

THE LARGEST ASSORTMENT OF  
**Perfumes**

TOILET AND NURSERY POWDERS,  
SOAPS, SPONGES,  
BRUSHES, etc. in the city.  
The prices are right at the  
AT THE

**Royal Pharmacy,**  
47 KING STREET.

**Opera House,**  
THURSDAY,  
FRIDAY,  
SATURDAY,  
Sept 1, 2, 3

FIRST TIME IN ST. JOHN.  
**JOHN C. FISHER'S**  
STUPENDOUS  
**\$50,000**  
Musical Production.

**The Silver Slipper,**

By the Authors of "FLORODORA,"  
—with—  
**OVER 100 PEOPLE,**  
SPECIAL ORCHESTRA 12.

Special Sale of Seats open Monday,  
Aug. 29th.  
Prices—50c., \$1.00, \$1.50 and \$2

**BEST SET TEETH, \$5.00.**  
OUR POPULAR PRICES:

- Gold Filling . . . . . From \$1.00
- Silver Filling . . . . . . . . . . 50c.
- Porcelain Filling . . . . . 75c.
- Gold Crowns . . . . . \$2.00 and \$3.00
- Full Sets Teeth as above . . . . . \$5.00
- Teeth Regretted, while you wait . . . . .
- Extracting, absolutely painless . . . . .
- Examination . . . . . FREE
- We give a written contract to repair work satisfactorily and keep it in repair free of charge for ten years.

**Guarantee Dental Rooms,**  
DR. F. H. DICKIE,  
11 Charlotte Street.

**Broad Cove Coal,**

Delivered. Tel. 1024.  
**E. RILEY, — 254 City Road**

**CITY FUEL CO.,**  
77 Smythe Street,  
Telephone, 1921.

**Scotch Anthracite Landing.**  
In all sizes. Delivered in bags or in bulk at the lowest prices. Also Triple A American Lehigh Coal of the highest quality.

**GIBSON & CO., 6; Charlotte St.,**  
Smythe St. and Marsh St.

**HARD COAL,**

To arrive, daily expected—Nut and Chestnut sizes. Leave your order at once.  
**JAMES McGUIVERN, Agent,**  
Tel. 42. 333 Charlotte street.

**NEBEDEGA,**

If you have Stomach, Kidney or Urinary Disorders drink NEBEDEGA Mineral Spring Water. At Drugists and from GEO. F. SIMONSON.

**Dr. RYAN**  
36 Sydney Street  
Hours 2 to 5.

GLASSES carefully fitted at low cost. May return them if not satisfactory.

**YORKSHIRE BAR.**  
Ale and Porter, 4c. per glass or 3c. tankard

Highest Award Colonial and Indian Exhibit, London, England, 1883.  
J. RHEA, 35 Mill Street.

**Important Change in Sailings.**

**EASTERN STEAMSHIP COY.**  
(INTERNATIONAL DIVISION.)  
Time Table in Effect August 9, 1904.  
STEAMERS LEAVE ST. JOHN.  
MONDAY—St. Croix, 8 a. m., Eastport, Lubec, Portland and Boston.  
WEDNESDAY—Calvin Austin, 8 a. m., Eastport, Lubec, Portland and Boston.  
FRIDAY—St. Croix, 8 a. m., Eastport, Lubec, direct to Boston.  
SATURDAY—Calvin Austin, 8:30 p. m., Boston direct.  
STEAMERS LEAVE BOSTON.  
MONDAY—Calvin Austin, 9 a. m., Portland, Eastport, Lubec and St. John.  
WEDNESDAY—St. Croix, 9 a. m., Portland, Eastport, Lubec and St. John.  
FRIDAY—Calvin Austin, 9 a. m., direct to Eastport, Lubec and St. John.  
SATURDAY—St. Croix, 6:30 p. m., direct to St. John.  
W. G. LEE, Agent, St. John, N. B.

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

TELEPHONES:—  
BUSINESS OFFICE, 35.  
EDITORIAL AND NEWS DEPT., 117.

**ST. JOHN STAR.**

ST. JOHN, N. B., SEPTEMBER 1, 1904  
The average daily circulation of the Star for July was 6,078.

**LIBERALS AND THE GOVERNMENT.**

Mr. Richardson, editor of the Winnipeg Tribune, and former Liberal M. P. for Lagan, answering the accusation that he is a traitor to the cause of Liberalism throws back the charge upon his accusers. He is as faithful a Liberal as he ever was, he declares, and if he is compelled to oppose the present government it is because they and not he have deserted the principles represented by the term "Liberalism." Defending his position Mr. Richardson takes his stand on the Liberal platform adopted in 1893 and proves that every important declaration in that platform—which is still his confession of faith—has been betrayed by the band of buccannery who, under Liberal flag, are misgoverning and robbing Canada today.

He still stands, he says, for "free trade and reduced taxation," which the Laurier combine has repudiated. He believes in "enlarged markets and reciprocity," which plank finds no supporters among the government. He holds for "purity of administration," and says that the Yukon scandals, the Crow's Nest enormity, the Davis contract, the Saskatchewan land deal, the fishery sell out, and the present G. T. P. monstrosity show where the government stands with reference to that plank. He still believes in "strict economy—decreased expenditure—and asks how he can be expected to support a government which has increased the expenditure from forty to eighty millions in eight years. Mr. Richardson also points out that the government has forsaken the Liberal position with reference to the independence of parliament, the franchise question, the preservation of county boundaries for constituencies, the reform of the senate and prohibition, on all of which questions he maintains the attitude taken by the Liberal party in 1893. How then, he asks, is it possible for him to support "the Liberal governments of the Dominion and the provinces," who openly flout the principles enunciated in the platform of the National Liberal convention quoted above, and himself remain true to "the cause of Liberalism."

Here, undoubtedly, are expressed the opinions of thousands in Canada who viewed with high hopes the entrance of the Liberal party into power in 1896 and who are sick with disappointment today. In every constituency you will find them—stalwart, self-thinking men to whom Liberalism stands for something more the holding of office and the distribution of patronage, and who bitterly resent the prostitution of the name that stands for their cherished principles. For the attachment of a gang of opportunists to whom principles are only subjects for sneering. It is with these as well as with the great and growing number who pin their faith to Liberal-Conservative doctrine that the Laurier government must reckon in the coming election.

**AT LIAO YANG.**

The world awaits eagerly some decisive word from the red field of Liao Yang. The first day's fighting was favorable to the defending Russians, and the second engagement was without marked advantage to either side. The issue probably hangs on the result of today's encounter. Kurapatkin's desperate stand, after a long and continuous retreat indicates that he is either in a position which has been so cornered that he can retreat no farther. The nature of the Japanese advance, together with the fact that telegraphic communication from the Russian rear was cut off all day yesterday, lends weight to the latter theory. If the Japs have really succeeded in creeping around in the rear of the Russians, Kurapatkin's only hope of escape is a crushing victory which shall scatter his opponents, and open a road for advance or unharrassed retreat. If he fails to do this the Russian will receive a blow in comparison with which all the previous disasters of the unfortunate campaign will be trivial.

In viewing the situation it must be remembered that all the reports of the fight, so far, have come from Russian sources. The Japanese generals are too busy to write despatches.

Today the Canada Eastern Railway, a company built and owned by the government, passes under the ownership and control of the government. And today a commission is sitting in Ottawa arranging for the construction of a railway by the government of a road which is to be profitable and which is to be handed over to the ownership and control of a private company.

It is to be hoped that the new Bishop of Nova Scotia is something of a dip-

lomat, as relations between certain divisions of his flock seem to be greatly strained.

**THE HIGHWAYS.**

(Clinton Dangerfield in the September Century)  
When Nature holds out woods in fee. When from the tangled thickets rose The fawn, new-born, and every glade Did her sweet citizens dislodge.  
Then were her highways beautiful: For where her growths were overthrown She showed fresh life, and many a bud Did for those deaths atone.

Now all her artless plans are mocked. Through every byway, road and lane We toil incessantly that spoil, But do not build again.

And tired eyes grow wearier still Where stripes and starks the road-sides lie— God's pity that their robes of green Man should to them deny!

**FREAKS OF SPEED IN BATTLESHIPS.**

Cruise of Squadron to European Waters Develops Differences in Vessels of Same Type.  
WASHINGTON, D. C., Aug. 28.—Many important facts have been developed by the cruise of the battleship squadron to European waters. One of these was that, although rated at much the same speed, some of the ships are far faster than others, while some burn a great deal more coal than others of the same engine power. The basis of the efficiency of the fleet is homogeneity of squadron, the navy department is giving these questions close study.

One of the battleships averaged a rate of 315 knots for each ton of coal consumed in the cruise, while others only 276 knots per ton. Of two sister ships in the squadron, and it is not stated whether these were the eighteen knot Illinois and Missouri, or the sixteen knot Illinois and Alabama, one burned fifty per cent. more coal than the other. The difference was due to the fact that the foal bottom of one made its progress more difficult. It was not in fact for a bottom cleaning for nearly a year.

**Travellers' Guide.**

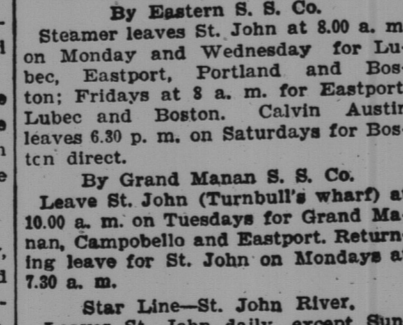
Passenger service to and from St. John, in effect July 4th

DEPARTURES	By Canadian Pacific.
Express for Boston . . . . .	6:45 a. m.
Suburban . . . . .	7:30 a. m.
do. . . . .	1:10 p. m.
do. . . . .	5:05 p. m.
Express for Fredericton . . . . .	6:00 p. m.
Express for Montreal . . . . .	6:30 p. m.
Express for Boston . . . . .	6:30 p. m.
Express for Fredericton . . . . .	6:30 p. m.
Suburban . . . . .	6:30 p. m.
Express for Halifax, Campbellton, Pictou and Sydney . . . . .	7:00 a. m.
Mixed train for Montreal . . . . .	8:00 a. m.
Express for P. L. du Chene . . . . .	11:10 a. m.
Express for Moncton, Point du Chene, Pictou and Halifax . . . . .	11:45 p. m.
Suburban for Hampton . . . . .	1:15 p. m.
Express for Sussex . . . . .	4:15 p. m.
Express for Hampton . . . . .	6:15 p. m.
Suburban for Quebec and Montreal . . . . .	7:00 p. m.
Express for Halifax and Sydney . . . . .	10:40 p. m.
By New Brunswick Pacific.	
Express for St. Stephen . . . . .	11:35 a. m.
Express for St. Stephen . . . . .	7:50 a. m.
By Dominion Atlantic.	
Express from Fredericton . . . . .	7:50 a. m.
Express from Montreal . . . . .	10:40 a. m.
Express from Boston . . . . .	11:50 a. m.
Suburban . . . . .	3:30 p. m.
do. . . . .	7:00 p. m.
By Intercolonial.	
Express from Hampton . . . . .	6:25 a. m.
Suburban from Hampton . . . . .	9:00 a. m.
Express from Montreal and Quebec . . . . .	12:50 p. m.
Mixed train from Hampton . . . . .	3:30 p. m.
Express from P. L. du Chene . . . . .	5:05 p. m.
Express from Halifax, Pictou and Sydney . . . . .	5:15 p. m.
Suburban from Hampton . . . . .	6:45 p. m.
Express from Sydney, Halifax and Pictou (Sunday only) . . . . .	8:55 a. m.
New Brunswick Southern.	
Express from St. Stephen . . . . .	7:10 p. m.

**STEAMBOAT SERVICE.**

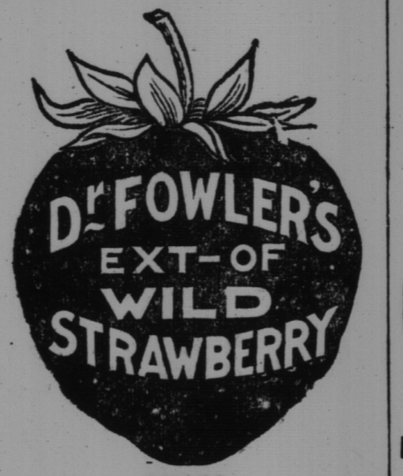
By Dominion Atlantic.  
S. S. Prince Rupert leaves St. John daily (except Sunday) at 7:45 o'clock, arriving by Digby about 5 p. m.  
By Eastern S. S. Co.  
Steamer leaves St. John at 8:00 a. m. on Monday and Wednesday for Lunenburg, Eastport, Portland and Boston; Fridays at 8 a. m. for Eastport, Lunenburg and Boston. Calvin Austin leaves 6:30 p. m. on Saturdays for Boston direct.  
By Grand Manan S. S. Co.  
Leaves St. John (Tuesdays) at 10:00 a. m. on Tuesdays for Grand Manan, Campbellton and Eastport. Returning leave for St. John on Mondays at 7:30 a. m.  
Star Line—St. John River.  
Leaves St. John daily, except Sunday, at 8:30 a. m. for all points up to Fredericton. Returning, leave Fredericton at 8 a. m., due in St. John at 3:30 p. m.  
Belleville Bay.  
Steamer "Beatrice Waring." See advertisement on page 6.

**SWEET CAPORAL**



**CIGARETTES**

**STANDARD OF THE WORLD**



**D'FOWLERS EXT-OF WILD STRAWBERRY**  
CURES  
Dysentery, Diarrhoea, Cramps, Colic, Painful Stomach, Cholera, Cholera Morbus, Cholera Infantum, Sea Sickness, Summer Complaint, and all Fluxes of the Bowels.  
Has been in use for nearly 60 years and has never failed to give relief.

**LOCAL NEWS.**

The meeting of the Carleton Athletic Association called for last night has been postponed till next Wednesday night at 8 o'clock.

There will be football practices on the C. P. R. field, Bay Shore, both to-night and tomorrow evening. All numbers are requested to attend.  
In spite of the sermon preached by Dean Partridge last Sunday the Fredricton Tennis Club have decided to run their Sunday excursion. The affair is creating great interest and the course of events is being closely watched. The dean was an invited guest at the meeting of the club last night, but the arguments failed to convince him and at the close he said he was still of the same conviction.

**GRAND TRUNK TRAIN WRECK.**

Nine Killed and Twenty-Three Injured in Head on Collision Yesterday.

MONTREAL, Aug. 31.—Nine people were killed and twenty-three others wounded in a head-on collision on the Grand Trunk railway near Richmond, Quebec, this morning. The trains involved were a special excursion from Montreal bound for Sherbrooke and passenger train No. 5, running between Island Pond, Vt., and Montreal. The collision was due to neglect of orders on the part of the train crew of the excursion train, which left Richmond without awaiting the arrival of the passenger train. Following is the official account of the wreck:  
Fred Bowering, married, South Durham.

F. H. Hackett, route agent, Canadian Express Co., Montreal.  
Unknown man from Beloit.

W. F. Mountain of Carter, Galbraith & Co., Montreal.  
Boy named Dubord, supposed to be from Arthabaska.

Ephrem Gaudette, St. Theodore, de Acton.  
J. B. Blanchet, M. P. St. Hyacinthe.

Charles E. Simard, St. Hyacinthe.  
A. Theodore Richard, Lisgar, Que.  
The excursion train was running as the first train of the morning. The Grand Trunk express, which usually crosses the Island Pond train at Richmond, was running on its regular time. This makes it all the more explainable as to why Conductor Atkinson, in charge of the excursion train, did not wait to make the usual crossing. Atkinson, who lives in Melbourne, right across the river from where the wreck took place, has not been seen since the first few minutes after the wreck.

"The mould of a man's fortune is in his own hands," but the metal for the mould must often be heated by the little want ads.

**"THE SILVER SLIPPER."**

"The Silver Slipper is set in magnificent surroundings and in his production of this latest musical comedy success Mr. Fisher maintains his well-known reputation for liberality by the manner in which he costumed and staged the play. In one scene alone the ball room scene of the last act the stage is filled with richly attired men and women and is a marvel of richness and color. The gowns and costumes were all imported and an idea may be had of the magnitude of this production. The highest salaried over-scout on cost over \$30,000, twelve of them costing \$500 each.

During the engagement at the Opera House the complete production in every detail will be seen. There will be the same gorgeous and elaborate costumes, the same dazzling scenic effects and the original New York company, the highest salaried over-scout on tour with a musical comedy. The company numbers 100 in all.

**THIS EVENING.**

Business meeting at People's Mission, Waterloo street.  
Silver Slipper at Opera House.  
Concert at the Synagogue.  
Supper in vestry of Main street Baptist church.

**DEATHS.**

LEGER—At her father's residence, No. 2 Millidge Lane, on the 31st August, Catherine E., second daughter of Stephen B. and the late Honora Leger.

Funeral will take place on Friday morning at 8:30. Requiem high mass at 9 at Holy Trinity church.

**PULP MILL FOR SALE.**

Property and works of The St. John Sulphite Pulp Company, Limited (in liquidation), situate at Mispep, Saint John County, New Brunswick.

The Mill Property of the Company comprises over three hundred acres. Works are situate on the Mispep River, a quarter of a mile from the sea and six miles by water from the City of Saint John. The wharf accommodation is ample. Works are new and substantially built of pressed brick, fitted with modern and up to date appliances, including electric plant, and are capable of producing two hundred tons of pulp per week. There is room in the present building for additional plant, which when installed would double the output. The mill dam is substantially built of stone and is about fifty feet high. The water is taken to the turbine wheels in an iron flume five feet in diameter which gives ample supply for driving machinery and pulp making.

Tenders for purchase of above described property will be received by the undersigned up to October first, 1904, the highest or any tender not necessarily accepted. Further information will be supplied on application.  
EZEKIEL B. KETCHUM,  
JOSEPH A. LIBELY,  
Solicitors.  
St. John, N. B., July 27th, 1904.

**Dowling Brothers,**  
95 and 101 King Street.

**BALANCE OF SUMMER MUSLINS**  
AT A GREAT REDUCTION IN PRICE.

FINE FRENCH ORGANDY MUSLIN. FINE SCOTCH FLAKE VOILE with Roman Stripes—White grounds with pink, grey, black, navy, light blue, linen, heliotrope, green and red stripes and floral designs, all 30c. and 35c. goods, at 15c. yard.  
LINEN TOWELS, 18x36, Special 25c. pair. TURKISH TOWELS, for the Bathing Season, 15c., 18c., 25c. and 55c. each.  
MEN'S TWO-PIECE BATHING SUITS—Navy blue bordered with white, light blue and red; only a small lot left. Now only 75c. the Suit.

**DOWLING BROTHERS,** 95 and 101 King Street

The Attractions of Our Stores Are Their Low Prices.  
**D. A. KENNEDY,**

(Successor to WALTER SCOTT.)  
32-36 King Square, St. John, N. B.

The Greatest Bargain Giving Sale Ever Offered to the Public.

THE WHOLE STOCK MUST BE SOLD.  
Dress Goods, Dress Linings, Dress Braids, Hamburgs, Ladies' Vests, Ladies' Corsets, all kinds of Hosiery, Lace Curtains, Shaker Linens, Napkins, Men's Colored Shirts, Men's White Shirts, Table Flannels, Face Veilings, Floor Rugs, Men's Shirts and Drawers, Pins, Needles, Buttons.

THE EARLY SHOPPERS HAVE FIRST CHOICE.

**School Boots**  
FOR THE CHILDREN.

We have opened a splendid assortment of Boys' and Girls' School Boots in Pebble, Grain, Calf and Kid, all sizes and styles. Bring or send the children here, we will fit them with the right kind and at the right price. These goods are all new—no old or shop worn goods at any price.

**Sanborn's Shoe Store**  
393 MAIN STREET, North End.

**TAKE NOTICE.**

Removal Sale Is Now Going On at E. Marcus's, No. 35 Dock Street.

I will remove to my new quarters, (No. 30 Dock St.) on or about the middle of Sept. My stock must be sold before moving, at any cost, so as to save expense. Parlor Suites, regular price \$30.00; sale price \$19.75. Bedroom Suites, regular price \$15.00; sale price \$10.50. Lounges, regular price \$6.50; sale price \$4.15. All our stock is reduced below cost for removal sale. Now is your golden opportunity—it may not occur again for a long time. I have also a better line of all kinds of furniture that will be sold below cost. Goods sold on easy terms as usual.

**E. MARCUS, 35 Dock Street.**

**3,000 MORE PACKERS STRIKE.**

CHICAGO, Aug. 31.—The efforts of President Donnelly, of the Butchers' Union to spread the strike against the packers throughout all trades connected with the packing house industry were only partially successful today. The first step was in calling out the men employed by the independent packers and the stock handlers still at work for the packers against whom the original strike was made. The total number of men who quit work today in response to the appeals of President Donnelly was about 3,000.

Every dollar is a servant—and should be kept busy; else the servants become the masters. Work for dollars can be found through the want ads, as readily as work for men.

**CHASED BY A BEAR.**

A correspondent in Hamilton Mountain writes the Star of the narrow escape James Balmer, of that place, had from being the victim of a bear. Mr. Balmer when returning home from Brown's Corner on Tuesday encountered a large bear in a lonely and wooded part of the road. Contrary to custom, the animal showed fight and started for Mr. Balmer. Fortunately that gentleman is very fleet of foot and after a long and losing chase Bruin gave up the job.

Ungar's heavy pliable finish leads.

**STRIKE ON CENTRAL RAILWAY.**

A statement has been signed by eight men of the New Brunswick Coal and Railway Company advising that the railway company saying for men at \$1.50 per day, and that when the men come they get only \$1.25, accommodation is very scarce and the men are going to strike. It is further stated that the James Barnes Construction Company paid \$1.50 last year, and that good accommodations were then provided.

The railway people say no set rate of pay was promised. The strike was due to some new men coming into the gang and including all to strike for \$1.50 a day. The company states that it has nothing to do with the accommodations and also that some of the men were not of a desirable class.

**ABOUT THE VITAGRAPH PICTURES.**

With reference to a paragraph which appeared in yesterday's Sun about St. John not taking advantage of the American Vitagraph Co.'s offer, Mrs. Olive, of the Tourist Association, states that she wrote to Mr. Cohen, the manager in July. He answered that he would be back here about exhibition time, when arrangements for taking pictures might be made.