

# The Standard

Published by The Standard Limited, 82 Prince William Street, St. John, Canada.

**SUBSCRIPTION.**  
Morning Edition, By Carrier, per year, \$3.00  
Morning Edition, By Mail, per year, \$2.00  
Weekly Edition, By Mail, per year, \$1.00  
Single Copies Two Cents.

**TELEPHONE CALLS:**  
Business Office, Main 1722  
Editorial and News, Main 1746

Chicago Representative:  
Henry DeLoe, 701-702 Schiller Building.  
New York Office:  
L. Klebahn, Manager, 1 West 34th Street.

SAINT JOHN, THURSDAY MORNING, AUG. 24, 1911.

## WHAT ST. JOHN STANDS TO LOSE.

Commenting on the improvements to be made in the harbor of St. John in order to provide accommodation for the increased grain traffic which may be expected from the Canadian Pacific, the Grand Trunk Pacific, the Intercolonial and in time from the Canadian Northern, the Canadian Century makes the significant statement that "probably no other city in Canada stands to lose so much by reciprocity." The Century put the case plainly and the facts as it presents them are beyond dispute. It says: "Whichever political party is in power after the election of September 21 the plans for improving the harbor accommodation of St. John will be carried out, but if the city votes for 'Reciprocity' very little business will go to its wharves. 'If Canada's grain surplus goes to England either in the form of wheat or after being ground into flour in Canadian mills a great part of it will pass through St. John. If the wheat of the Canadian West goes to Minneapolis mills it is evident that it cannot pass through St. John. PROBABLY NO OTHER CITY IN CANADA WILL LOSE AS MUCH BY RECIPROCITY AS THE CITY OF ST. JOHN. CANADA NEEDS A LARGE CITY ON THE ATLANTIC COAST. SURELY THE PEOPLE OF NEW BRUNSWICK WILL NOT VOTE FOR A POLICY THAT WILL RUIN THE SHIP-PIPING TRADE OF THEIR CHIEF CITY."

Here we have in a nutshell the situation as it will affect St. John if the Taft-Ferguson Agreement goes into effect. Mr. Ferguson, by advocating a policy which, as he is forced to admit, will send the Western grain south to the mills of the United States, stands convicted out of his own mouth of betraying the confidence of his constituency. He has made no effective defence. There is none to be made. The weakness of his position was shown in the speech he made at Andover. The grain, he said, must go South because the Western grain growers needed a larger market. England, he gravely asserted, the people of this Province, could no longer accommodate the Canadian wheat crop. And he went on and painted a picture of the disastrous results to the whole Dominion if the unfortunate grain grower was left with his crop on his hands and nowhere to sell it.

This was one of the most amazing and, at the same time, ridiculous statements ever made by a responsible minister of the Crown. Mr. Ferguson is in a tight place and he realizes that with all his ingenuity he cannot escape. Even his organ, the Times, has had to flatter deny his statement that the Western crop would glut the English market and give us the unnecessary assurance that Great Britain will remain a market for Western grain for years to come.

No one knows better than Mr. Ferguson that the settled policy of East and West trade has been advocated and put into effect by every government in Canada. It is only since Reciprocity appeared on the horizon that he himself has ceased to enlarge on "the golden grain of the West" coming through Canadian channels to build up and develop the Winter Port of St. John. He now assumes the role of an advocate of the distressed grain grower. But what of St. John?

President Mollen of the New York, New Haven and Hartford Railway, answers the question when he assigns to the Boston and Maine a more permanent participation in the export grain business of Canada by way of Boston. "The proposed treaty of Reciprocity between Canada and the United States," he says, "has largely influenced those in control of the properties to 'make this investment, because of their hope to secure a large participation in the revenue from this business through a longer haul, and especially, also, because of their desire to promote the interests of the trade of the port of Boston.'"

Governor Foss, of Massachusetts gives us the comforting assurance that "the great transcontinental lines of Canada will come to Boston, the natural port of Eastern Canada. Reciprocity will command a greater 'Boston' for our increased industrial and commercial interests will compel it. Real estate values will increase. New factories and lines will be established 'there' for with these conditions our capital will no longer seek Canada for the purpose of building up 'those factories which it is now forced to build in Canada.'"

The Wall Street Journal also answers the question "What of St. John?" in the following reference to Halifax whose interest is identical with this port: "The Canadian roads are not likely to sacrifice themselves 'to preserve a port so indifferent as HALIFAX,' but they can secure a better security to their water empire where Mr. Hill's Great Northern has been developing with a view to getting more Canadian business. 'Its branches into Alberta and British Columbia promise 'to gather a rich tonnage with the possible removal 'of the TARIFF ON CANADIAN WHEAT, and further 'branches crossing the border will undoubtedly be built.'"

And the evidence could be multiplied to prove that once the Western grain goes South, it will cease to be a factor in developing all the Canadian industries that now handle it from the wheat field to the Atlantic seaboard. If Mr. Ferguson had possessed the pluck and honesty of Clifford Sifton, when this Agreement was first made public, he would have come out openly and with the interests of St. John at heart would have stood side by side with Mr. Sifton in his now historic declaration, "Not for me." But Mr. Ferguson is not a man to make personal sacrifices for his constituency. What matters it if, as the Century says, "no other city in Canada will lose as much by Reciprocity as the city of St. John." Mr. Ferguson comes up smiling with the usual string of pre-election promises and hopes thereby to cloud the issue. The period for which St. John contracted for Mr. Ferguson's services is drawing to a close. In the supreme issue he has been found wanting. With a change of government, daily becoming more certain, there will be no scope in future for his peculiar activities. On September 21, Mr. Ferguson is due to go.

## PASS IT—OR PAY THE PENALTY.

The pro-Reciprocity case has not been complete. There has always been an argument which has not been adduced, one consideration not presented. The deficiency has at last been supplied in a peculiarly appropriate way by the Boston Transcript in the language of its Canadian

correspondent, E. W. Thomson, a well known and influential journalistic supporter of Sir Wilfrid Laurier. The argument in a nutshell is that, Reciprocity having been passed by the United States, we also must pass it on penalty of enraging the United States and subjecting ourselves to the effects of that rage.

This delectable article published in a most influential United States newspaper reads in part as follows: "Consider the wide international effect of an anti-Reciprocity victory in Canada. It would signify that our electors had ordered our Tories to also Uncle Sam's face for a generous offer. This Reciprocity measure is generous to Canada, as Canadians in general well know. Did they respond by the slap which our Tories pretend to seek leave to deliver, not merely your magnanimous president, his cabinet, his party, but both the great parties of the republic would feel the sting of the blow. Both parties furthered the neighborly offer. It is national in an unusual degree. Can any reasonable man believe that, if our Tories won the coming election, they would venture on that blow? No. They are not precisely fools enough to risk an unprovoked attack on a justly embittered United States press would speedily create. They would approach Washington quickly. . . . Nay, it is as certain as tomorrow that the Old Country Government would be eager for the same outcome, BECAUSE EXCEEDINGLY DISTURBED BY THE ATTITUDE OF THE POWERFUL AND FACE-SLAPPED UNITED STATES PRESS."

"These things are not said in Canada by the ministerialists because they dislike to set our jingling howling on pretence that these things amount to an attempt to bulldoze. They are true all the same. . . . Our Tories know the risks. They would not profess a will to encounter them if they had the least belief that they can win the elections. Such a win would compel them to hasten to conciliate the United States press by going hat in hand to get from Washington palliatives which Washington has offered graciously and what can be now taken honorably."

Discussing Mr. Thomson's jaundiced view of the situation, the Winnipeg Telegram remarks that it means Canadians have no right to run their own affairs to suit themselves. If Washington wishes them to be run differently, because independence will stir the wrath of the United States, at which Great Britain will fall into such a panic, and will at once compel Canada to a becoming submission. In other words, says the Telegram, IF CANADA DOES NOT WANT RECIPROCITY, CANADA IS LIKELY TO BE KICKED INTO ACCEPTING IT, OR ANYTHING ELSE THAT THE UNITED STATES CHOOSES TO OFFER, AND THEREFORE CANADA HAD BETTER MAKE A PRETENCE OF LICKING IT AND TAKE IT NOW "HONORABLY" BEFORE THE KICKING HAS BEGUN.

The picture of Great Britain influencing Canada in a way she would not do for her own interest through fear of the United States is very funny; but the libel on the character of the United States, and the atrocious libel on the independence and spirit of Canadians possess not the remotest element of humor. But, as the Boston Transcript, through this same correspondent, has been used for years as a means for circulating in Canada sentiments Sir Wilfrid and his friends were afraid to publish at home, the libels show exactly the kind of material of which the exponents of Reciprocity are made. They believe that Canadians are really influenced by such considerations of fear, though they might resent having craven fears directly appealed to.

But this "American big stick" argument, which flourished more openly in the campaign of 1891 than it is today, has two important riders. The first of these is that if the United States is to be enraged to the point of reprisals by Canada, the United States will be enraged by CANADA EVER SAW IT TO REPEL RECIPROCITY. Therefore, if Canada cannot afford to reject Reciprocity, Canada could never afford to repeal it without the consent of the United States. THAT MEANS THAT FROM THE DAY IT IS PASSED, THE UNITED STATES WILL DOMINATE AND CONTROL CANADA'S TRADE POLICY, AND THAT, WHEN THE ALL POWERFUL TRUSTS OF THE UNITED STATES WHISTLE, CANADA WILL BE COMPELLED TO DANCE.

The second rider is that if the United States, following the design of Taft, Clark, Foss, Beveridge and Hearst, chose to offer Canada the inestimable privilege of annexation CANADA WOULD BE OBLIGED TO ACCEPT THAT ALSO, OR ELSE THE UNITED STATES WOULD BE ENRAGED, WHILE EVERYBODY WOULD AGREE THAT IT WOULD BE IN A MUCH BETTER POSITION TO MAKE ITS RAGE EFFECTIVE IN PUNISHMENT.

The Canadian people are under a debt of gratitude to the Boston Transcript and its de-nationalized correspondent. He has shown exactly the type of man to be found among the chief exponents of Reciprocity, a crawling, cringing creature at the best, and he has thrown a great flood of light upon the real meaning of Reciprocity and its inevitable results.

## PLAIN TRUTHS FOR CANADIANS.

(The Washington Star.)

But the Dominion may be and is being Americanized, though it is not being annexed. The English provinces are assimilating themselves to the Republic, the tone of the press and the tendency of public thought and action is American rather than European.

The native Canadian IS BY BIRTH AN AMERICAN, but that name and all the modern history of national pride belong to the people of the great republic to the south of him. WITH WHOM HE MAY UNITE POLITICALLY WITHOUT APPROACH. HE FEELS THAT HE IS ALIENATED FROM THE TENDENCIES AND ASPIRATIONS OF THE CONTINENT OF HIS BIRTH: THAT HE IS MERELY A DESPISED COLONIST, A SPECIES OF POLITICAL OUTCAST, LIKE THE MAN WITHOUT A COUNTRY, OR A CITIZEN OF THE DISTRICT OF COLUMBIA.

IN TIME THE THOUGHTS OF THE CANADIANS MAY TURN TOWARDS ANNEXATION AS THE MOST-TO-DESIDERED OF ALL POLITICAL BOONS. THE ISOLATION AND HUMILIATION OF THE COLONIAL POSITION WILL NOT BE FOREVER ENDURABLE. MEANWHILE FULL RECIPROCITY IN EXCHANGE OF CITIZENSHIP AND PRODUCTS AND STEADY AMERICANIZATION.

## Current Comment

(Toronto Mail and Empire.)

The map of Canada will keep its distinct color, and there will be no shading into the hue south of the border line. There will be no continental merger, commercial or political, with the consent of the people of Canada, and there can be none without it.

(Montreal Gazette.)

An "appeal to the British Born" by Mr. Arthur Hawkes is being severely condemned by the Reciprocity newspapers. The Old Cock's chickens are evidently afraid of Hawkes.

(Vancouver News-Advertiser.)

Mr. Templeman says that he is not retiring from the Ministry and from politics. Possibly Mr. Templeman is not correctly informed.

## POINTS ABOUT RECIPROCITY

Sir Wilfrid Laurier, by His Own Utterance, Declared Against Reciprocity in Favor of British Trade.

(By John V. Borne.)

The starting of industries, the building of a railway across an empty continent, left Canada in a condition of strain. The lack of faith, of which the Continental cry was a model expression, meant a lack of works. Few of the millions of people who desired to forsake the Old World learned of Canada. The population continued stationary. Progress was painfully slow. But, in due time, the movement of people into Canada began. It was presently accompanied by a movement of capital, until, at last, everybody saw that the hour of Canada had come. The final proof of it was vouchsafed when the exodus from Canada to the United States was more than balanced by an exodus from the United States to Canada.

Right up to the time that Canada became known to the people of Europe there was a hankering after Reciprocity. In 1891 a general election was fought on the question, and the advanced Reciprocityists were beaten. The issue was destined to keep away from the ballot-box for more than twenty years.

The Liberal party, in pursuance of a platform written in 1892, asked the question for Reciprocity in 1897, and was repelled. The immigration tide then began to flow, and is flowing still. At that very time the instinct which had turned aside from the Reciprocity advocated in 1891 reasserted itself—this time in the unfavourable guise of a Liberal Government—and in 1898 the offer of Reciprocity which had stood for many years on the Canadian Statute Book was repealed. The repeal was happily endorsed at the Imperial Conference in London by Sir Wilfrid Laurier, who said:

"There was a time when we were wanting reciprocity with the United States, but our efforts were put aside. We have said goodbye to that trade and we now put all our hopes upon the British trade."

Stand by the Union Jack—the Flag of the clustered crosses and the only Flag that flies over a union of free self-governing nations. Under its folds National Patriotism and Imperial Loyalty are for ever reconciled.

Purchased Racing Mare.

James Flood has purchased from H. R. McEldown one of his racing mares, a mare named with Mr. D. Goodwin, manager of the Duluth Milling Company, published in the Buffalo Commercial.

"I have no doubt that the passage of the reciprocity bill, if it should pass the Canadian House, will materially increase the net structure of the port of Duluth down the Great Lakes."

"The American millers are extremely anxious to see the bill go through on the Canadian side. For some years owing to the price we have had to pay for wheat, we have practically been shut out from the export trade."

"Reciprocity will mean that we will again be in the market for such business, and the United States will be come the market of the world for food stuffs."

"The shipment of flour will mean a profitable business for many of the package freighters that now find it difficult to get a cargo, and many that are being remodelled for the export business."

In other words, there was a frank confession that it is with the trade which properly belongs to Canada that the transportation companies and manufacturers of the United States hope to make up for their own trade depression.

In Cleveland, O., with its 4,000 manufacturing establishments, 10,000 wage-earners in factories, and 160,000 population, I found the same depressed conditions prevailing. The making of wire and wire nails, the big steel industry of Cleveland, it also has huge steel and iron works, and it claims to be the biggest iron market in the United States.

It was at the ore docks that the depression in trade was most vividly reflected. Instead of the great activity in years of prosperity, stagnation prevailed. It is true that in the last week of July blast furnace operators placed orders for 200,000 tons of ore, but as a local paper said, "That is scarcely a drop in the bucket."

Naturally with no pig iron moving there is a great restriction of business in the allied industries, and Cleveland was feeling the benumbing effects of this keenly. Thousands of men were of short time as a consequence.

Industrial Panic. But it was at Pittsburgh, Pa., that I found the most depressing of all. The volume of domestic shipments on the Great Lakes for June declined almost 25 per cent. from the corresponding period of last year.

The Chicago Tribune, discussing the inactivity in Chicago real estate said: "Another contributing cause, and probably the most effective of all, has been the sluggish condition of business in general. The real estate market is peculiarly sensitive to this cause, as merchant, manufacturer, home and investment buyer are prone to curtail operations at such a time, pending the return of better conditions."

Everywhere it was the same story. Manufacturers, storekeepers, transport men and artisans, all told of the depressed state in trade.

Coming back to Detroit I was staggered by a sight that met me there, the free employment bureau at the city hall was a crowd of hundreds of a splendid class of working men looking for work. They were the kind of men who are the backbone of a community, clean and able-looking, and all ashamed of having a day's work done at a price for the export trade. Right and left furnaces had been closed down and men laid off.

The conditions of labor, in addition to this restriction, I found to be deplorable. Almost half the employees in the steel industry were receiving less than 18 cents an hour, and one-quarter under 25 cents an hour. What is more, a large proportion of these men had to work a 12 hour day for 5 days every week. These are facts, as stated by Mr. Nagel, of the depart-

## HOW THE UNITED STATES REGARDS RECIPROCITY

Continued from page two.

On the part of supporters of reciprocity in Canada, the fashion to laugh and pool-punch when annexation is mentioned in connection with reciprocity, but I found that the commercial control of the United States looks on the reciprocity pact as the beginning of the annexation for business purposes of the Dominion of Canada. Let there be no misapprehension on this point. It is the ambition of the American people to dominate the whole of the North American continent commercially and industrially.

One of the newspapers in Detroit, only a couple of weeks ago, in lauding the reciprocity agreement, declared that it would ultimately extend the sphere of American business interests by 100 per cent. This is an annexation—business annexation in a real sense—and as Mr. Borden says, if Canada places itself under the commercial control of the United States, its political independence, if retained, will be a shadow and not a substantial reality.

Going first to Buffalo, N. Y., the terminus of the Great Lakes waterway on the American side, and the home of many of the industries, I found an astonishing change from conditions in Canada.

Different Conditions. In any industrial city in Canada, you will find the factory all working full time or overtime, extensions being made in every direction, and a happy and prosperous working population.

How different it is in Buffalo, just over the international boundary, with in sight of prosperous Canada! There is transportation interests are experiencing one of the worst seasons they have ever known. So great is the depression, so restricted the volume of freight that is moving, that whole fleets of vessels were tied up in and around Buffalo. In fact, the largest steel freighters that ply the Great Lakes at their moorings—a melancholy sight—were those that had not once had their steam up this season. Along the waterways near Buffalo—at Tonawanda and other places—many other idle vessels, all doing nothing.

The other great industries of the city besides that of transportation are suffering from depression acutely. The fact that the railways and all other large organizations had shut down lightly on all structural work had hit the steel and iron industries of the city badly, and both at Buffalo and its neighboring community of Tonawanda had been shut down and men laid off.

Hundreds of Idle Men. I found hundreds of men out of work in Buffalo, especially among the shipping and transportation interests.

One of the points of view of Buffalo people regarding reciprocity is given in an interview with Mr. D. Goodwin, manager of the Duluth Milling Company, published in the Buffalo Commercial.

"I have no doubt that the passage of the reciprocity bill, if it should pass the Canadian House, will materially increase the net structure of the port of Duluth down the Great Lakes."

"The American millers are extremely anxious to see the bill go through on the Canadian side. For some years owing to the price we have had to pay for wheat, we have practically been shut out from the export trade."

"Reciprocity will mean that we will again be in the market for such business, and the United States will be come the market of the world for food stuffs."

"The shipment of flour will mean a profitable business for many of the package freighters that now find it difficult to get a cargo, and many that are being remodelled for the export business."

In other words, there was a frank confession that it is with the trade which properly belongs to Canada that the transportation companies and manufacturers of the United States hope to make up for their own trade depression.

In Cleveland, O., with its 4,000 manufacturing establishments, 10,000 wage-earners in factories, and 160,000 population, I found the same depressed conditions prevailing. The making of wire and wire nails, the big steel industry of Cleveland, it also has huge steel and iron works, and it claims to be the biggest iron market in the United States.

It was at the ore docks that the depression in trade was most vividly reflected. Instead of the great activity in years of prosperity, stagnation prevailed. It is true that in the last week of July blast furnace operators placed orders for 200,000 tons of ore, but as a local paper said, "That is scarcely a drop in the bucket."

Naturally with no pig iron moving there is a great restriction of business in the allied industries, and Cleveland was feeling the benumbing effects of this keenly. Thousands of men were of short time as a consequence.

Industrial Panic. But it was at Pittsburgh, Pa., that I found the most depressing of all. The volume of domestic shipments on the Great Lakes for June declined almost 25 per cent. from the corresponding period of last year.

The Chicago Tribune, discussing the inactivity in Chicago real estate said: "Another contributing cause, and probably the most effective of all, has been the sluggish condition of business in general. The real estate market is peculiarly sensitive to this cause, as merchant, manufacturer, home and investment buyer are prone to curtail operations at such a time, pending the return of better conditions."

Everywhere it was the same story. Manufacturers, storekeepers, transport men and artisans, all told of the depressed state in trade.

Coming back to Detroit I was staggered by a sight that met me there, the free employment bureau at the city hall was a crowd of hundreds of a splendid class of working men looking for work. They were the kind of men who are the backbone of a community, clean and able-looking, and all ashamed of having a day's work done at a price for the export trade. Right and left furnaces had been closed down and men laid off.

The conditions of labor, in addition to this restriction, I found to be deplorable. Almost half the employees in the steel industry were receiving less than 18 cents an hour, and one-quarter under 25 cents an hour. What is more, a large proportion of these men had to work a 12 hour day for 5 days every week. These are facts, as stated by Mr. Nagel, of the depart-

## FINE WATCHES

Of Every Description

Split-Seconds, Chronographs and Repeating Watches for presentation purposes.

Sporting Watches, Timers, Nurses' Watches.  
**FERGUSON & PAGE**  
Diamond Importers and Jewelers  
41 King Street

## Common Sense School Shoes

Strongly built of stout, solid leather, trim and dressy in appearance, just what the mother looks for and the child needs. The fit is perfect in every way, giving the proper amount of room for ease and comfort.

Get them now and be ready when school opens for the fall  
BOYS' . . . . . from \$1.50 to \$2.25  
GIRLS' . . . . . from 1.00 to 1.75  
CHILDREN'S . . . . . from 90c to 1.00

SINCLAIR'S . 65 Brussels Street

## LOOSE LEAF BINDERS

ALL SIZES MADE TO ORDER.

Sheets Ruled, Printed and Punched All Patterns.  
Our Peerless L. L. Ledgers and Victor Binders Are Guaranteed,  
WRITE FOR PRICES

**BARNES & CO. Ltd.,** Commercial Printers and Binders

## HUTCHINGS & CO.

Bedding Manufacturers

Wire Mattresses, Mattresses, Iron Bedsteads, Feather Pillows, etc.  
WHOLESALE AND RETAIL  
101 to 105 GERMAIN STREET.

## THE EMPIRE TYPEWRITER

Used by the C. P. R. 1600 Machines.  
The British Government 1200 Machines.  
The French Government.  
The Largest Banking and Educational Institutions.  
Try It. Write for free trial offer.

**FRANK R. FAIRWEATHER, St. John, N. B.**

"Let good digestion wait on appetite, and health on both!"  
They will if you take

**NA-DRU-CO DYSPEPSIA TABLETS**

They correct stomach disorders, assist digestion, and make life worth living again for the victim of dyspepsia. 50c a box. If your druggist has not stocked them yet, send us 50c, and we will mail them.

National Drug and Chemical Company of Canada, Limited, Montreal.

ment of commerce and labor at Washington, D. C., who recently made an exhaustive inquiry into conditions in the Pittsburg district.

A Dumping Ground. Does the Steel Corporation contemplate Canada as a market for its surplus products made under such labor conditions? Yes, it is looking to reciprocity as a commencement to dumping its surplus products on this side of the international boundary.

In Cincinnati, O., a great centre for the manufacture of machinery of all kinds, carriages, automobiles, etc., I found a great stagnation in business, with much unemployment. Here, too, the manufacturers were looking hopefully to the reciprocity pact as a means of deliverance from depression.

They already export some machinery to the Canadian market, but the trade is very restricted, owing to the tariff wall.

They look to the reciprocity wedge as a means of overturning that national breaker of Canada, so that they may flood the Canadian market with their machinery.

The languishing state of their own market which has made them turn so longingly to Canada is reflected in their bank clearings, which for the year ending April 1, 1911, amounted to \$1,237,874,500, as compared with \$1,238,040,750 in 1907, which it will be recalled was the year of the great depression. The drop is no less than \$81,166,700.

Yes, they are enthusiastic about reciprocity in Cincinnati.

Chicago Business Dull. So they are in Chicago. Business there I found to be abnormally dull. Here are cuttings from the local papers during my visit there, the Chicago Record-Herald said:

"Lake tonnage suffered a tremendous decline during the month of June and in the first six months of this year. The volume of domestic shipments on the Great Lakes for June declined almost 25 per cent. from the corresponding period of last year."

The Chicago Tribune, discussing the inactivity in Chicago real estate said: "Another contributing cause, and probably the most effective of all, has been the sluggish condition of business in general. The real estate market is peculiarly sensitive to this cause, as merchant, manufacturer, home and investment buyer are prone to curtail operations at such a time, pending the return of better conditions."

Everywhere it was the same story. Manufacturers, storekeepers, transport men and artisans, all told of the depressed state in trade.

Coming back to Detroit I was staggered by a sight that met me there, the free employment bureau at the city hall was a crowd of hundreds of a splendid class of working men looking for work. They were the kind of men who are the backbone of a community, clean and able-looking, and all ashamed of having a day's work done at a price for the export trade. Right and left furnaces had been closed down and men laid off.

## STEAMSHIPS

**CANADIAN PACIFIC EMPRESSES**  
AND OTHER STEAMSHIPS

ST. LAWRENCE ROUTE.  
Empress of Ireland, Fri. Aug. 25  
Lake Champlain Thurs. Aug. 31st.  
First Cabin.  
EMPERESSES.  
One Class (Second Cabin). \$32.50  
LAKE CHAMPLAIN. . . . . \$1.25  
LAKE MANITOBA. . . . . \$9.00  
Second Cabin.  
EMPERESSES. . . . . \$3.75  
Third Cabin.  
EMPERESSES. . . . . \$1.25  
Other Boats. . . . . \$30.00  
W. B. HOWARD, D.P.A., C.P.R.  
St. John, N. B.

## Furness Line

From London Steamers From St. John  
Aug. 20 Shenandoah Aug. 22  
Aug. 26 Kanawha Aug. 28  
Sept. 3 Rappahannock Sept. 5  
and fortnightly thereafter, dates subject to change.  
Steamers have accommodation for a limited number of saloon passengers.  
WM. THOMSON & CO.  
Agents, St. John, N. B.

## PICKFORD & BLACK LINE

ST. JOHN, N. B. TO DEMERARA  
S. S. Ororo sails Aug. 3 for Barbados, Trinidad, Aug. 5, Barbados, Trinidad, Demerara.  
S. S. Ororo sails Aug. 25 for Barbados, St. Kitts, Antigua, Barbados, Trinidad, Demerara.  
For passage and freight apply  
WILLIAM THOMSON & CO., Agents, St. John, N. B.

## Scenic Route

THE STEAMER MAGGIE MILLE will leave Millerville daily (except Saturdays, Sundays and Holidays) 6.45, 9.30 a. m.; 2, 4 and 6 p. m. Returning from Hayswater at 6, 7.30 and 10.30 a. m.; 2.45 and 5.15 p. m. Saturday at 6.15, 9.30 a. m.; 2.30, 5 and 7.00 p. m. Returning at 5.30, 7.45 and 10.30 a. m.; 5.15, 5.45 and 7.45 p. m.  
Sundays and Holidays at 9 and 10 a. m.; 2.30 and 5.15 p. m. and 7.45 and 11.15 a. m.; 5 and 7 p. m.  
JOHN McGOULD, Agent, Phone 228.

## HAVANA DIRECT

SS. Ashmore Aug. 20  
A Steamer Sept. 20  
And Monthly Thereafter.  
For space, etc., apply to  
WILLIAM THOMSON & CO.  
Agents, St. John, N. B.

## MANCHESTER LINERS

From Manchester Steamers From St. John  
July 12 Man. Engineer Aug. 10  
July 20 Man. Miller Aug. 18  
Aug. 12 Man. Mariner Aug. 20  
Sept. 2 Man. Engineer Sept. 10  
Sept. 16 Man. Miller Sept. 24  
Sept. 30 Man. Mariner Oct. 8  
Oct. 21 Man. Engineer Nov. 4  
Nov. 4 Man. Miller Nov. 11  
These steamers also take freight Philadelphia with exception of Manchester Engineer from St. John Aug. 21.  
WILLIAM THOMSON & CO.  
Agents, St. John, N. B.

## Crystal Stream S