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A reliable household remedy.
Price 25 Cents.

STEAMERS

INTERNATIONAL S. S. COY.

FIVE TRIPS A WEEK.

20 Hours to Boston!

The Steamship "St. John" will sail from St. John every TUESDAY and FRIDAY morning, at 7 a. m. standard time, for Boston.

Steamship "Cumberland" and "State of Maine" will sail from St. John every TUESDAY and FRIDAY morning, at 7 a. m. standard time, for Boston.

NOTE—Do not overlook this route to the Pan-American Exposition at Buffalo, Choice of route from Boston.

\$20.00 St. John to Buffalo and Return. Freight received daily up to 5 p. m.

WILLIAM G. LEE, Agent, St. John, N. B.

Star Line S. S. Co.

(Eastern Standard Time)

One of the Mail Steamers, VICTORIA and DAVID WESTON, will leave St. John, N. B., for Portland, Me., every TUESDAY and FRIDAY morning, at 7 a. m. standard time, for Portland, Me.

On and after June 22nd, Steamer Victoria will leave for Portland, Me., every TUESDAY and FRIDAY morning, at 7 a. m. standard time, for Portland, Me.

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FOR Washademoak Lake.

THE MODERN EDEN.

Unsurpassed for Beauty and Climate, the People's Eden.

STEAMER STAR

Has been rebuilt under the supervision of the most practical government inspectors and until further notice will be known as the "Star" and will leave St. John, N. B., for Washademoak Lake, every TUESDAY, THURSDAY and SATURDAY, at 10 a. m. for the above route, sailing at 10 a. m. and returning on alternate days at 1 p. m.

Freight received up to 5 p. m. on the day of sailing. All freight must be prepaid. J. E. PORTER, Manager.

For further information apply to P. NASS & SON, Agents, Bridge Street, N. B.

Str. CLIFTON

Leaves Hampton MONDAYS and SATURDAYS at 5:30 a. m. and St. John at 3 p. m.

EXCURSIONS—Tuesdays, Wednesdays and Thursdays. Leaves St. John at 9 a. m. and return at 7 p. m.

Friday reserved for picnics.

Arrangements can be made with captain of "Hamstead" or "Clifton" for picnics.

Millidgeville Ferry.

Steamer MAGGIE MILLER will leave Millidgeville daily except Saturday and Sunday at 7:30 and 9:30 a. m. and 5 p. m. Returning from Millidgeville at 1:30, 3:30 and 5:30 p. m.

Saturday leaves Millidgeville at 8:15 and 9:30 a. m. and 5 p. m. and 7:30 p. m. Sunday at 9:30 and 10:30 a. m. and 5 p. m. and 7:30 p. m.

JOHN MCGLDRICK, Agent, Telephone 228 A.

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LIVERY STABLES.

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J. B. HANCOCK, 124 Union Street, Telephone No. 21.

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THE ST. JOHN STAR is published by THE SUN PRINTING COMPANY, 124 Union Street, St. John, N. B., every afternoon (except Sunday) at 10 a. m.

ST. JOHN STAR.

ST. JOHN, N. B., AUGUST 12, 1901.

AS TO PATRONAGE.

The Freeman on Saturday stated that the Roman Catholics very largely supported the provincial government and that the great bulk of them are supporters of the dominion government, but that in both cases they are unjustly treated in the distribution of official patronage. The Freeman is in error when it says that the Star "presses forward in defence of the dominion government." With the trouble between that government and its supporters this paper has nothing to do. If Mr. Blair and his friends made large promises of office to Catholics and on that ground secured Catholic support, it is for themselves to apply the remedy and the punishment of any breach of faith. If the Freeman and those for whom it speaks expected that liberal pledges would be kept in this respect they are no more keenly disappointed than those who looked for free trade, reduced expenditure, and all other great things promised when Sir Wilfrid Laurier was in opposition.

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CONCERNING STRIKES.

The prevalence of strikes in the United States, the great disturbance to business and the loss involved have directed attention to the New Zealand plan of compulsory conciliation and arbitration. In an article on the whole subject the Saturday Evening Post thus describes the New Zealand system:

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The Post observes that such a system could not be adopted in the United States without an amendment to the constitution, since it is held that under the constitution one man could not be compelled to work for another pending a settlement of disputes. Still the New Zealand plan has proved to be a success, and there seems little doubt that a modification of the system can be devised and made acceptable.

The suggestion is made that if the employees of large corporations like the steel trust would invest some of their earnings in the stock of the company, instead of putting it in the "savings bank," they would have a stronger interest in its affairs and a stronger hold upon the directors. A "community of interests" would draw them together and there would be no strikes. It is computed that if the employees of the trust had each invested \$500 they would have almost a controlling interest in the stock of the company.

From the standpoint of the individual workman there are two objections to such a course. When he puts his money in the savings bank there is a reasonable certainty that he will get back the principal and the interest whenever he so desires. In the case of an investment in the stock of a company he does not know how soon a crash may come, and he must always depend upon others for the management of the business. The man who puts his money in the savings bank has a larger capital and a greater capacity for accumulating wealth. Doubtless the principle of co-operation will gradually grow in favor, and aid in the solution of labor problems, but there are as yet very great difficulties to be overcome.

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