

IVER JOHNSON REVOLVERS



22, 32 and 38 Calibre. Blued or Nickel Barrels, from
\$3.45 to \$8.50.

W. H. THORNE & Co. Limited

A BIG BLAZE

STARTED INSTANTLY

is the effect produced by striking a

Headlight Parlor Match!

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

SCHOFIELD BROS., SELLING AGENTS,
ST. JOHN, N. B.
P. O. Box 251.

Moose Steak, very tender; Mild Cured Flat Bacon, extra nice;
Black Kidney Potatoes, very dry nice flavor; New Grey Buckwheat
and Maple Honey. We can supply you with anything in Meats,
Fish or Groceries. If we do not have them in stock we will get
them for you. Give us your order. We will deliver promptly
and guarantee to please you.

F. E. WILLIAMS CO., Ltd.
Phone 543 Charlotte Street. Phone 521 Princess Street.

REDUCE YOUR GAS BILLS

Let us put on some of the AUER LIGHTS. They only burn
3 feet of gas per hour. Will either Rent Them and keep
them in repair for you, or will Sell Them at low rates. The
best Mantels always in stock. 50 Different Styles of Parlor
Lamps and Fancy Globes. It will pay you to call and
examine our stock.

Maritime Auer Light Company Limited, - 19 Market Square

Astrachan Jackets

Made from selected Skins

\$25.00, \$30.00, \$35.00, \$40.00

Electric Seal Jackets,

No. 1, \$35.00; No. 2, \$35.00

Fur Lined Capes.

The best value in the City. We are selling lots of them.
Come in and be convinced.

F. S. Thomas,

555 MAIN ST.

NORTH END.

THE KING'S GIFT.

King Edward Presents a Pennsylv-
ania Fire Company with a
Dog from Royal Kennels.

NEW YORK, Oct. 23.—A despatch to
the World from York, Pa., says:—The
Royal Fire Co., No. 4, of this city has
been honored by King Edward of Eng-
land by the present of a handsome
greyhound from the royal kennels at
Windsor. They greyhound arrived in
a large box covered with the labels of
foreign and U. S. transportation com-
panies. The dog comes in response to a
request which was forwarded to His
Majesty several months ago and which
was signed by Congressman D. P. Le-
fen and other members of the fire
company.

STREET RAILWAY AND C. P. R.

Work has not yet been started on the
Fairville branch of the street railway,
but will be proceeded with as soon as
possible. The recent delay was neces-
sary until an agreement could be
reached with the C. P. R. The car line
must cross the railway track just above
the turn to the bridge and to do this
an understanding with the railway was
necessary. For this the management
of the street railway decided to wait
until Mr. McNicoll came to St. John.

PAY DAY.

This was pay day at City Hall and
Chamberlain Randall paid out the fol-
lowing amounts:
Water and sewerage \$2,524.89
Street department 1,964.26
Total \$4,509.15

St. John, N. B., Oct. 23, 1903.

Boys' Reefers

We have just opened a new lot of Boys' Reefers and now have a fine
assortment of these smart little coats for Boys, in dark grey Frieze with
Velvet Collars, and blue and black Nap and Montinac with Storm Collars.

Boys' Reefer Prices, \$2.25, \$2.75, \$3.00 to \$4.75

See our Men's and Boys' Overcoats—they're beauties

J. N. HARVEY

AND BOYS' CLOTHING
71 and 201 Union St.

TO KEEP OUT
SMALLPOX.

Provincial Government Urged
to Take Action.

City Board of Health Has No Power
and No Funds to do Proper
Work.

The board of health are to meet the
attorney general this afternoon at 4
o'clock to take action to prevent the
bringing of smallpox from infected
towns in Maine into New Brunswick.

The board of health not having the
power itself, will impress upon the at-
torney general the immediate need of
the government taking adequate steps
to prevent the inroad of the disease.

The jurisdiction of the St. John board
of health does not go beyond the limits
of the county, and even if the board
felt inclined to take the matter into its
own hands it would find itself greatly
handicapped by lack of funds. A prom-
inent member of the board said this
morning that the health authorities of
the city have been so limited in the ap-
propriations allowed them as to find
themselves at different times insuffi-
ciently prepared to cope with the unan-
ticipated conditions in the city.

For some months past New Brunsw-
ick has been practically open to the
uninterrupted inroads of smallpox from
infected sections in Maine. The official
whose duty it is to examine persons
travelling from the United States into
New Brunswick resigned his position
some months ago, and during the period
when smallpox was at its
height in Maine there was no official
at the border to prevent its extending
to this province. The board of health
this afternoon will urge the govern-
ment to fill this vacancy without de-
lay.

The smallpox situation in Bangor,
though not as alarming as at first re-
ported, is yet serious enough to warrant
the government to take immediate
measures to prevent its passing into
this province. Vaccination is being
carried out compulsorily in Bangor and
several thousands have already been
inoculated. An isolation hospital is be-
ing prepared there for the reception of
the infected.

Many people have already left Bangor
to escape the disease. Yesterday
the Boston express brought a number
of the refugees to St. John, and some
passed through on their way to Nova
Scotia. It is not known that any came
in today, but in all probability among
the large passenger list were a number
from Bangor.

It is just two years ago today when
the first case of the smallpox epidemic
of 1901 broke out in St. John. The sailor
Baron came here infected with the
disease the first of October and died
October 11. On October 23, Miss George
Deboe, of 234 City road, near the
epidemic hospital, was found to be
suffering from the disease. Before she
died, October 25, ten other cases had
been reported to the board of health
and the epidemic, which lasted until
along in February, was well under
way.

In all, that winter, 102 persons in the
city were stricken with the disease, of
whom 23 died.

DOWIE'S HOST DESERTING.

150 Start for Home—Say They
Have Colds Caught While
Working Too Hard.

NEW YORK, Oct. 23.—At least 150
members of Dowie's "army" left today
on a special train of five coaches over
the West Shore road for Zion City, Ill.

According to Deacon Newcombe, the
Zionites were bound for Zion because
others wished to come to New York.

"As many as leave will be replaced
by new recruits," said the deacon.

Many of the party were suffering from
colds brought up by exposure in the
work of house to house visitation and
the many changes from the heated at-
mosphere of the Garden to the piercing
air.

While his lieutenants were looking
after the excursionists at Weehawken,
Dowie was left almost alone to conduct
the early morning service at the
Garden.

During his address he said that he
had received about fifty letters during
his stay here, all of which either threat-
ened him with murder or kidnapping.

Some of them were signed "Commit-
tee." He said he was not afraid.

He announced that he expected two hun-
dred more of his followers to arrive
here on Monday with a fresh supply of
provisions.

Nothing was said about a feeling of
discouragement among those going
away being responsible for their leav-
ing. Members of the "Host" were in-
formed the day before by the railway
companies that their tickets would
have to be used during the early part
of next week. It had been understood,
it is said, that the tickets were good
for two weeks, but now it is said that
most of them have to return several
days sooner, or lose their transportation.

TWO SIDES TO HIS PRAYER.

(London Tit-Bits).

In response to several earnest re-
quests from parishioners, Rev. Dr.
Goodman included in his morning ser-
vice a petition for a cessation of the
copious rains that had been deluging
the lands.

The next day's post brought him the
following indignant protest:

"Rev. and Dear Sir,—I was both
surprised and pained yesterday to
hear you pray that the rain might
stop. There hasn't been a drop too
much for my cucumber patch. If it
stops now my crop will be a failure,
and I shall consider you partly re-
sponsible for it. When it comes to
managing the weather, I don't think
you have any right to butt in. Yours
truly,
R. R. CHUCKSLEY."

BUSINESS OUTLOOK.

American Market Shows Conflit-
ing Influence at Work—Wheat
Estimate is Too Large

NEW YORK, Oct. 23.—Special tele-
graphic reports in the business situa-
tion to the International Mercantile
Agency, from correspondents through-
out the United States are summarized
as follows:

Advices from the leading trade cen-
tres may plain the presence of con-
flicting influences. Relatively, the
larger number of unfavorable reports
are as to the industrial situation and
outlook. Good judges believe that the
effort to hold the price of finished steel
through the spring will not succeed.
Authorities admit that pig-iron makers
will have to increase the extent of the
movement to restrict the output. Pig-
iron giving in exchange for coke over-
hangs the market. Soft coal prices
are being held up only through com-
binations. Present plans contemplate
the laying off of nearly 50,000 railway
employees this winter.

The Trust Company and National
Bank disasters at Baltimore and Pitts-
burg were caused by special conditions
and at both cities it is believed that
the weakness of the financial situation
has been eliminated.

At Minneapolis spring wheat receipts
tend to confirm the belief that the
government report of the size of the
spring wheat crop was too large. In-
ternational Mercantile Agency advices
point to about 160,000,000 bushels of
wheat from this year's domestic crop
of wheat available for export, whereas
European continental estimates are
that importing countries will need 120-
000,000 bushels of wheat.

The general business outlook in the
southwest, except in Texas is bright.
New Orleans anticipating a heavy
winter and spring trade. Texas trade
prospects are tied up in the cotton
and wheat which will be somewhat
under-estimated.

ALARMING REPORTS UNFOUNDED

Japanese Authorities Deny That

War is Imminent—But Their
Warships Are Ready.

LONDON, Oct. 23.—The Tien-Tsin
correspondent of the Standard says,
that the American, Russian and British
gun-boats are preparing to go into
winter quarters at the mouth of the
Yellow River. Similar preparations on the part of
the Japanese gun-boats were stopped
by telegraphic orders from Tokio.

LONDON, Oct. 23.—The Japanese
legation reiterates today that there is
no slightest foundation for the
rumors and other alarming reports
of the imminence of a Russo-Japanese
war. Official communications received
from Tokio during the past few days
contain nothing to indicate the prob-
ability of an outbreak of hostilities,
nor even that a hitch had occurred in
the negotiations.

The foreign office here also reiterates
that its information is opposed to the
alarmist theories.

YOKOHAMA, Oct. 23.—The conference
between Baron de Rosen, the Rus-
sian minister, and Foreign Minister
Komura has been postponed until after
the conference of the elder statesmen
of Japan, which is to take place to-
morrow.

The Russian viceroy of the Far East,
Admiral Alexieff, expected to go to St.
Petersburg early in November, which
may delay the settlement of the crisis.

LONDON, Oct. 23.—Heretofore the
underwriters of Lloyds have taken an
optimistic view of the situation in the
Far East. Since yesterday, however,
the insurance rates to the East have
risen, and it is declared that within
three months, have been doubled.

BRIEFS BY WIRE.

JERUSALEM, Oct. 23.—The outbreak
of cholera at Bethlehem, which was re-
ported Oct. 17, has been stamped out,
and the epidemic which has been
driven around the city has been removed.

VALETTA, Island of Malta, Oct. 23.—
A firework explosion at a workmen's
club in the village of Balzan has re-
sulted in a woman and four men being
killed and the injury of 14 persons.

PLYMOUTH, Eng., Oct. 23.—The sum
of \$3,000,000 in gold was landed here
this morning from Bombay. This is
the largest shipment ever brought to
England in one steamer.

NEW YORK, Oct. 23.—Charles S.
Sexton, of Clyde, N. Y., formerly gov-
ernor of New York state and judge of
the court of claims, died in the City
Hospital here from what the physicians
describe as an incurable organic dis-
ease. Mr. Sexton, whose health had
been poor for some time, went to a
sanatorium in Clifton Springs several
weeks ago, but not obtaining the im-
provement hoped for, he came to Re-
chester a week ago and entered the City
Hospital.

KANSAS CITY, Oct. 23.—Charles L.
Conine, national secretary and treasur-
er of the United Brotherhood of Leav-
er Workers and Harness and Horse
Goods Makers, was convicted in the
criminal court here last night of the
charge of embezzling \$5,676, and was
sentenced to two and one-half years in
the penitentiary. Conine was bonded
by a surety company for \$15,000 and
the union has brought suit in the fed-
eral court to recover the amount of the
shortage.

ST. LOUIS, Oct. 23.—James Hackett,
the St. Louis national league pitcher,
has lost the sight of his left eye from
strychnine, contracted while hunting
recently, and the attending physician
fears that the other eye is affected and
that it may be permanently impaired.
The accident was caused by Hackett's re-
sistance from the game.

DEATHS.

ARMSTRONG—At her residence, 91 Moore
street, on Oct. 22nd, Elizabeth A. beloved wife
of William Armstrong, aged 42 years and
five months, leaving a husband, two sons,
a daughter, and a large circle of friends to
mourn their sad loss.
Funeral from her late residence on Sunday
afternoon, the 25th inst., at 2:15 p. m.

NEAR DEATH
ON ROTTEN POLE.

Narrow Escape of Thomas
Fleming, City Employee.

Seriously Injured by Collapse of
Fire Alarm Pole on Which He
Was Working.

Thomas Fleming, a fireman in the
employ of the safety board, was severe-
ly injured on Paradise Row this morn-
ing. The accident was due to the con-
dition of one of the fire alarm poles,
which was thoroughly rotten from top
to bottom, so rotten that it could be
crushed with the hand.

Mr. Fleming was with the men who
are installing the new alarm system
and went to the top of a 30 ft. pole on
the corner of Paradise Row and Wall
street for the purpose of affixing a guy
rope. It appears that those in charge
of the work knew that the pole was in
a bad condition and intended removing
it.

Mr. Fleming was at the top of the
pole working when the pins through the
cross-arms, to which the wires are at-
tached, and it snapped off at the base.
The latter were just as badly decayed
as was the pole itself.

The tearing away of these pins left
the pole without the support of the
wires, and it snapped off at the base.
Mr. Fleming in the meantime was
holding fast to the top. The pole fell
on Paradise Row and in falling struck
a street railway guy wire. The shock
broke Mr. Fleming's hold and threw
him to the ground. He struck on the
sidewalk, while the pole, clearing itself
from the guy, landed a few feet away
from him.

Mr. Fleming was carried into Wade's
drug store where Drs. Morris, Berry-
man and Bishop attended him. It was
found that while he was severely
bruised no bones were fractured nor
his flesh broken. He has been in-
jured in the back, shoulder and wrist,
and perhaps internally, although as yet
this is not known. He was driven to
his home on Queen street and will be
confined to the hospital for some time.

Mr. Fleming belongs to Halifax, but
during the past season has been work-
ing with the Carleton Electric Co.
Persons who were at the scene of the
accident are indignant at the man-
ner in which the pole was allowed to
climb the pole in those in charge knew
that it was in such a condition.

NELSON'S SHIP NEARLY SUNK.

The Old Victory Had a Narrow Es-
cape from Destruction—Battle-
ship Ran Amuck.

PORTSMOUTH, Eng., Oct. 23.—Nel-
son's old flag-ship, the Victory, was
nearly sunk in Portsmouth harbor this
morning by the battleship Neptune.
The battleship Hero and some minor
craft were also damaged.

The Neptune, which was being towed
into Portsmouth preparatory to be-
ing taken to the Thames to be broken
up, broke adrift and ran amuck. Af-
ter desperate efforts the Neptune was
secured by the Hero, but not before
the former had knocked a six-foot hole
in the Victory's port quarter. The Vic-
tory's lower decks were flooded and she
began to settle, her crew standing at
quarters. But the arrival of the two en-
gined old flag-ship to be kept afloat
until she was docked.

GRAND VIZIER FLED
FROM SHAH'S POISON.

Amazing Story of Intrigue at the Per-
sian Court is Related at Brussels.

Letters from some of the Belgian of-
ficials employed in the Persian cus-
toms finance department bring an am-
azing story today concerning the re-
cent removal from office of the Persian
Grand Vizier, Mirza Asghar Khan.
It appears that some weeks ago the
governor of the province of Ratch re-
ceived a golden cup containing poison-
ed coffee, which the shah sends to offi-
cials he wishes to banish from the
world.

The governor drank it and, of course,
died afterward.

It was discovered that the golden cup
had been sent, not by the shah, but by
an unknown person.

The Grand Vizier was accused of be-
ing the sender and of having planned
the death of the governor, whose grow-
ing influence made him jealous; where-
upon the shah dismissed the Grand
Vizier.

The latter, expecting also soon to re-
ceive the fatal golden cup, in his turn
asked and obtained leave to go on a
pilgrimage some miles from Teheran
and fled to the coast, whence he sailed
for Europe, and must now be in Vien-
na or Paris.

His guilt is doubted by many who
believe him to be the victim of hateful
calumnies of fanatics, who were irri-
tated at his having introduced Euro-
pean ideas and officials into Persia.

Since the Vizier's flight the shah has
constituted a sort of cabinet, in which
the most important post has been in-
trusted to M. Naus, the Belgian director
of customs.

IT WAS NOT A MURDER.

(St. Louis Times).

They were loading one of the big
steamers in the Sunny South when
suddenly loud voices were heard.
"Cut 'im! Cut 'im!" one voice said.
"Cut 'im again!" yelled another.

"Now turn him over and throw him
in the hold!" cried a gruff voice.

At this juncture a passenger who
had overheard the trouble but was
unable to see what was going on
rushed up to the captain.

"Captain! Captain!" he shouted,
"they are butchering a man down
there. I heard them holler 'Cut 'im.
Cut 'im!'"

"Don't be alarmed, my friend," said
the captain. "They are only putting a
bale of cotton in the hold."

FAMOUS HISTORIAN DEAD.

Wm. Lecky, Parliamentarian and
and Author of Many Not-
able Works, Died Last Night.

LONDON, Oct. 23.—The Rt. Hon. W.
Lecky, the historian, died here of
heart disease tonight.

Mr. Lecky took a strong interest in
the discussion of the contemporary
public questions. In politics he had
been a liberal until the time when Mr.
Gladstone adopted his home rule
policy, and he then became a liberal-
unionist, of a somewhat extreme type.
He was elected to the house of com-
mons for Dublin University, 1896, and in
1897 was called to the privy council,
though he did not take office.

William Edward Hartpole Lecky,
LL. D., D. C. L., was born in the
neighborhood of Dublin, March 24, 1818,
and was educated at Trinity College,
Dublin, where he graduated B. A., in
1839, and M. A., in 1843.

Devoting himself to literature he soon
gained distinction as an author. His
acknowledged works are: The Leaders
of Public Opinion in Ireland, published
anonymously in 1861, and re-published
in 1871-2; History of the Rise and
Influence of the Spirit of Ritualism in
Europe (two volumes), 1865, fifth edi-
tion, 1872; History of European Morals,
from Augustus to Charlemagne, 1869; and
a History of England, in the
Eighteenth Century, vol. I and II, 1878,
volume III, and IV, 1888, volumes
V, and VI, 1897, volume VII, and
VIII, completing the work in 1890. All
these works have been translated into
German, and some of them into other
languages. Mr. Lecky has received the
honorary degree of L. D., D. C. L., from his
own University of Dublin, and from the
University of St. Andrews; and the
degree of D. C. L. from the University
of Oxford. He has contributed occa-
sionally, but not frequently, to period-
ical literature, and since the division in
the liberal party in 1886, he has both
written and spoken in support of the
"Unionist" cause.

TWO OLD HORSES'

JOYFUL REUNION.

Once Stars in a Circus, One Now
Draws an Ambulance, the Other a
Cart.

NEW YORK, Oct. 23.—Old time com-
panions in a circus ring and rivals for
the plaudits of admiring thousands,
two white horses, that had not seen
each other for years, met yesterday by
chance. One is now in the city's ser-
vice, drawing an ambulance, and be-
tween times entertaining stable attend-
ants by unforgotten circus tricks; the
other is a cart horse, and annoys rather
than amuses his prosaic owner by
attempts to show what he could do if
he had half a chance.

Though no longer young, the cart
horse has ideas concerning what a
horse of his ability ought to be doing
which do not occur to his owner as
proper subjects for a plain cart horse
to be dreaming about. Yesterday, for
instance, when the stable door in
Eight street was carelessly left open
for a moment, he was taken advantage
of, and he did not occur to his owner as
proper subjects for a plain cart horse
to be dreaming about. Yesterday, for
instance, when the stable door in
Eight street was carelessly left open
for a moment, he was taken advantage
of, and he did not occur to his owner as
proper subjects for a plain cart horse
to be dreaming about.

Dr. Higgins was surprised at Duane
street and Park row to see a strange
white horse, a perfect match for the
ambulance horse, run up alongside and
give a joyful neigh. The animal draw-
ing the ambulance tossed his head and
gave an equally evident joyous neighing
greeting. It was as plainly a reunion
of long separated friends as would be
that of brothers who had met after a
long lapse of years.

Neighing sometimes in unison, but
more frequently in answer to each
other, so it seemed to Dr. Higgins, the
two horses refused to be separated all
the way that remained to be traversed.
Regardless of trucks which had to be
passed and crowded streets that had to
be crossed, the strange horse never left
the side of his old friend.

At the police station the strange
horse, without halting or making any
attempt to escape from a policeman
who tried to catch him. As quietly as
though he never had run away in his
life he allowed himself to be taken to a
stable where the patrol wagon is kept.
But hard is their fate—it is not likely
the horses will ever meet again. The
ambulance had to be taken back to the
hospital, and later in the day the owner
of the cart horse took the crestfallen
animal away.

"Yes, he's a circus horse," the man
said. "I wish he wasn't. He knows a
mighty sight too much."

COMPANY BRANDED AS OUTLAW

Amalgamated Copper Co. of Butte,

Wiped Out of Existence—\$3-

000,000 Tied Up.

BUTTE, Mont., Oct. 23.—By the shut-
down of the Amalgamated Copper Co., a
pay-roll of over \$50,000 a day is cut
off from Butte. Representatives of the
Amalgamated Copper Company declare
that by the decision rendered by Judge
Clancy yesterday, the amal-
gamated Copper Company is practi-
cally wiped out of existence and cannot
do business in Montana. The decision
in effect brands the Amalgamated as
an outlaw. Its stockholders are pre-
vented from receiving dividends, they
say, although \$3,000,000 is tied up and
awaiting distribution to the stock-
holders. The Amalgamated people
claim that they are barred from con-
ducting their own business, and have
ordered the suspension of operations in
Montana. All the mines and smelters
of the company have been ordered
closed and fifteen thousand workmen
are thrown out of work. How long the
shut-down will continue is a matter of
doubt. It may take nine or ten months
before the company can get a hearing
before the supreme court.

Ladies' Furs

BOAS AND STOLIES in Mink, White
Fox, Black Martin; and a splendid line
of low priced furs.

THE QUALITY OF OUR BLACK
MARTIN this season has never been
surpassed—and the prices are
unusually low. Ladies' Fur Lined Co-
linings of Kaluga Amster, So-
Muskat.

MEN'S FUR LINED COATS

and made to order.

Ander

Manufacturers, - 17 Charlotte St.

MILLINERY!

We are showing a large display of
all the latest novelties in

Trimmed and Untrimmed

HATS, TOQUES and BONNETS

Also,

Misses' and Children's Hats

Trimmed and Untrimmed.

OUTING HATS in the Latest Styles

CORSETS A SPECIALTY.

Don't let the children suffer from Whooping Cough.

Get
McDiarmid's Whooping Cough Cure,
25c. per Bottle, at
Royal Pharmacy,
S. McDIARMID
KING ST.
Tel. 403.

TO LET.

Advertisements under this head: Half a cent a word. No less charge than 10c.

FURNISHED ROOMS TO LET at 27 Elliot Row. Apply on premises.

HELP WANTED, MALE.

Advertisements under this head: Half a cent a word. No less charge than 10c.

WANTED—Boy wanted. A. R. CAMPBELL & SON, 61 Gervais street.

WANTED—A boy to learn the dry goods business. Apply to MORRIS & SUTHERLAND, 100 Charlotte street, city.

WANTED—A boy to learn the drug business. 14 or 15 years old. Apply at A. CHAPMAN SMITH & CO., 100 Charlotte street, city.

GENERAL AGENTS WANTED in each town for special accident, sickness, life insurance, and general insurance business. Liberal terms to reliable men. Write Box 878, Montreal.

HELP WANTED FEMALE.

Advertisements under this head: Half a cent a word. No less charge than 10c.

WANTED—An experienced parlor maid. Apply with references to MRS. J. J. ALLEN, 100 Princess street.

WANTED—Cook. City references required. Apply to MRS. F. H. INGHAM, 170 Gervais street.

WANTED—At once, a cook. Apply to MRS. M. SMITH, 18 Orange street.

WANTED—A respectable elderly woman to do house work and take care of two small children in a workingman's family. Apply evenings to MRS. LACKEY, 61 Gervais street.

WANTED—A capable girl. References required. Apply at 11 Orange street, 1st hand hall.

WANTED—A girl for general house work. One with a knowledge of cooking preferred. Good wages will be paid. Apply to MRS. J. B. PROST, 48 Mill street.

WANTED—A girl for general housework in family of two. Apply at 11 Princess street.

WANTED—Girl to learn paper box making. Apply D. F. BROWN CO., LTD.

WANTED—A kitchen girl at the DUFFIN HOTEL.

WANTED—A cook with good references. Apply to MRS. J. S. HARDING, 24 Gervais street.

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

BIDDY MARTIN'S EXTRACT.
For sale by all druggists.

FOR SALE.
Advertisements under this head: Half a cent a word. No less charge than 10c.

FOR SALE—That desirable situated two story and basement brick dwelling and freestanding lot, known as the Standard property, No. 10 Orange street, this city, and adjoining the residence of the subscriber. Can be inspected at any time. For further particulars apply to W. S. FISHER, 75 Prince William street.

FOR SALE CHEAP—Young Mare, Harness and Wagon. Can be seen at S. T. Giddings' stable, Princess street.

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

FOR SALE OR EXCHANGE—A quantity of revolver or rifle ammunition. No cash. Apply to CRACK SHOT, Star office.

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

FOR SALE—A quantity of steam pipes and iron, city-size and weights. Apply at Sun Office, St. John.

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

BOARDING.
Advertisements under this head: Half a cent a word. No less charge than 10c.

BOARDING—Gentlemen wanting board in private family. Apply to MRS. SHANKS, 156 King street (east).

LOST.
Advertisements under this head: Half a cent a word. No less charge than 10c.

LOST—A red leather card case, with engraved name and the owner's cards inside. The finder will please return to the DAILY SUN OFFICE.

LOST—On Saturday last between Prince William and Brunswick streets, a package of papers (manuscript). The finder will oblige the owner by returning the papers to the office of this paper.

FABIAN LEAGUE.
At a meeting of the Fabian League last night the following officers were elected: P. C. Sharkey, president; R. G. Murray, 1st vice-president; M. J. Kelly, 2nd vice-president; W. Stanley, secretary; Dr. Wetmore, treasurer.

Executive committee—E. J. Neaves, J. Brown, W. R. Brown, Garret Hennessey, Henry Noakes, H. E. Codner, D. Melvin, Wm. McLean, W. F. Hatheway, John Cowland, Chas. Jones and Messrs. Langley, Godsoe, Powers and Goldworthy, with power to add. The officers are members of the executive.

Mr. Sharkey occupied the chair and addressed the meeting at some length. He said the laboring man gives little thought whether or not his interests are considered in the making of laws and pointed out an instance to show that the law while it generally reaches the poor man, with all its force, seldom affects the moneyed few. In our own city, he said, the laboring man is ignored. The council will grant money to entertain English tourists and Canadian ticket agents, will give grants to a horse show, yet if the laboring man wish to have a demonstration on Labor Day the council is too poor to help them. When the masses know their rights and assert them at the polls, everything will change as it by magic. He mentioned the laborers' compensation act and said that it unjustly discriminates against certain classes of laboring people.

Coughs, colds, hoarseness, and other throat ailments are quickly relieved by Crocin tablets, ten cents per box. All druggists.

THE ST. JOHN STAR is published by THE SUN PRINTING COMPANY (LTD.), at St. John, New Brunswick, every afternoon (except Sunday) at \$2.50 a year.

ST. JOHN STAR.
ST. JOHN, N. B., OCTOBER 23, 1903.

IN NATIONAL PORT.

According to the C. P. R. officials the whole pot of trouble about the winter steamship business at St. John boils down to the fact that the wharf accommodations at this port are insufficient. Last year we had the spectacle of steamers waiting several days in the harbor for berths and with the increased trade expected for this year and subsequent years, that difficulty is bound to increase. If the I. C. R. treats the city fairly with regard to the use of its pier, this winter's trade may be handled without much trouble, but if St. John is ever to be the winter port she hopes to be it is certain that great extension in her facilities must be made.

Then the question of how to provide them comes up again. The C. P. R. is undoubtedly bound by its agreement with the city to contribute liberally for the purpose, but it interprets its obligation in this respect to furnish only freight and demands that the city shall arrange in any way to suit itself, for the provision of terminals. The statement of its position is delivered as a veiled ultimatum with the possible penalty of the withdrawal of its trade should the city fail to acquiesce.

The C. P. R. in this matter is not acting in good faith with St. John. Especially does the company lay itself open to the charge of unfairness when, in the same breath, it demands extra free accommodations in the way of terminals and declares that it is unable to furnish freight for all the steamers for which there are accommodations already. If the C. P. R. cannot load all the boats which would now come here, how does it propose to furnish traffic for the boats which will come to the new wharves, if they are provided? It is plain that the road must either greatly increase its hauling capacity—which it has evinced no willingness to do—or the city must look elsewhere for the increased trade which it wants. If the city decides that it must look to the I. C. R. or the shadowy Grand Trunk Pacific for further trade development, it will not feel like paying out more money for the accommodation of the C. P. R.

Still the facts remain that Canada has produced to export in the winter time; that growing sentiment all over the country demands that it shall be shipped from a Canadian port; and that St. John is better situated than any other place on the Canadian Atlantic shore to be that port. Trade is bound to increase and St. John must prepare to meet it. Last spring plans were discussed for the formation of a harbor trust and the gradual erection of a series of piers from Sand Point down toward the Beacon, which plans offered, on their face, a most satisfactory solution of the problem. The desired co-operation of the C. P. R. not being secured, it has dropped for the present. It is becoming more and more apparent to those who appreciate the situation that the placing of the whole harbor in commission is the only way out of the difficulty. St. John is a national port and should be the property of the nation whose interest it will be to see that it is kept at the highest point of efficiency. The citizens of St. John, who have, against much opposition, brought their harbor into the position it now occupies, can afford to shift the burden they have borne upon the greater number of people to whom its use is now indispensable, and watch with pride the further development of the work they conceived and began.

CANADA'S HUMILIATION.

Lieut.-Colonel Denison, president of the British Empire League, put Canada's position very aptly the other day when, discussing the futility of protest against the Alaskan award, he said: "Canada must either accept the decision or go to war, and surely we cannot ask Great Britain to fight for our claims in such a matter when we refuse to contribute one cent to imperial defence."

It is humiliating, is it not? What right have we to protest against any action Britain may take in the interests of peace when we are not willing to bear some of the burden of war? Can we blame the Britisher who is already too much burdened with the cost of our defence and to whom the war would mean the weight of millions more, if he should feel justified in making Canada contribute something for the keeping of peace?

As long as Canada is willing to let the British taxpayer pay the price of her national existence, as long as she refuses to give him the help he asks, to contribute her fair share toward the mighty expense of defending the British Empire; so long should Canada, for fear of shame, keep quiet in matters which may concern the empire's peace.

If Canadians came to consider that the money saved by their present attitude is not enough to compensate for the humiliation of it, they can easily amend matters.

The Globe last night made some unfair charges against those who are moving for the revision of the voters' list, insinuating that the Conservative party is endeavoring by underhand

means to deprive of the right of franchise many of the opposite party who are legally entitled to it. The charge is entirely without foundation. Those who are acting for the Conservative party are moving to have every name on the non-resident list struck off, irrespective of party, with the exception of those who reside in the county of St. John. Among those threatened with the axe are several well known Conservatives; Senator Wood, for instance. The withdrawal from the revisors' court of H. F. Puddington, who has been acting as legal counsel for the liberal party, and who has signified his entire approval of the course of the revisors, is proof of the falsity and unfairness of the Globe's statement.

According to the Ottawa correspondent of the Sun, Hon. H. R. Emmetson is assured of the position of minister of railways. It is to be hoped that with a New Brunswick man in this important portfolio the interests of this province will not continue to be neglected. St. John has had enough of Mr. Fielding's incapacity, which has already resulted in the city being unfairly deprived of her rights in the matter of the Allan line.

Lord Alverstone is a very honorable man; but, all the same, it would not be advisable for him to run for anything in British Columbia just now—Montreal Star.

Can it be possible that parliament is going to prorogue before investigating those bogus petitions? Was that passionate protest only a beautiful bluff?

THE LOST GALLEON.
(C. Fox Smith, in the London Outlook.)

Her decks are drowned in sea-wrack, her guns are sunk in sand. Where she lies in the still water, hard by the Irish strand; There are dead in her gilded cabins, there are white bones in her hold, With the cinders rotting plank from plank, brimming over with gold.

Broad of the beam they built her, that they might load her deep. They sowed a goodly harvest for the fierce salt seas to reap. They freighted her with merchandise, with gold they weighed her well. Ere they steered slowly to her bourne their castled citadel.

God rest their souls where they lie low, where she swirled down of yore. With chanting priest and shrieking slave, a alone's throw from the shore! Nor all their piled-up ingots, nor all their gold could save— Under the cliff together, the Don and the chained slave.

For o'er the gray-green water goes sound of gull and gale! Whitecaps are on the breakers and the sun on a patch of sail. But she lies lost and moldered, with her captains swart and bold. Dead in her gilded cabins and weighted down with gold.

FREED FROM SERIOUS CHARGE.
Dr. Dundas, of Hoyt, Accused of Adultery—Proved Innocent.

On Wednesday last, Dr. Dundas, of Hoyt Station, on the information of Walter Rollinson, was arrested on the charge of adultery committed at Blissett, in May, 1902. Dr. Dundas, who has a wife in England, was charged with having illicit relations with his housekeeper. He at once gave bail for his appearance and telegraphed for his lawyer, D. J. Hazen, K. C.

Mr. Hazen went up in the evening train and on the following morning appeared with his client before Justice Murphy. The complainant, Rollinson, failed to appear to sustain his charge against Dr. Dundas, and Mr. Hazen moved for the dismissal of his client. Justice Murphy, after taking time to consider, dismissed the case, the costs to be paid by the complainant. After the case had adjourned, it transpired that Rollinson had shown the magistrate a promissory note for \$500, which he claimed for Dr. Dundas' signature. This note Dr. Dundas denounced a forgery, and will at once have a warrant issued for the arrest of Rollinson.

CANADA FIRST.
MONTREAL, Oct. 22.—At a banquet tendered in his honor by the military of Montreal tonight, Sir Frederick Borden, the minister of militia, made the following statement regarding Canada's contributing to the defence of the Empire: "We owe a duty to Great Britain and we have discharged that duty in part by being prepared to take care of our own territory. I insist upon this and have no hesitation in saying that if the people of this country should seek to expend money for military purposes, or for purposes of defence, they shall have control of that money themselves and shall not hand it to the war office or the first lord of the admiralty to spend for them. That is the principle which I lay down as a Canadian, and I believe it is a sound principle. If we are able to defend our own country we will contribute better than in any other way to the safety and maintenance and integrity of the empire."

This statement is regarded as most significant in view of the Alaskan boundary decision. Sir Frederick also announced that the government would establish a training depot for 200 men in Montreal next year.

HIS FAMILY RESEMBLANCE.
(Scottish American.)

During a Bible lesson the teacher was trying to explain the parable of the tares.

"Can you tell me any person who is like the evil one who sowed the tares?" she asked.

A hand instantly shot up from the foot of the class.

"Well, David," she asked. "What person is like the evil one?"

"Please, me'am," replied David, "my mother."

"Why?" asked the teacher in astonishment.

"Because," answered he, eyeing his patched trousers, "she sows tares."

LOCAL NEWS.

The big tug Powerful, from St. John, reached Bermuda on the 7th.

The Furness boat St. John City, from London, arrived at Halifax at 1 p. m. yesterday.

The Battle liner Mantinea, Capt. Fye, from port, Monday with mails, bore at 1 p. m. and got here at 4 p. m., and the weather was windy and the sea rough throughout the trip.

The Eastern line str. Calvin Austin leaves Boston this morning for this port and is due here Saturday. The people of St. John will be well pleased to know that the steamer is to go on this route.

Tug Flushing came down yesterday afternoon from Farnborough with barges 1 and 2, coal laden.

Mr. Deane, the new manager of the St. John City, will be well pleased to know that the steamer is to go on this route.

Last night a Life Problem Club was organized at the St. John City, under the leadership of S. R. Wilson, Wm. Paterson was elected president and Ray Wright secretary. The class meets on Thursday evenings at 7 o'clock and is open to all young men.

Mr. H. Sims appeared before the board of works yesterday to ask that the Cumberland Railway and Coal Company get a lease of the Wilson wharf on the western side of the harbor. A committee was appointed to look up the matter.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

The sch. Eltis, owned by J. Willard Smith and commanded by Capt. Priddy, was totally wrecked off Waco, Tex., Monday night. Great difficulty was experienced in getting the crew of four men and a lady passenger ashore. The cargo was insured.

MANCHESTER ROBERTSON ALLISON,
KING ST. GERMAIN ST. AND MARKET SQ. LIMITED

Fur Department.

1903 SEASON 1904

The display of Fine Furs in Fur Room this season will be found very interesting to intending purchasers, as we are showing the most up-to-date line of Jackets, Coats, Ties, Collars, Muffs, etc., ever before collected for the St. John market.

LADIES' SEAL SKIN JACKETS. Length 22 in., 24 in., 26 in., and 47 in.
LADIES' MINK JACKETS. 45 inches long.
PERSIAN LAMB JACKETS. Plain, 24 and 26 in. long.
PERSIAN LAMB JACKETS. Trimmed Mink, 24 inches long.
GREY LAMB JACKETS. Plain, 22 and 24 inches long.
BALTIC SEAL JACKETS. Plain, 22 and 24 inches long.
ASHRACHAN JACKETS. Plain, 24, 26, 28, 30, 32 and 34 inches long.
RUSSIAN LAMB JACKETS. Trimmed Mink, 24 and 26 inches long.
RUSSIAN LAMB JACKETS. Plain, 24 and 26 inches long.
ELECTRIC SEAL JACKETS. Trimmed Mink, 22 and 24 inches long.
ELECTRIC SEAL JACKETS. Trimmed Martin, 22 and 24 inches long.
ELECTRIC SEAL JACKETS. Plain, 22 and 24 inches long.

Ladies' Fur Lined Coats

In Grey Squirrel, Hamster and Mink Linings.

NOTICE.—We are prepared to make to order all kinds of Fur or Fur Lined Garments in first class style and with such attention to detail as to ensure entire satisfaction. Blankets for Self Measurement sent on application.

The Wolsey All-Wool Unshrinkable Underwear

The World Renowned Wolsey Unshrinkable Underwear for men is the best ever yet produced. Always soft, and will not irritate the most sensitive skin. Perfect Fitting. Very Elastic, always retaining its shape. Does not shrink. Never becomes filthy. The prices are moderate, varying according to size and weight. Wolsey Underwear comes in six different weights.

Wolsey Underwear. Light Weight Shirts and Drawers—Sizes 32 to 50 in. chest measure, \$2.00 to \$2.50 each.

Medium Weight Shirts and Drawers—Sizes 32 to 50, \$1.75 to \$2.25 each.

Heavy Weight Shirts and Drawers—Sizes 32 to 50, \$2.25 to \$2.50 each.

Extra Heavy Weight Shirts and Drawers—Sizes 32 to 50 in. chest measure, \$2.50 to \$2.75 each.

Silk and Wool Shirts and Drawers—Sizes 36 to 44, \$3.40 to \$4.25.

White Wolsey Shirts and Drawers—Sizes 36 to 44, \$2.00 to \$2.50.

"NOTE"—Ask for the WOLSEY UNSHRINKABLE UNDERWEAR. Be sure to find out the right size of chest and waist required before leaving home.

MANCHESTER ROBERTSON ALLISON,
KING ST. GERMAIN ST. AND MARKET SQ. LIMITED

The Attractions of Our Stores are Their Low Prices.

D.A. KENNEDY

(Successor to Walter Scott),
32-36 King Square, St. John, N. B.

"No High Prices Here."

Only the Best Goods at the Lowest Prices.

Stanfield's Unshrinkable Shirts or Drawers, at only 75c. each Garment.

Sanitary Fleece Lined Shirts or Drawers, only 90c. per suit.

Ladies' Flannellette Night Dresses, in plain pink or blue, only 75c. each. Full sizes.

Wonderful Bargain Sale of Ladies' and Children's Vests and Drawers.

You'll have to hurry. If you wish any of this lot of Ladies' Black Sateen Walts at \$1.00 each. Very stylish.

