

STEAMSHIPS AND RAILWAYS

CANADIAN PACIFIC From St. John, N.B.

\$12.00 MONTREAL AND RETURNON SALE
Sept. 14, 15 and 16. Limit, Oct. 2
Sept. 28, 29 and 30. Limit, Oct. 16

W. B. HOWARD, D.P.A., C.P.R., St. John, N.B.

CANADIAN PACIFIC
EXPRESS
AND OTHER STEAMSHIPS

ST. LAWRENCE ROUTE.

Empress of Britain, Fri. Sept. 8th

Lake Manitoba, Thurs. Sept. 14th

First Cabin.

EMPRESS... \$92.50

One Class (Second Cabin)...

LAKE MANITOBA... \$50.00

Second Cabin.

EMPRESS... \$67.75

Third Cabin.

EMPRESS... \$125

Other boats... \$38.00

W. B. HOWARD, D.P.A., C.P.R., St. John, N.B.

Furness Line

From London

Aug. 20 Shenandoah Aug. 23

Aug. 26 Kanawha Sept. 6

Sept. 9 Rappahannock Sept. 20

and fortnightly thereafter, date 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, St. Kitts, Antigua, 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 MILLER

will leave Millville daily (except

Sundays, Holidays and Sundays) at

6.45, 9 a.m.; 3.30 and 5.30 p.m.

Returning from Baywater at 7, 10

a.m., and 4.15 p.m.

Saturday at 6.45, 9 a.m., and 3.30

and 5.30 p.m. Returning at 7, 10

a.m., and 4.15 p.m.

Sunday and Holidays at 9 and 10.30

a.m., and 3.30 and 5.30 p.m.

Returning at 7, 10 a.m., and 4.15

p.m.

JOHN MCGILLDRICK, Agent.

Phone 528.

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.

DOMINION ATLANTIC RAILWAY

S. S. Prince Rupert leaves Redd's

Point Wharf daily at 7.45 a.m., con-

necting at Digby with trains East and

West, returning arrives at 5.30 p.m.

Sundays excepted.

A. C. CURRIE, Agent.

THE International Railway

New Open For Traffic

Uniting CAMPBELLTON, at head

of navigation on the St. John River

with the ST. JOHN RIVER VALLEY at

ST. LEONARDS. At St. Leonards,

connection is made with the CANA-

DIAN PACIFIC RAILWAY for ED-

MUNDSTON and points on the

TEMISCOUATIA RAILWAY, also for

GRAND FALLS, AIDOVER,

PERTH, WOODSTOCK, FREDER-

ICTON, ST. JOHN, and WESTERN

POINTS. Affording the shortest

and cheapest route for FISH,

LUMBER, SHINGLES, and FARM

PRODUCTS, from BAIE CHAL-

LURS and RESTIGOUCHE

POINTS to the MARKETS of the

EASTERN STATES. At CAMP-

BELLTON connection is made with

trains of the INTERCOLONIAL

RAILWAY. An Express train,

with superior accommodation for

passengers, is now being operated

daily, each way, between CAMP-

BELLTON and ST. LEONARDS.

In addition to the ordinary

freight trains, there is also a regu-

lar accommodation train carrying

passengers and freight, running

each way six alternate days.

The International Railway

Company of New Brunswick

January 2, 1911

MERCANTILE MARINE NEWS

DAILY ALMANAC.

Thursday, September 7.

Sun rises... 5.58 a.m.

Sun sets... 6.48 p.m.

High water... 11.02 a.m.

Low water... 5.09 p.m.

Atlantic standard time.

PORT OF ST. JOHN.

Arrived Wednesday, September 6

Steamer Astarte, 717, Young, Parra-

boro, R. P. & W. F. Starr, coal.

Schooner Peerless, 275, Zink, St. John,

for New York, with laths, R. C. Elkin,

returned for repairs.

Schooner Swallow, 92, Cameron,

master, 300 tons coal, R. P. & W. F. Starr,

Schooner Able and Eva Hooper, 276,

Smith, York, Me., R. C. Elkin & Co.,

Schooner Arthur M. Gibson, 296,

Bellevue, Yarmouth, J. W. Smith, bal.

Steamer Pelaboot (Am), Sweet,

from Bath, Me., with laths, R. C. Elkin,

for St. John, in harbor.

Coastwise—Stmr Ruby L. 49, Bak-

er, Margareville and Valinda,

55, Geste, Bridgetown; Harbinger,

46, Rockwell, River Hebert; schrs

Andella, J. Matthews, Musquash;

Annie Pease, 29, St. John River,

Mona, 16, Suppl, Beaver Harbor and

cleared.

Arrived September 5.

Steamer Cromarty, 1756, Robinson,

St. Kitts, Windward Islands and Dem-

erara, Wm Thomson & Co., general

cargo.

Cleared September 6.

Schooner Minnie Slauson (Am),

Whitely, Boston, Stetson, Cutler &

Co., 1346 tons, New York, Mass.

Schooner W. H. Waters, Gale, Boston

Mass, Stetson, Cutler & Co.

Schooner Annie M. Parker, Rufus,

Vineyard Haven, I. O. Thos Bell & Co.

Tug Lillie, Read, Machias, Me., R. C. Elkin.

Coastwise—Stmr Harbinger, Rock-

well, Riverside; schrs Friendship,

Wilbur, Apple River; Beulah, Pritch-

ard, St. John; Nettle, Harbinger, River

Hebert; Jennie L. Lord, fishing.

Sailed September 6.

Steamer Kanawha, Kellman, London,

via Halifax, Wm Thomson & Co.

Steamer Governor Cobb, Allan, Boston,

W. G. Lee.

Canadian Ports.

Chatham, N. B., Sept. 5—Arrd stmr

Prima, Meyer, Cardiff via St. John's,

Nfld, and Halifax.

Moncton, Sept. 4—Arrd schrs Har-

vey, W. W. Thomson & Co., general

cargo; Willows, Gertrude, Smith, New York,

Quebec, Sept. 4—Arrd stmr Laurent,

Liverpool, England, via St. John's,

Britain, Murray, Liverpool; Stigstad

(Nor), Anderson, Sydney; Felix (Nor),

Christopherson, Sydney; Isleworth,

Sydney.

British Ports.

Glasgow, Sept. 4—Arrd stmr Briar-

dene, Crowe, Halifax; Casanard,

Mitchell, Montreal; schrs Vir-

ginia, Publicover, Halifax.

Sally—Passed Sept. 5, stmr Almer-

ana, Halifax.

Brow Head—Sailed Sept. 5, stmr

Montrose, Montreal.

Leith, Sept. 4—Said stmr Jaco-

grum, Montreal and Quebec via

Shields.

Manchester, Sept. 3—Arrd stmr

Michael, Ontario, for Buenos

Ayres, before reported ashore off

Montevideo, has been floated and

towed in.

Steamer Almora, bound for New-

port News, is reported to be return-

ing to Glasgow with a steam pipe

burst.

Shipping Notes.

Coal Str Astarte arrived from

Parraboro yesterday with about 1700

tons coal for the C. P. R.

Schr Peerless returned to port yester-

day for repairs; having met with

heavy weather in the bay and is leak-

ing. She cleared for New York yester-

day.

Schr Carrie A Lane before reported

ashore near Shinnecock, L.I., was float-

ed yesterday and is being towed to

New York by wrecking tug J. J. Mer-

ritt.

Furness line str Kanawha has left

port bound for London via Halifax.

At Halifax the str will take on board

a large shipment of Nova Scotia ap-

ples for the London market.

Parraboro, Sept. 5—The two masted

schr Flora M. Capt. Merriam, from

Hantsport for Vineyard Haven for

orders, with a cargo of lumber ship-

ped by the Parraboro Lumber Co.,

sprang a leak while crossing the bay

and was towed to Port Greenville last

Friday, but after the tide left her

listed off and was badly strained and

opened up. On the next tide she fled

to the rail, but has since been list-

ed on the beach, and men are at re-

COL. McLEAN HELD

MEETING AT HOYT

In Spite of His Frenzied Ar-

guments Majority of Au-

dience Joined in Cheers for

Mr. Smith.

Hoyt Station, Sept. 2.—Col. Hugh H.

McLean, held a meeting at the

agricultural hall here last evening.

There was a good attendance,

nearly all of whom had listened to

Hon. Hazen and his associates on Mon-

day evening last, but who wanted to

hear both sides of the question. As

nearly as much as Judge Hazen was

about a dozen Liberals on whom the

colonel can depend upon for support.

He touched on various subjects such

as shipbuilding, farming, loyalty and

also mentioned reciprocity in a vague,

indistinct manner. He appealed to the

people to support him and the Laurier

party because if the Liberal and Con-

servative parties were of anything

near even strength after the election,

the Nationalist party would hold the

reins of government. This party he

branded as traitorous and disloyal.

E. H. Allen next addressed the

audience. He tried to argue in favor

of reciprocity but made a very poor

hand at it.

John Murphy next tried to persuade

the audience that reciprocity was

what they wanted. He told them that

no one could make money farming

under present conditions but he had

made several thousands of dollars

some way or other. He did not ex-

plain just how.

At the close the chairman, Milton

A. Smith, proposed three cheers for

the King, which were heartily given.

Some one in the audience called for

three cheers for Luther B. Smith.

Whether the chairman understood it

or not, he joined nearly all of the

audience in cheering Smith.

The climate of this place does not

seem to agree with the genial col-

or of Canada. It is destined to be a

great country. Do not steal away her

self government through the intrigues

of a foreign country.

I am doubly proud to say that I was

born in Canada, but years ago when

I lived in my native country, I would

have been pleased to see reciprocity

or even free trade with the two coun-

tries, BUT NOT NOW.

My residence of twenty-five years

in the United States compels me to

oppose any such an agreement, and if

Canadian electors could see and know

the conditions and the present situ-

ation, as I do, and have seen them in

years past, they would gladly vote

the Conservative ticket.

I here in freedom and liberty and

I write not to coerce or influence any

man, but simply to advise and give

my views, as I have lived in many

sections of this country and in the

largest cities.

Once upon your gates to the United

States, I would advise your business

men to trade with their im-

mense capital, would drive out all com-

petition in trade, and you couldn't buy

cheaper, even at the expense of the

time American factories sell cheaper

in all foreign countries than they do

here. You wouldn't be doing your

country any good by doing this. You

would be voting against the trusts. Con-

tinue to vote for the Liberal party

and you will unconsciously lose your

country.

Yours respectfully,

A LOYALIST.

New York City, Aug. 21, 1911.

The happy couple left on the

Prince Rupert for a honeymoon trip

through Nova Scotia. Before leaving

for home they will spend some time

in Halifax, returning they will reside