

STEAMSHIPS AND RAILWAYS

CANADIAN PACIFIC
EMPRESES
 AND OTHER STEAMSHIPS
 ST. LAWRENCE ROUTE.

Empress of Britain, Fri., Sept. 8th
 Lake Manitoba, Thurs., Sept. 14th
 First Cabin.
 EMPRESSES. \$32.50
 One Class (Second Cabin).
 LAKE MANITOBA. \$20.00
 Second Cabin.
 EMPRESSES. \$37.75
 Third Cabin.
 EMPRESSES. \$12.50
 Other Boats. \$20.00
 W. H. HOWARD, D.P.A., C.P.R.
 St. John, N. B.

Furness Line

From London.
 Aug. 6. Shenandoah.
 Aug. 20. Kanawha.
 Sept. 3. Rappahannock.
 and fortnightly thereafter, dates subject to change.
 Steamers have accommodation for a limited number of saloon passengers.

PICKFORD & BLACK LINE

ST. JOHN, N. B. TO DEMERARA.
 S. S. Ororo sails Aug. 3 for Demerara, St. Kitts, Antigua, Barbados, Trinidad, Demerara.
 S. S. Ororo sails Aug. 25 for Demerara, 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 Saturdays, Sundays and Holidays) at 6.45 a. m., 3.30 p. m. and 6.30 p. m. Returning at 7.10 a. m., 4.15 p. m. and 7.10 p. m. Sunday and Holidays at 9 a. m. and 10.30 a. m., 2.30 and 4.15 p. m. Returning at 9.45 and 11.15 a. m., 4.30 and 6 p. m. JOHN MCGOLDRICK, Agent, Phone 228.

HAVANA DIRECT

S.S. 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 Reid's Point Wharf daily at 7.45 a. m., connecting at Digby with trains East and West, returning arrives at 5.30 p. m., Sundays excepted.
 A. C. CURRIE, Agent.

International Railway

Now Open For Traffic
 Uniting CAMBELLTON, at head of navigation on Lake Chaleur with the ST. JOHN RIVER VALLEY at ST. LEONARDS, at St. Leonard, connection is made with the CANADIAN PACIFIC RAILWAY for EDMONDSTON and points on the TEMISCAMING RAILWAY, also for GRAND FALLS, ADDOYER, PERTH, WOODSTOCK, FREDERICTON, ST. JOHN, and WESTERN POINTS. Affording the shortest and cheapest route for FISH, LUMBER, SHINGLES, and FARM PRODUCTS, from BAIE CHALEUR and RISTIGOUCHE POINTS to the MARKETS of the EASTERN STATES. At CAMBELLTON 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 CAMBELLTON and ST. LEONARDS, and, in addition to the ordinary freight trains, there is also a regular accommodation train carrying passengers and freight, running each way on alternate days.
 The International Railway Company of New Brunswick
 January 3, 1911.

CANADIAN PACIFIC

From St. John, N. B.

\$12.00

MONTREAL AND RETURN

ON 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.

MERCANTILE MARINE NEWS

DAILY ALMANAC.

Monday, September 4.
 Sun rises. 5.55 a. m.
 Sun sets. 6.51 p. m.
 High water. 8.45 a. m.
 Low water. 2.54 p. m.
 Atlantic standard time.

PORT OF ST. JOHN.

Arrived Saturday, September 2.
 Steamer Governor Cobb, 1556, Allan for Boston via Eastport, W. G. Lee, passengers and mds.
 Schooner Helen Montague (Am), 344, Olsen, from Calais, Me., master ballast.
 Coastwise—Schr. Wanita, 42, McCumber, Economy; Clara A. Benner, 37, Melanson, Annapolis, and cld.

Cleared September 2.

Schooner Nellie Eaton (Am), 99, Hutton, for Weymouth, Mass., Stetson Cutter & Co., 125,190 feet plank.
 Schooner Arthur J. Parker, 118, Granville, for Fall River, Mass., John E. Moore, 142,466 feet spruce boards.
 Schooner Muriel, 111, McDonald, for Halifax, A. V. Adams.
 Schooner Reta, Adams for Lubec, master, 22 casks herring.
 Coastwise—Schr. Harry Morris, McLellan, St. Martins.

Sailed September 2.

Steamer Governor Cobb, Allan, for Boston direct at 7 p. m.
 Schooner M. D. S., Risler for Boston.

Canadian Ports.

Weymouth, August 31—Sld schr Alice May Davenport, Nash, Buenos Ayres, 906, M. lumber.
 Hillsboro, N. B., Sept. 1—Arrd stmr Edda, New York.
 Cld schr J. L. Colwell, Parrsboro.
 Quebec, Sept. 1—Arrd stmr Virginio, Liverpool; Empress of Britain Liverpool.

Parrsboro, Sept. 1—Arrived—Schr

Klondyke, Willmar, Eastport, loaded; Effort, Ogilvie, St. Andrews with load; Glyndon, George, Machiasport with coal; Hattie McKay, St. Stephen with coal; Adelia, Ogilvie, Windsor with coal; In Parrsboro roads—Schr. King Josiah, Norrian, from Windsor for Boston; Hazel Trahey, Morrissey, from Windsor for Boston; St. Bernard, McLeod, from Five Islands for Salem, for orders; Stella Maud, Graham, Bass River, for Boston, all with lumber; term schr Happy W. Lewis, Dexter; Tony, Cary, for New York with piling.

British Ports.

St. Kitts, Aug. 29—Sld stmr Cramart, Robinson, St. John.
 Glasgow, Aug. 31—Arrd stmr Pythia, St. John via Norfolk.
 Greenock, Aug. 30—Sld stmr Mollie, Chatham, N. B.
 Liverpool, Sept. 1—Arrd stmr Empress of Ireland, Quebec.

Foreign Ports.

Montevideo, Sept. 1—Arrd bark Maranda, Halifax in distress.
 New York, Sept. 1—Sld schr Falkmouth, Halifax; Jos. Wolfeville; St. Louis, Malpeque; P. E. I.; Freedom, Lockeport; L. T. White, Rockland; Archie Crowell, Clark's Harbor; Moonlight and J. Arthur Lord, Lubec.
 Sept. 3, stmr Manx Isles, St. John.
 New York, Sept. 3—Sld schr Jessie Ashley, Windsor, N. S., for Salem.
 Sld schr Grace Darling, Windsor, N. S., for Lynn.

New York, Aug. 31—Cld tug Gypsum King, Coburn, Spencer's Island.
 Arrd Sept. 1, schr Wanola, Dalhousie, Adelia Fuller, Anderson, Rockland.
 Portsmouth, Aug. 23—Sld schr Able and Eva Hooper, St. John.
 Norfolk, Va., Aug. 31—Sld stmr Spica, Halifax and Three Rivers.
 Philadelphia, Aug. 31—Arrd stmr Manchester Mariner, St. John.
 Rockland, Me., Aug. 29—Arrd schr Emily L. White, Stony N. B.
 Delaware Breakwater, Sept. 1—Arrd schr Winnegance, Bridgewater, N. S.

Rio Janeiro, Aug. 23—Arrd stmr

Trebia, Starratt, Santos.
 Portland—Schr. Caroline Gray, St. John, N. B., Gretna, St. John, N. B., for Boston; Lotus, St. John, N. B., for Boston.

Spoken.

Bark Fredensborg (Dan), Bucetouche Aug. 22, lat 46 N, long 62 W.
 Reports and Disasters.
 Bark Freda Mann (Ger), Nimann, from New Westminster, B. C., June 9, for South Africa, has arrived at Cape Town with part of cargo damaged.

SHIPPING NOTES.

Steamship Manx Isles under charter to load for the United Kingdom at this port left New York yesterday. Her register tonnage is 1688.
 Norwegian steamship Bergenhus, Captain Kohrs, which left Manchester August 18 for St. John, is due at any moment.

Norwegian bark Maranda, bound

from Halifax for Bahia Blanca, has put into Montevideo in distress.
 The Furness liner Shenandoah, that sailed from Halifax for London last night, took 12,000 barrels of Nova Scotia apples.

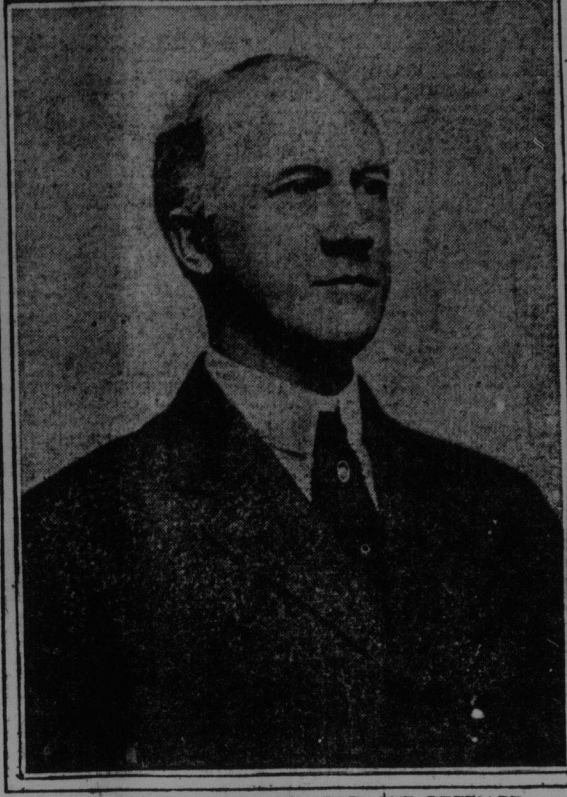
West India steamer Cromarty, Captain

Robinson left St. Kitts for St. John direct August 29. This steamer does not carry passengers.
 Saturday Portland Argus says:—The immigration inspectors at this port have known cases where undesirable parties have been deported from here two or three times, but all records have been broken in a case which happened at Boston this week. Inspector B. F. Maride and a matri from the immigration service left there on the boat for St. John, N. B., having in their charge Mary McLean, who has been reported for the seventh time, and has cost the U. S. government between \$700 and \$1,000 for support while in Boston and to send her home.

Allan Line steamer Tunisian, reports

between Belle Isle and 15 miles to westward, saw six bergs to the north of ship's track and numerous small pieces along the north shore.

PROMINENT LAWYER IS DEFENDING YOUNG BEATTIE.



HARRY SMITH OF COUNSEL FOR THE DEFENSE

Harry Smith is counsel for the defence in the trial of Henry Clay Beattie, Jr., who is now being tried for the murder of his young wife at Chesterfield, Va. Mr. Smith is one of the most prominent lawyers of the South.

THROUGH ONTARIO WITH THE BRITISH-BORN

By Arthur Hawkes

Cobourg.

The spirit and substance of hospitality dwell in Cobourg. I have been there before and had some of their kindness to visitors. Monday afternoon the rain descended as it had not descended for months, but kindly disposed citizens took me to the Crossen car works and the Provincial Steel Company's foundry.

The car works answered both desires. Everywhere you hear that the grade of newly arrived Old Countrymen is going up. The movement some years ago of qualified ne'er-do-wells from the Old Country. Some 30 years from the land of their nativity, some 30 days.

The Scotch, I heard, predominate in the steel works, and the majority of them were said to be Gladstonian Liberals. We did not talk politics—I wanted to see the Britisher at work, and to size up the relation of Cobourg trade to national development.

The car works answered both desires. Everywhere you hear that the grade of newly arrived Old Countrymen is going up. The movement some years ago of qualified ne'er-do-wells from the Old Country. Some 30 years from the land of their nativity, some 30 days.

Today on the street I received two warnings from brother journalists. The first was that I must expect anything from party papers, and as he is on the staff of one which has a choice stock of epithets, I listened thankfully to his call for a thick skin. The second was that I could not be a journalist and a politician too. This was from a real friend whose work I admire, who, I believe, is very kindly affectionate towards me, and the tone of whose editorial work is beyond cavil. His dictum is the most interesting I have heard during the campaign.

There was enormous good sense in the warning, based as it was on a long practice of political journalism, and apparently different standards of judgement for what seem to me to be two exactly similar branches of work. As far as I could make out the idea is that if a journalist publicly boasts his tongue as well as his pen, every other journalist is free to attack his veracity and his honor, and he must not expect any space in which to reply.

The British-born movement is said by my friends to be as set on a race against race, and I am Boursass over again. He admits he has neither heard nor read my "Appeal to the British-born." On his standard of political journalism he refuses to give his readers any opportunity of judging whether his charges against me are fairly based. He will not print the news, although he thinks the news important enough to write editorials upon. He would consider it a crime against good journalism to refuse to print a story of a railway accident because it might prejudice the railway company. But in politics he appears to hold that it is quite proper not only to suppress news about a public movement that is prejudicial to his political friends, but to attempt to strangle the movement.

The question is interesting and important, for every person who buys a paper is interested in journalism and every person is concerned with politics. Some of our friends in proud honor say the opposition slogan is "Anything to beat Laurier." Their own methods suggest that they want anything that will stir the appeal to the British-born. They denounce and denounce, but they are mighty careful not to say what it is they are denouncing. No better sign of the effectiveness of what the London Times looking at things afar off has the discernment to describe as a new element in Canadian politics.

Residence Solid.

The handsome residence of Robert Wisely, Director of Public Safety, on Mont Pleasant, has been sold to W. G. Scovill, of Oak Hall. Mr. Scovill will not take possession until May next.

By the way, what's become

of "Let Laurier finish his work?"

Martin Eduard, 267, Bristol, July 31.

IN WHICH CLASS ARE YOU?

"In an English rural district an omnibus is run which has First, Second and Third Class, with corresponding difference in fares. The accommodation seems the same throughout. Only those who 'know the ropes' understand."

"After travelling some time the bus reaches the foot of a hill. Then the fact that things are not always what they seem becomes evident. The driver calls out: 'First class remain inside, Second class get out and walk, Third class get out and push.'"

"Do you know that as you travel along the highway of insurance protection you are in one of these classes? With a policy in a good old-line company you can ride up the hill on the journey of life. If you are one who has pinned his faith to assessment insurance it will then be your privilege to walk. If you are one of those who 'can handle his money better than any life insurance company' the opportunity will always be yours to push."

"A Standard Equitable policy will carry you safely up and over the hill of every difficulty to the end of the journey without a stop."

COUPON

A. H. Chipman, General Agent,
 The Equitable Life Royal
 Bank Building, St. John, N. B.

Without committing myself to any action, I would like to know the annual deposit which it would be necessary for a man . . . years of age to make, so as to provide a monthly income after his death of . . . for a beneficiary now . . . years of age.

Name . . .
 Province . . .
 P. O. Address . . .

Murray & Gregory, Conservative Meetings

Have been appointed sole agents for the Maritime Provinces to represent One of the largest Glass Manufacturers in Europe, and are importing

Plate Glass, Window Glass, Prismatic, Ribbed,

—and all kinds of Fancy Glass—not as a "Side Line" but in LARGE QUANTITIES—to sell in competition with any firm in Canada. Write for particulars and Prices.

Dr. Morse's Indian Root Pills

exactly meet the need which so often arises in every family for a medicine to open up and regulate the bowels. Not only are they effective in all cases of Constipation, but they help greatly in breaking up a Cold or La Grippe by cleaning out the system and purifying the blood. In the same way they relieve or cure Biliousness, Indigestion, Sick Headaches, Rheumatism and other common ailments. In the fullest sense of the words Dr. Morse's Indian Root Pills are

A Household Remedy

TELEPHONE DIRECTORY.

Please Add to Your Directories.
 Main 1145-31 Driscoll, Thomas, wines and liquors, 237 Union.
 West 219-22 Greenwood Cemetery, Frank Blizard, Supt., Sand Cove Road.
 Main 152-31 Lahood, N. A., dry goods, boots and shoes, 282 Brussel.
 West 228-21 McKee, J. T., residence Union Point, Fairville, number changed from Main 179-31 to West 228-21.
 Main 237-31 McAllister, W., residence, 101 Wright.
 Main 237-21 Nugent, M. J., groceries and fruits, 86 Brussel.
 Main 158-11 Robertson, Henry W., residence, 10 Wentworth.
 West 125 Sewerage, Department, Main street, Fairville, number changed from West 125-11 to West 125.
 Main 658-11 Spirella Corset Co., 66 Sydney, number changed from Main 2219-11 to Main 658-11.
 Main 1657-11 Wilson, John, residence, 41 Elliott Row.
 F. J. NISBET, Exchange Manager.

Fish

No. 1 Shad in half bbls; Herring in half bbls; Salt Codfish

JAMES PATTERSON,
 19 and 20 South Market Wharf
 St. John, N. B.

New Dulse

Just Received
 5 Bbls. Choice Dulse
 J. ALLAN TURNER
 12 Charlotte Street
 Phone 1049.

Pears Pears

Landing
 One Car California Pears
 A. L. GOODWIN,
 MARKET BUILDING.

ROBT. MAXWELL

Mason and Builder, Valuator and Appraiser.

Crushed Stone

For Concrete For Sale.
 General Jobbing Promptly done.
 Office 16 Sydney Street. Tel. 823.
 Res. 385 Union Street.

The United States would

preserve its own home market and slaughter ours with its surplus products.