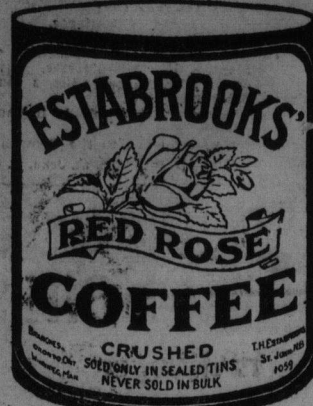


Did You Ever Notice that the Tins of Estabrooks' Red Rose Coffee are Double Sealed?

First there is a band put on the seam where the cover joins the tin, then over this band the label is placed, doubly sealing it and making it absolutely air-tight. If you ever get a tin that is not air-tight, that has been broken, or in any way damaged, return it to your grocer and he will give you another.



Coffee after it is roasted, whether bean, ground or crushed, must be kept in absolutely air-tight packages, otherwise it quickly loses flavor and strength. This is one of the reasons why we never sell coffee in bulk to be ground in the store as required. It must be protected from the air from the very start.

Estabrooks' RED ROSE Coffee

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BEDDING MANUFACTURERS
WIRE MATTRESSES, MATRESSES,
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NEW OFFICES FRANK R. FAIRWEATHER
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ONE POINT OF VIEW

BY COLIN MCKAY.

Decay of Liberalism.
The spirit of liberalism has long since fulfilled its historic mission. No doubt it still persists under various guises, but instead of being a principle of progress, it is now an agent of reaction.

In England when the franchise was extended to the working classes, it was thought that the permanent domination of liberal ideas, of individualistic principles, was assured. But today nothing is more remarkable than the reaction against the political doctrine of liberalism, even within the ranks of the Liberal Party of England itself.

In spite of the nominal alliance between the labor and liberal parties, the labor leaders recognize that the old liberalism of Gladstone, and the political economy of the Cobdenites, with its ingenious demonstration of the rule that would result from such departures from the laissez-faire principle as the adoption of factory laws, has nothing in common with the motive principles of the new democracy.

Evolution is an oscillatory process. The pendulum of progress has swung so that the principle of progress has become the principle of the older conservatism. Years ago when political power was centralized in the hands of the classes, the masses enjoyed a large measure of economic independence. Industry was primitive; the journeymen could readily become a master. And in trade, too, the clerk could readily set up in business for himself.

But while liberalism was fulfilling its mission of achieving political liberty for the masses, a new force, with which liberalism was not competent to deal with, was born into the world. Industry has been revolutionized; steam-powered power has made possible the organization of production on a large scale. Impersonal corporations, huge manufacturing, vast transportation systems, have supplanted the old agencies of production and distribution. And this revolution has destroyed the economic independence of the masses—at any rate in cities.

So because the citadel of power has shifted from the political to the industrial sphere, the position of the parties to the old controversy has been reversed. When industry was a matter of individual enterprise, aristocracy maintained place and power by keeping hold of political privilege and making the state all-powerful. In those days it was the object of the masses to restrict the functions and power of government, to break down

Prominent Men Pay Tributes to Discoverer of St. John River

Continued from page 1.
after the discovery of our harbor and river by the explorer, the nation gained the foundation of what is now a flourishing city, at witnessing such a representative assemblage met together to do honor to the memory of a great pioneer with whose achievements our city is intimately connected.

The mayor then read the telegram from His Excellency the Governor-General, the Lieutenant Governor of the province, Sir Wilfrid Laurier, Hon. Wm. Pugsley, and Hon. J. K. Fleming, expressed regret at their inability to take part in the ceremonies.

Mayor Frink's Address.
His worship then addressed the assemblage. It devolved upon him, he said, to make some remarks appropriate to so historic an occasion as that of unveiling a statue to the great navigator and explorer who first discovered the harbor and river of St. John. Mr. Ward has dealt with some of the incidents of the career of Champlain, and especially with those connected with his visit to this place. It is not for me to recount the history of this great man, but merely to pay a tribute to his lofty character, and his work in opening up the new world to civilization. Champlain was animated by the love of adventure, and with the desire to extend the power of his king and his religion. After many voyages to South America, he started, on instructions from his king, for North America. Landing at Port Royal, he later crossed the Bay of Fundy in a small vessel, discovered the harbor which he named St. John, and extended his explorations up the river. His hydrographic work handed down to later generations, has proved correct, showing that even with the instruments at his disposal, he was a great navigator.

No ordinary man was he who sailed up the Bay of Fundy, and found his way into this harbor without charts or buoys or other lights except those of the campfire of the Indians. Champlain has left his mark deep upon the history of the Dominion and the province. It is conceded that he was throughout his career never actuated by mercenary motives—that he had the love of adventure, and the bold heart of the explorer—all those qualities then enable men to triumph over difficulties and rise superior to misfortune. As it is well that the history of his exploits should continue fresh and green in our memories. This monument we have erected to his honor should be an inspiration to the youth of this city. It should remind them that there are many things in our own land to be explored, many difficulties, natural, political and social to be overcome. St. John which still bears the name he gave it is now a great city, equipped with all the institutions and conveniences of civilization, and it is rather curious to think that when Champlain came here these things were spread over with the habitations of citizens, were a wilderness of trees.

The Monument Unveiled.
It is a proud privilege that devolves upon me—that of unveiling the monument to the great and various man, whose explorations resulted in the growth of our fair city. Thereupon his worship turned and grasped the lanyard at the base of the monument, and while at the same time the officers, the soldiers presented arms, and the band began to play, the flags veiling the statue were pulled down and Champlain, arrayed like a cavalier, appeared before the assemblage, sitting or standing motionless in the rain which by that time had begun to fall.

After the band ceased playing, the mayor expressed regret that the weather man was not more considerate of the large representative gathering, but observed that with the great pioneer who had pursued his course undaunted by the elements of anything else looking on they could not but continue the programme. He then introduced Dr. Landry, a man of the same race as Champlain, and well qualified to do honor to his memory.

Dr. Landry's Tribute.
In rising Dr. Landry said it afforded him great pleasure to be present at the unveiling of the monument to the discoverer of the new world. The large crowd here assembled, he continued, confirms his belief that this country of ours has found a national hero, and that the future of the province is bright and promising. He then spoke of the great discovery of Champlain, and the influence of his religion. Champlain never expected to find a well-kept monument to his memory, but he was glad to see that the city of St. John had done so.

Champlain's Great Desire.
When Champlain started out on his career he was actuated by a noble desire to extend the dominion of his race, and as he sailed westward the great rivers of this country, there must have flashed through his mind visions of populous cities of men of his race and religion growing up in this country, and adding to the honor and glory of his native land.

His dreams did not come to pass—the battle on the plains of Abraham delivered the country to British rule. But a great measure to me, listen to my Hon. colleague, sing the praises of a man of his race. Although the British flag flies over this land, it must be said that some of the best citizens of the province are men who speak the language of Champlain. Champlain may not have been the first to visit this province. Probably there were fur traders here before him, but he was the first man to come here, qualified to chart our harbor, and chronicle his adventures. Champlain's great characteristics, it seems to me, were his faith in his own country, and the desire to extend the dominion of his race.

Progress of The Province.
In this province progress dates from the landing of the Empire. But our progress has not been so rapid as it ought to have been, and that it seems to me is largely because we have been deficient in faith in our country and in ourselves. The Maritime Provinces have been weakened by the lure of the west, which has attracted so many of our young men. We have magnified the possibilities of the west, and minimized the resources of our own land. Our young men have forsaken us, because we have taught them to believe that opportunities here are limited. Yet I venture to say that there are tens of thousands of young men from these provinces scattered all over North America who would be ready to confess that if they had stayed here and worked hard, they would be better off than they are today.

The City Streets.
Ald. McGoldrick informed the Canadian Club recently that some of the city streets were in good condition. No doubt some streets where the natural drainage is good are as presentable as unpaved streets can be expected to be. But few of the streets of the city have been repaved, and the city has expended much money—the paved streets—are reasonably decent, and the unpaved streets in level districts are not at all what they ought to be. The main portion of Union street, for instance, after a rain storm, the road is little better than a sea of filth, putrid, malodorous and unsightly.

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Now that vacation time is here in order to enjoy it and get the most out of it you will need a pair of

Tennis Shoes
Men's 85c to \$1.75 Boys' 75c
Women's 75 to 1.40 Youths' 65c

Bathing Shoes
Size 3 to 7 40c.

Then for the Children there are
Bare Foot Sandals
Sizes 5 to 7 \$1.10
Sizes 8 to 10 1.25
Sizes 11 to 2 1.35

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FOOT FITTERS McRobbie KING STREET

THE MERCANTILE MARINE

DAILY ALMANAC.

Sun rises today 4.43 a. m.
Sun sets today 8.10 p. m.
Sun rises tomorrow 4.43 a. m.
Sun sets tomorrow 8.10 p. m.
High water 6.06 p. m.
Low water 7.55 a. m.
High water 6.11 a. m.
Low water 7.55 p. m.

Arrived, June 24.
S. S. Gladiator, 2283, Pemambuco, W. M. McKay.
Star, 2000, 1181, Holmes, Sydney, R. P. and W. F. Starr.
Coastwise—Schr. Packet, 49, River side, Addie B., 13, Teed, St. Andrews and cld.
Star, Calvin Austin, 2853, Pike, Boston, W. G. Lee, mds and pass.
Coastwise—Star, Aurora, 182, Ingersoll, N. Head; Schr. Emily R. 30, Sullivan, Salmon River and cld; Alice and Jennie, 36, Gutherie, Sandy Cove, and cld; Elsie May, 61, Gough, River Hebert.

Cleared, June 25.
Schr. Nellie Eaton (Am.), Hilton, Stetson, Cutler and Co.
Coastwise—Star, Westport 181, Coggin, Westport; Schr. Wanda, McCumber, Port Williams; Elsie Maud, 61, Gough, St. Martins.
Sailed June 25.
Star, Governor Cobb, Allan, Boston, via Maine ports, W. G. Lee.

Vessels Bound to St. John.
Steamers.
Yoruba, chartered.
Billerby, Tenerife, May 13 for Huelva.
Troncate from Havana.
Indra, 2339, chartered.
Manchester Commerce, Manchester, June 24.
Zulu at Santos, April 23.

Vessels in Port.
Steamers.
Gladiator, 2283, W. M. McKay.
Orilla 2694, Brown, Robt Reford, Thorsa, 683, Hapsen, Robt Reford Co.
Erando, 1736, Lands, Wm. Thomson & Co.
Manchester Commerce, Manchester, June 24.

Schooners.
George Pearl, 118, A W Adams.
Jennie A Stubbs, 159, Master, Rewa, 122, Master.
Irish Bentley, 24, R C Elkin, Lena Maud, 98, J W Smith, Abbie C Stubbs, P McIntyre, Genevieve, 124, A W Adams.
Lavonia, 265, J Willard Smith, Peter C Shultz, 373, A W Adams, Harry Millin, 246, A W Adams, Arthur J Parker, 118, J W McKay.

Married.
Alcorn-Henderson—On June 22nd, 1910, at Edmundston, New Brunswick, by the Rev. J. R. Hopkins, Rector of Trinity Church, Andover, Doris Hammond, daughter of Mr. and Mrs. Charles Henderson of Edmundston, to Harold L. Alcorn, Toronto, of the Bank of Montreal, Charlottetown, P. E. I.

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Hay, Oats
—AND—
Millfeeds
Choice White Middlings and Manitoba Oats now on hand

Foreign Ports.
Vineyard Haven, June 24.—Ard Sch Abana from St. Martins, NB, for orders; St. Croix from St. John, NB, for Fall River; Priscilla from do for Bridgeport, Conn.
Salem, Mass., June 24.—Ard and Sid: Sch B H Perry from Dorchester, NB for Boston. Sid: Sch Oricle from Windsor, NS for Boston.
New York, June 24.—Sid: Str Teesdale for St. John NB.
Calais, Me., June 24.—Sid: Sch Alameda, Willey, for St. John, NB.

Canadian Ports.
Liverpool, N. S., June 24.—Ard: Sch May E McDougall, Greekport, from Moran; Charles Richardson, Hupman from Port Mouton; Daisy Vaughn, Godfrey from Halifax. Cld: Sch Charles Richardson, Hupman for fishing.
Halifax, June 24.—Ard: Bark Edna M Smith from New York; Schs Virginia from do; Iona from do; Wapiti from do; McLure from do; Alceia from New London, Conn; Yacht Mary Alice from Boston.

Parishos, June 24.—Ard: Sch Eva Stewart, Smythe, for Idm Bridgeport, Conn. Cld: Schs Hattie McKay, Card for St. John; Maggie Millen, Haws for Little Bar River.

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WEST, ST. JOHN, N. B.