different lasts and with different widths. This enables a man to get



WHAT HE WANTS AS HE WANTS IT.

For high class footwear the Gold Bond Shoe is second to none and is sold for its merits.

Driving Boots and Working Boots are strong points with us this fall. We have the best \$2.00 working boot obtainable for men. Sizes 6 to 11.

We have more than doubled our lines of **Ladies' Fall Weight Boots.** Never before have we had anything like the range we have today.

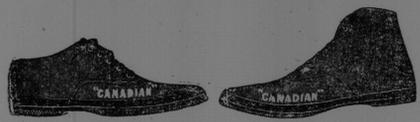
Let us tell you of one style.



In **Felt House Boots** our prices are low and our goods were never so nice or our values. See for yourself.

See our lines of the **Classic Shoe** for your children. These goods solve "The Child Problem" so far as the footwear is concerned.

See Us for **Gymnasium Shoes.**

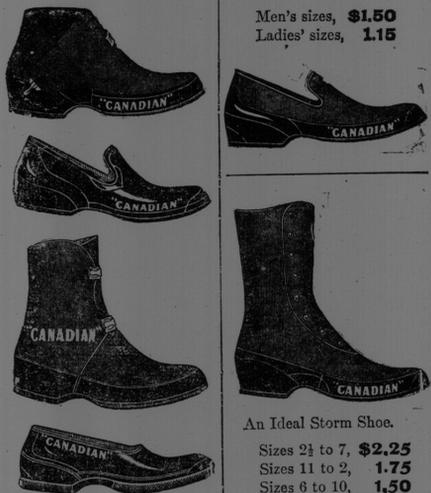


Our object in using this space in this manner is to get acquainted with new customers and to let our old customers know how much we appreciate their trade by telling them of the care we are taking to be better able to serve them.

RUBBER AND OVERSHOE DEPARTMENT.

Here are some of the styles we are going to handle this season. We have the very lightweight Rubbers for walking purposes only. We have the heavier styles for people whose duty calls them out in all kinds of weather. We have the Jersey Waterproof Overshoes and Rubbers that make the foot cosy on a sloppy pavement. Also all those supplies which make so very much more pleasant for the lumberman. Our prices are in a class by themselves.

Here are just a few styles of interest to Rubber wearers. Below is a nice style of Overshoe.



Men's sizes, \$1.50
Ladies' sizes, 1.15

An Ideal Storm Shoe.
Sizes 2 1/2 to 7, \$2.25
Sizes 11 to 2, 1.75
Sizes 6 to 10, 1.50

THURSDAY, FRIDAY and SATURDAY, SEPTEMBER 26, 27 and 28.

We are going to Clear Out the Balance of our Summer Stook and of the Stook we bought for early Fall Use. Read these Prices and Connect them with our Known Values.

225 pair Ladies' Dongola Kid Oxfords, 5 different styles, one price per pair, \$1.50.
1st. Ladies' Kid Blucher Cut Oxfords, swing last, medium toes.
2nd. Ladies' Dongola Blucher Cut, Oxfords, swing last, narrow toes.
3rd. Ladies' Dongola, light sole, patent faced Oxford, easy last.

4th. Ladies' Dongola, double sole, neat dressy shoe.
5th. Ladies' Dongola, double sole, broad easy last, medium heel.
You will find what you want among these lines—new goods, new lasts and very easy shoes.
Girls' sizes 13, 1 and 2 only.

A very neat Burton Boot, spring heel on one of nature's foot-forming lasts. Regular price \$1.75.
We have 75 pairs of these three sizes to sell at \$1 a pair.
Girls' Low Shoes, sizes 11, 11 1/2, 12, 12 1/2 and 13.
This shoe has style, having a patent tip, patent lace facing, double sole; some with dull calf quarters, others Dongola Kid throughout.
Price now, \$1.00
Children's Slippers, sizes 8, 9 and 10.
Vici Kid, turn sole Trilby pattern. Price now \$1.00.
Tan Slippers, double heavy sole, sizes 9 and 10 only, two button with broad strap, Price now \$1.00.

40 pairs Men's Patent Leather Boots we are now selling out at \$2.50 a pair. Some of these are Blucher cut, some Balmorals, but all are good values. Almost all sizes.
50 pairs of Men's Patent Leather Low Shoes. Prices are now the same at \$2.50.
These goods will be here to interest you.
30 Pairs Boys' School Boots, now \$1.50. Different styles and weights. Interesting goods at this season.
10 pairs Men's Buff Oxfords, sizes 8 and 10, Price \$1.25
12 pairs Men's Dongola Oxfords, sizes 8. Price \$1.25

PERCY J. STEEL, Foot Furnisher, - - 519-521 Main St., ST. JOHN N. B.

NEWFOUNDLAND KICKING AGAIN OVER FISHERIES ARRANGEMENT

ST. JOHN'S, N. F., Sept. 24.—A complication has developed in connection with the recent agreement between Great Britain and the United States as to the conduct of the fisheries on the west coast during the coming season. Tonight the Royal Gazette published an order in council, made under the authority of an imperial act of 1819, following the treaty between the two countries the year previously. The order in council in effect suspends several sections of the foreign fishing vessels' act passed by the Newfoundland government in 1905 and touches upon the bait act passed by the government in the same year.

The St. John's Telegram, the newspaper organ of Sir Robert Bond's government, describes the order in council as "outrageous" and declares that the colonial cabinet refused to participate in publishing this order. The Telegram says that any explanation for the order in council is that last year's modus vivendi ratified by the American government lacks legal sense

and that the imperial authorities now assert that an old British act fully sanctions the modus vivendi of 1905. The newspaper declares that the act of 1819 was passed when fishing administrators ruled the colony and their constitutional government was devised. The paper berates the cabinet and asks them to repudiate the act, and appeals to the other autonomous colonies in the British Empire to take action toward vindicating the rights of colonial peoples. The Telegram in a long passage in the order in council, denounces the act as a practical suspension of the constitution.

The imperial act of 1819 empowered the cabinet to enforce the law through the agency of orders in council. The Newfoundland cabinet contends that the treaty of 1819 does not allow America to hire colonial fishermen and that therefore the latest order is unlawful. It has been submitted to the Hague tribunal for judgment, but the imperial authorities have agreed to abide by its decision.

ENGLAND WANTS CANADIAN CIDER
Should be Shipped in Old Whiskey Barrels — Two Good Orders Were Lost.

OTTAWA, Sept. 24.—Mr. P. B. MacNamara, commercial agent at Manchester, says that the consumption of cider in England is rapidly increasing. Canadian cider manufacturers are advised not to use oak barrels, not even if they are paraffined inside. Cider should be shipped in good old whiskey casks, and the rule of the trade is that the price includes the barrels. A London firm is prepared to purchase up to 5,000 casks, imperial gallons and in whiskey casks only, the price to be quoted ex ship London or Liverpool.

BOSTON, Sept. 24.—"Ink" Russell of Philadelphia and "Jimmie" Briggs of Chelsea boxed ten rounds at the Wilmist club, Chelsea, tonight, the boxing being uninteresting for the most part. The left hand work of Russell apparently gave him the better of the bout.

TWO SUDDEN DEATHS OCCURRED AT HAMPTON

William C. Crawford and Mrs. Charles G. Cowan Have Passed Away.

HAMPTON, N. B., Sept. 24.—Mr. Wm. C. Crawford, who has recently been living with his brother, Mr. John H. Crawford, at Lakeside, passed away suddenly last evening, after about two hours' suffering from heart trouble, although he had been a sufferer from Bright's disease for a long time. He was about the station and village yesterday morning, and news of his death came as a shock to the community. He was fifty-eight years of age, and for many years was shipping clerk for the Fletwell Co. at their railway warehouse. About two years ago he left to take a position with Scott, Lawton & Co., St. John, but had to give it up on account of the state of his health. His wife, who was formerly Miss Edna Fletwell, daughter of Mr. George Fletwell, has lived in California for some years, as has also their daughter Cyril. The only son is a photographer. His sisters are Mrs. F. C. Bourne, of Hampton Village, Miss Kate Crawford, of Lenoire, Maine, and Miss Mary Crawford, of Uxbridge, Mass. Funeral on Thursday, from St. Paul's Church, Lakeside.

At five o'clock this afternoon Mrs. Charles W. Cowan passed away very suddenly at the family home, Midway, for although the deceased lady has been a confirmed and almost helpless invalid for many years, she gave no indication of her coming demise until a few moments before the end. Mrs. Cowan was well known at the North End and also in the city of St. John, where her husband was a customs officer for many years. She was a Miss Thompson before marriage, and in addition to her husband, one son, Leonard S., three daughters, Mrs. James Moriarty of Moelburg street, Miss Susan, at home, and Miss May in Boston. She leaves one sister, Mrs. Moses Cowan of the North End, and one brother, Tiner Thompson, who resides in Antwerp, N. B. Burial at Lakeside.

PRISONERS QUIT CHICAGO JAIL

Saw Bars While Religious Meeting Drowns Their Note.

CHICAGO, Sept. 24.—Two prisoners escaped from the Cook county jail this morning by sawing through barred windows and climbing down the face of the building into Illinois street. The jail authorities were undisturbed until this morning when they found the exodus. They managed to stop the going out party which had been planned by two dozen inmates. There is a theory that the delivery may have been planned for the benefit of Constantino, the convicted murderer. Until this morning he had lived in the same tier of cells, but after the jury found him guilty he was removed to murderer's row.

Lax discipline on the part of the jail authorities is the real cause of the escape. Two saws like old fashioned buckaws and over a foot in length were smuggled into the jail. Then a guard violated the rules of entering the second floor bullpen with all his keys hanging from his belt. He was grabbed by half a dozen men, touched for his keys and jammed into a cell, two prisoners going along to keep him company and quiet. Then William Rogers and Stanley Wesolek vaulted across an alleyway four feet wide, landing on the narrow coping that runs around the outer wall. For three-quarters of an hour they hung there and sawed away for liberty. Upstairs a religious service was in progress and the lusty chorus of "Pull for the Shore, Sailor," and other old favorites drowned the screeching of steel against steel. Finally two bars were severed and Rogers and Wesolek, saying "Come on, boys," crawled out. An idle pedestrian happened to see Rogers's head poked through the bars, and before the cops appeared the one and the other were gone. He had to run more than a block before he could tell the guards what was going on. They got upstairs just in time to grab George Thompson by the legs and haul him back. There were twenty-two men waiting for their turns. Guard Bloomberg was released from the cell and the usual police dragnet was set with the usual results.

INTERCOASTAL RAILWAY

ON AND AFTER WEDNESDAY, Sept. 25, 1907, trains will run daily (Sunday excepted), as follows:

TRAINS LEAVE ST. JOHN.

No. 1—Express for Pt. du Chene, Moncton, Campbellton and Turco.....	7:10
No. 2—Mixed train for Moncton.....	7:45
No. 4—Express for Moncton, Pt. du Chene.....	11:00
No. 26—Express for Point du Chene.....	11:00
No. 106—Suburban for Hampton.....	13:15
No. 5—Express for Sussex.....	11:15
No. 103—Suburban for Hampton.....	13:15
No. 14—Express for Quebec and Montreal.....	19:00
No. 106—Suburban for Hampton.....	22:40
No. 10—Express for Moncton, Sydney, and Halifax and Pictou.....	23:25

TRAINS ARRIVE AT ST. JOHN.

No. 9—From Halifax, Sydney and Pictou.....	6:25
No. 105—Suburban from Hampton.....	7:45
No. 7—Express from Sussex.....	9:00
No. 103—Express from Moncton and Quebec.....	12:50
No. 6—Mixed train from Moncton.....	14:10
No. 2—Express from Moncton and Point du Chene.....	17:20
No. 25—Express from Halifax, Pictou, Point du Chene and Campbellton.....	18:15
No. 105—Suburban from Hampton.....	20:15
No. 1—Express from Moncton and Turco.....	21:30
No. 81—Express from Sydney, Halifax, Pictou and Moncton (Sunday only).....	1:40

The through sleeper on the Maritime Express has been discontinued. All trains run by Atlantic standard time. 24.00 o'clock is midnight. CITY TICKET OFFICE, 2 King Street, St. John, N. B. Telephone 271. Moncton, N. B., Sept. 24, 1907.

A SAILOR AND HIS Grog.

At present every British sailor is allowed an eighth of a pint of rum per day, or, if he likes to go without grog, he gets nine-sixteenths of a penny. Total abstainers in future will get one penny.—London Saturday Review.

WHAT HE COULD TELL

Yeat—Can you tell anything about the weather?
Crimsonback—Yes. I can tell there's a terrible lot of lying about it.—Yonkers Statesman.

EASTERN STEAMSHIP COMPANY

INTERNATIONAL DIVISION
AUTUMN EXCURSIONS TO BOSTON

Tickets on sale September 15th to October 15th. Good to return thirty days from date of issue.

ST. JOHN TO PORTLAND AND RETURN, \$3.00
ST. JOHN TO BOSTON AND RETURN, \$6.00

Steamships "CALVIN AUSTIN," "GOSWICKOR COBB" and "CAMDEN"

DIRECT SERVICE
Steamship "CALVIN AUSTIN" leaves St. John Tuesdays and Saturdays at 7:00 p. m., due Boston following day about 1:00 p. m.

COASTWISE SERVICE
Steamers leave St. John Mondays, Wednesdays and Fridays at 5:00 a. m. for Boston via Portland, Lubec and Portland, due Boston about 4:00 p. m. following day.

All freight, except live stock, is insured against fire and marine risk. W. G. LEE, Agent, St. John, N. B.

NEW METHOD MIRRORS.
Copper very closely resembles silver in many respects, but hitherto no method has been known of depositing it from aqueous solutions on glass so as to form mirrors like those so long made with silver. This is now accomplished by reducing cupric oxide by an aqueous solution of phenyl hydrazine in presence of potassium hydroxide. Some mirrors made in this way have been shown to the London Royal Society by Dr. P. D. Chattaway and have a coherent metallic film as brilliant and uniform as that of the silver on glass reflectors used in telescopes and much more beautiful on account of the color.

ACCIDENTS ON WARSHIPS.
Occasional accidents are as much to be looked for on a warship as in an industrial plant. If the officers and crew are to be fit for service in time of war they must practice with the big guns. They must engage in work where momentary carelessness and the neglect of some seemingly trivial precaution may mean sudden death or permanent disablement. On a battleship, as in an iron or a powder mill, eternal vigilance is the price of safety, and in spite of the utmost vigilance and carefullest examination, many important accidents are inevitable.

STEAMERS

CPP ATLANTIC STEAMSHIPS
A ROYAL MAIL COMPANY
EMPERESSES

Montreal, Quebec and Liverpool Service.

LAKE CHAMPLAIN	Sept. 25th
EMPERESS OF IRELAND	Oct. 4th
LAKE ERIE	Oct. 12th
EMPERESS OF BRITAIN	Oct. 15th

R. S. LAKE CHAMPLAIN and LAKE ERIE carry one class of Cabin passengers (2nd Class) to whom is given accommodation situated in best part of steamer. \$10.00.

First Cabin—EMPERESS Boats \$20.00 and upwards. LAKE MARI-TOHA, \$40.00 and upwards.

Second Cabin—\$25.00 and \$42.50.

Third Cabin—\$27.50 and \$32.75 to Liverpool.

Antwerp Service via London
MONTRIEU..... Sept. 25th
MOUNT TEMPLE..... Oct. 25th
LAKE MICHIGAN..... Nov. 3rd

Carrying 2nd Class only.
Carrying 3rd Class; also limited number Second.

TO ANTWERP.
EMPERESSES..... \$29.75
Other Boats..... \$28.50

W. B. HOWARD, District Pass. Agt.
St. John, N. B.

WORKMAN JUMPED FROM A FALLING WALL

TORONTO, Sept. 24.—Michael Boland saved himself from serious injury by throwing himself from a falling wall in a house in course of construction on Bloor street today. He caught the opposite walls with his hands and hung on till rescued. George F. Freely went down with the wall and was severely hurt.

Alex. Fraser was killed by a train yesterday while walking on the track of the Canadian Northern Railway near Parry Sound. He was the contractor for the Canadian Northern.

WEDDINGS.

STANTON—SHAW. The home of Mr. and Mrs. William Shaw, High street, was this morning the scene of a very pretty wedding.

WATTERS-DUNN. A popular young couple of the North End will be given a fitting start in marital life at St. Luke's Church this afternoon at 5:30 o'clock by Rev. R. P. McKim, when Miss Charlotte Beatrice Dunn will become the wife of Leslie Gordon Watters, formerly of this city but now connected with the C. P. Ry. at Woodstock.

McNUTT-RUSS. The marriage was celebrated this afternoon at St. Luke's church, formerly of this city, but now of Boston.

PRICE-QUINSLER. This morning at St. Luke's church at six o'clock, a pretty ceremony was performed by Rev. R. P. McKim, by which Miss Louise Wilson Quinsler, daughter of Mrs. William Quinsler, 445 Main street, became the bride of James Price, formerly of this city, but now of Boston.

WILSON-RING. A very pretty wedding was celebrated at the residence of Albert Ring, West Side, this morning, when his daughter, Miss Eliza Ring, was united to S. D. Wilson, of this city.

FISHING BOAT MISSING. NORTH SYDNEY, N. S., Sept. 25.—A good deal of anxiety is felt here for the safety of a ten ton fishing smack Kingslayer, which left here two weeks ago yesterday, on a fishing trip off the coast.

FAREN-HERD. The wedding of Miss Helen B. Herd, daughter of George Herd, to George C. M. Farrer, the King street photographer will be celebrated this evening at the residence of the bride's brother 145 Mecklenburg street.

HALIFAX DRY DOCK LABORERS ON STRIKE. HALIFAX, Sept. 24.—A big strike is on at the dry dock here, and the work being done by the men on the steamship Oscar II. The men went out this morning for an increase of wages, demanding \$3.20 per day, and \$2.50 for helpers.

COMMERCIAL

WALL STREET. NEW YORK, Sept. 25.—First prices on stocks were generally higher than last night, but the movement was not decided and the gains were mingled with number of small losses.

NEW YORK STOCK QUOTATIONS. Chicago Market Report and New York Cotton Market. (Published by D. C. Cline, Banker and Broker.)

CHICAGO MARKET REPORT. Tues. Wed. Cig. Op. No. Noon

MONTREAL QUOTATIONS. Tues. Wed. Cig. Op. No. Noon

NEW YORK COTTON MARKET. Tues. Wed. Cig. Op. No. Noon

WAPAKONETA, Ohio, Sept. 25.—Fire started today in the Augustine Coughlin building, about 40 minutes were destroyed and an effort is being made to prevent the flames from reaching other buildings.

SEASICKNESS. A remarkable cure has been discovered for all forms of seasickness, car sickness, climbing, and all nausea caused by motion, which has positively never failed.

SASKATCHEWAN CROPS

WINNIPEG, Sept. 24.—The total loss to the wheat crop through all causes in Saskatchewan this year, should not be more than 15 per cent, so far as quality is concerned.

HALIFAX HAPPY. HALIFAX, N. S., Sept. 25.—After days of rain, the weather turned out beautiful for the opening of the Exhibition. Attendance for the openings exceeds previous years.

IN THE COURTS. In the equity court chambers this morning, before Judge Barker, the case of Randolph vs. Randolph was taken up. This is a case brought by the assignees of Richard A. Estey to determine the questions of liens brought upon the different defendants upon property which the assignees claim passed free from these liens, except that of Senator Thompson, one of the defendants, who claims that he had not been included in the assignment.

THE PROPER APPLICATION FOR ALIEN LABOR LAW. Judge Choquette Decides Against Unions in the Case Against the Car Company.

GIVES DAMAGES TO LORD ASHTOWN. Court Awards Seven Hundred Dollars and Costs for Alleged Outrage With a Bomb.

GIVES DAMAGES NO. 1. WATERBURY, Ireland, Sept. 24.—Lord Ashtown has been allowed \$100 and costs in a suit for compensation growing out of the explosion of a bomb at his hunting lodge last November the night of August 13.

WANTED AT ONCE. Smart lad from 14 to 15 years old to make himself generally useful about store. THE DUNLAP CO. OF CANADA LTD., 54 King Street, 25-9-4

Make Money

BY WRITING LIMERICKS. HERE IS THE STAR'S NEW COMPETITION. Write on the Coupon what you consider the best line to complete the following verse:

There was a sweet girl named May, Who went early to school every day, She was first in her class, And felt sure she would pass, ? ? ? ? ?

Send it to "Limerick, Star Office," with 10 Cents and see if you win a prize. OPEN TO EVERYONE.

The money received will be divided into Three Prizes in the proportion of 50, 30 and 20 per cent. Competitions close weekly at noon on Saturday, and prize-winners will be announced on the following Monday. The more entries the larger the prize.

EVERYBODY TRY IT. The Coupon printed below must be used.

Limerick Competition. My last line is: I agree to accept the Editor's decision as final, and enter only on that understanding. Name: Address: Date:

A. E. HAMILTON, Contractor and Builder. Jobbing of all descriptions promptly attended to. 182-188 Brunsell Street Phone 163

Montreal Excursion. SEPT. 19 20 21 22 23 24 25 26 27 28 29 30 31. Good for return until October 1, 1907.

INTERCOLONIAL RAILWAY. Return tickets will be sold from all stations in New Brunswick at FIRST CLASS ONE WAY FARE. With 25 cents added for admission coupon. Good going Sept. 24, 25, 26, 27, 28, 29, 30, 31. Good for return October 5th, 1907. 25-9-7

STARVED AT SEA FOR FOUR DAYS AND NIGHTS

NORTH SYDNEY, N. S., Sept. 24.—Given up as lost victims to old ocean, two fishermen, Patrick Nolan, Blacoutia, Nfld., and Benjamin Gerrior, Arichat, who strayed from the schooner Muriel M. Young, which has arrived here, for ten days and nights the men were buffeted in blinding lightning and fierce seas, and when picked up on Saturday, seventy-five miles off Hants, were exhausted and on the verge of madness.

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SEALED TENDERS addressed to the undersigned, and endorsed "Tender for Alterations, etc., Military Stores Building, St. John, N. B.," will be received at this office until Tuesday, October 8, 1907, inclusively, for alterations and additions to the Military Stores Building at St. John, N. B., according to plans for of D. H. Waterbury, Esq., Custom House, St. John, N. B., and at the Department of Public Works, Ottawa. Tenders will not be considered unless made on the printed form supplied, and signed with the actual signatures of tenderers. An accepted cheque on a chartered bank, payable to the order of the Honourable the Minister of Public Works, equal to ten per cent. (10 p. c.) of the amount of the tender must accompany each tender. The cheque will be forfeited if the person tendering declines the contract or fails to complete the work contracted for, and will be returned in case of non-acceptance of tender. The Department does not bind itself to accept the lowest or any tender. By order, FRED. GELINAS, Secretary, Department of Public Works, Ottawa, September 18, 1907. Tenderers will not be paid for this advertisement if they insert it without authority from the Department. 25-9-3.

Investors. desiring to know the truth regarding any investment, they are about to make in any Canadian mining company should write the Equity Department of The Canadian Mining News and they will receive without charge prompt and reliable information.

SEASICKNESS. A remarkable cure has been discovered for all forms of seasickness, car sickness, climbing, and all nausea caused by motion, which has positively never failed.

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