POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., WEDNESDAY, SEPTEMBER 9, 1903.

LABOR MEN CELEBRATE THEIR OWN HOLIDAY, AND THEY DO IT WELL.

A Good Parade in the Morning Followed by Sports in the Afternoon-Interesting Details of the Procession and Description of its Make-up.

With swinging stride, with jaunty step, with crash of bands and the applause of throngs the men of labor marched in their strength Monday. Labor was king antitudy his majesty appeared out in a manner eminently befitting his power. It was royal weather, also. In the morning the most zealous trades unfonist, the most earnest exponent of labor day observance, could not have pined for a fairer morning. Crisp, breezy, brilliantly bright—perhaps that tells the tale.

The riders straightened in their saddles and bowed implicit obedience. Ultimately a suspicion of chaos died a natural death and order came in to stay. The men formed four abreast, the head row almost containing Charlotte street as the rear section was well toward Sydney. So far as the teamsters were concerned the procession was ready. Back of them stretched a column of waiting men of banners, of floats, of colors from sedate black to the most vivid scarlet. The column crooked around the crown of the square, spread

And the weather seems to impart a portion of its character anyway to those in the parade and out. Everybody was in as you could and if you didn't choose to inmerry making mood and took no pains to



Grand Marshal of Labor Day Parade-Member of Teamsters' Union.

disguise it. Flippant observations, bois terous greetings, giggle and guffaw, shy glances, smiling faces, hurrying parties, the manimous tendency to procure good posts from where the mammoth procession could be bost seen, and over all an atmosphere of keen expectancy.

They had learend the procession would

be under way by 9.30 o'clock, that the rendezvous would be the north side of King square and vicinity and they had reason to believe that the demonstration

As early as 8 o'clock there appeared a fringe of holiday garbed people along the square, but they were not the first. The teamsters had risen early. They were the scouts, their organization was the advance



Fin. Secy. T. & L. Council—Member of Printers' Union.

tramping as far as she could see, with demure curiosity.

"Look at her," came a querelous voice from the crowd, "I wonder who she can belt and black trousers, and no more becoming attire could very well have been devised. But there was something else about the teamsters themselves. Each was was mounted and the horses were sleek, powerful, good natured. How could they have been otherwise than amiable with the knowledge that they were to lead all the rest—to march in the van.

By 9 o'clock practically all the teamsters fitteen minutes there was much strenuous activity, much galloping from crant to front, much marshalling, much cautioning to a restless guard of the industrial army. You beheld minutes there was much strenuous activity, much galloping from rear to front, much marshalling, much cautioning to a restless public that it would be in their interests to grant the thorsemen a free path.

You heard commands and counter commands the counter commands are contained as the strength of th mands, the steeds champed and pawed,

Hilyard Bros.' mill employes, with banner. Twelve in this parade were mounted. The men wore grey shirts, black soft hats and red be ts. In their rear came a mounted marshall and the boys of Hilyard's mill on a buckboard.

The lime burners and quarrymen followed and then the Carpenters' Union, No. 919, with float. Each union showed neatness and taste in dress. The float of the latter was particularly effective. The Sturdy Longshoremen. This point about represented the centre of the turnout and was distinguished by

vestigate it would be necessary to guess the Marshal Cook Gives the Word. It was 9.45 o'clock—then a mounted man near the head, rose in his stirrups and swung his baton. He was marshal Sam Cook, director in general, and his action intimated that the procession would start. The leading band shattered into a rattling quick step; from further up the line more musicians began and from somewhere among the floats and men came the mellowed screaming of pipes and brisk rattle of drums. From end to end the line was in motion. Labor Day's demonstration had commenced. It was 9.45 o'clock-then a mounted man

At the head rode Marshal Cook and De



E. J. NEVE. Vice-President T. & L. Council-Member

tens union; back of it a barrouche con-taining President J. E. Fisher, D. Gilson, vice-president, and Wm. Wylie, of the teamsters' union. Then came the teamsters riding sprightly and frequently wav ing a smiling recognition to one or more admirers in the choked sidewalks. A decorated carriage followed and by it on foot was Chas. Stevens, secretary of the trades and labor council. Then you saw the first band, City Cornet, the men manfully slashing music above, below whead, behind, through and through everywhere.

barouche containing officers of the A barouche containing officers of the Hod Carriers Union, then the union and loat demonstrating the process of brick laying and mortar making followed, and behind the bakers' union—very clean, vir-tually spotless. Our staff of life makers tually spotiess. Our stair of the makers looked the part. Dazzling white coats, peaked caps, black pants, badges, banners, nearly forty of them all told. Joan McKinley, president, was in change, assisted by George Turnbul, vice-president; Joseph McDaid, secretary; Wm. Price, financial secretary, and James Grant, treasurer.

A Pretty Float.

Free Trial for 90 Days.

DR. A. M. MACDONALD ELECTRIC CO., 2362 St. Catherine St., Montreal, Que.

In the rear rode the mounted marshalls and after them a float from the plumbers' union, displaying atmodern bath room with shower bath in operation. John Brown was in charge and his daughter, little Miss Florence Brown, was second in command. She occupied a flower-banked seat and viewed the men of might and muscle tramping as far as she could see, with demune curiosity.

It was the yelling of the fifes now and the men who blew them so well hailed from the North End. There seemed to be

You.

Carefulness

something especially stimulating about the shrill symphony of the fites—a something calculated to arouse in you a responsive feeling to their imperious cries, a sympathy to whip up the blood, to pinch the pulse, to put some ginger in your heart throbs.

This fife and drum band headed the shingle sawyers and buohers' union and Hilyard Bros.' mill employes, with banner. Twelve in this parade were mounted. The

C. H. STEVENS,

the imposing presence of the longshore mene union, comprising about 400 men. They were bulky, hearty men and

narched with the 62nd band at the head

They wore white shirts with L. S. A. in

olue letters across the breast, hard felt

hats, belt and black tie, They brought two floats-clever and original constru

ions. One was the ancient and honorable

The Freight Handlers' Union followed the longshoremen and their float was o

inusual merit. It represented a section

f the I. C. R. train running on an em

ankment, from the winter port to th

Montreal terminus. It was well thought

out—even to the scenery—and very in-genious. The freight handlers numbered between eighty and ninety and were dre sed in plain clothes with white ties

and white gloves. All the officers were present, including Michael Driscoll, Chas.

present, including Michael Driscoll, Chas. Mitchell, Peter C. Sharkey, Robt. Hud-

C. McCRISTALL,

son, Andrew Henneberry and Andrew

President T. & L. Council-Member

Following the freight handlers

in selection of fruit-abso lute cleanliness and freedo from contact with met are what gives

LimeJuice its perfect flavor and thirst quenching properties. It is

the juice of the ripe, sound, Lime Fruit, filtered, sterilized and bottled. 10c., 15c., 25c., 50c.

At all Grocers



There was a large crowd of people on the Barrack square in the afternoon to witness the sports, the events being con-tested by members of the labor unions. There were a number of good finishes and the interest in the tug-of-war and the hauling matches by the heavy horses were

The City Cornet band furnished a lengthy and excellent programme of music during the afternoon, and added greatly to the enjoyment of the occasion. The first event on the programme was a a deal laden steamer, Edward VII. She was manned by sons of men prominent in the union. The boys were John Killen. Gilbert Doody, Norris, Trainor, M. Richards, Masters Bridges and Leahey.

John Killen, president of the L. S. A., was marshal, and assisting him were Wer.

> three teams entered, as follows: Long-shoremen's Association, team No. 1, com-posed of Peter McLean, Robt Taylor, James McClair, P. White and James Wil-James McClair, P. White and James Wilson, anchor; L. S. A., No. 2, Alex. Boyne, Walter Shaw, J. Morris, J. Devine and W. Lang, anchor; hod carriers and mortarmen, C. Gallery, Wm. Madden, T. Madden and George Greer, anchor. The L. S. A. No. 1 defeated L. S. A. No. 2, and also the hod carriers and mortar men and won first money. The two losing teams pulled for second money, and the L. S. A. No. 2 won.
>
> The 100 vards dash had ten starters

The 100 yards dash had ten starters and was run off in heats. Martin Day, of the bakers' union, won first heat, with James Donovan, of the L. S. A., second. E. Case, of the tinsmith and metal work-ers' union, won the second heat, with Charles Carlin, of the longshoremen's as-sociation, second. In the final, Day won, The boys' race had about a dozen starters. Ernest Wallace won, Hugh Hargrayes second, and J. P. Killen third.

The 220 yards race was won by E. Case, with Martin Day second.

Hop, step and jump—Charles Ramsey won. Martin Day and J. Ramsey tied for second place, and in the jump off

The hauling competition for the 1,400 class horses had three entries. D. Gilson won, Clarke was second, and the other In the free for all hauling match Joseph Cavanaugh won, with Young Swan-There were the usual games to be found

at a garden party, and refreshments were served in the drill shed. It was nearly to clock when the band played the national

CIBOU CLINGS TO THE CUP.

Sydney, N. S., Sept. 6-(Special)-Th first of the series of races to decide what boat will capture and what club will hold the Coronation cup for another season was sailed Saturday afternoon. The early morning gave the season of Cibon morning gave strong indications of Cibou weather and Cibou weather it was. It was a pretty race, and was witnessed by hundreds of people either from steam-ars or small boats on the harbor or from antage points along the water front.

At 12.30 the Dulce, which was the first to get under way, left her moorings. At least ten minutes were spent manoeuvring in the state of for position at the starting point just of

the international pier.

At 1 o'clock the starting signal was given from the tug F. M. Weatherspoon. The St. Lawrence was the first to turn the buoy, followed by the Glencairn six seconds later, and by the Dulce four minutes after. The Cibou met with a mishap when nearing the buoy and had to run back for position which caused a loss of two minutes 42 seconds on the St. Lawrence's time.

The wind was blowing eight or nine knots an hour. The St. Lawrence kept well off shore and the Glencairn stood further in and came under the lee of the bluffs at Point Edward. The Point Edward buoy was rounded as follows:
Cibou—1.17.41.

St. Lawrence—1.15.25. Glencairn—1.16.46 1-5.

After turning this buoy, the Cibou commenced to gain rapidly and soon passed the Glencairn and St. Lawrence, letting out every inch of her canvas to catch all the wind possible. After rounding the buoy the yacht got the full sway of the wind blowing down the Northwest Arm.
The St. Lawrence was fully half a mile in the lead of the Cibou with the Glencairn a quarter of a mile astern. The wind was freshening and the rain com-

way who smoked cigars with every outward evidence of satisfaction—followed the printers.

The concluding features were a cigar float from the establishment of Occar Silverstein, a float of three decorated wagons from Slipp & Flewelling, a decorated confectionery wagon driven by

eighths of a mile and the Glencairn about one-half mile, and the Duce so far behind as to be practically out of the race. The Barrington buoy was turned thus: Cibou-1.33.51 4-5.

St. Lawrence—1.30.46 2-5. Glencairn—1.35.22 4-5. Dulce-1.37.12.

As soon as the Cibou rounded the buoy she bore down on the St. Lawrence. The St. Lawrence tacked and the Cibou immediately followed. The St. Lawrence took about two minutes on the tack, and the Cibou about three-quarters of a min-ute. The Glencairn fetched the buoy by sa ling direct for it. The St. Lawrence hugged the shore but the Cibou and Glento face his record in the police court. cairn stood off.

The wind by this time had slackened considerably, but the Cibou appeared to point better than the others and soon overtook the St. Lawrence, the Geneairn being now less than one-eighth of a mile astern. However, the St. Lawrence rounded the buoy a few lengths ahead.

The rain was descending in torrents and the wind had fallen off more. The St.

Lawrence headed for the upper North Sydney shore, and the Cibou followed. The Glencairn was three quarters of a ile astern in rounding the buoy, the oficial time being: St. Lawrence—1.52.55.

Cibou-1.53.17 1-5. Glencairn-1.56.20 1-5.

Glencairn—4.56.20 1-5.

The St. Lawrence came about on the shore tack, and then went on the port tack and squared away for the Northwest Arm buoy. The C.bou followed suit within a couple of minutes. The Cibou stood to Windward and fetched the buoy at least ten lengths ahead of the St. Lawrence. The time of turning was:

Cibou—2.16.12.4-5.

St. Lawrence—2.16.52.
Glencairn—2.25.02.

became a drifting match, with Cibou leading. The Point Edward buoy was turned as follows:

St. Lawrence—2.44.40. Glencairn—2.53.46 3-5. The Cibou stood well out and escaped the effect of Point Edward. The St. Lawrence and Gencairn stood too near shore and were almost becalmed. This was the homeward stretch and was less interesting than the other parts of the race because the wind had slackened and because of the lead of the Cibou. At one time the Glencairn began to gain on the St. Lawrence and it looked as if she would

rence reached the finish buoy about fifteen lengths ahead of the Glencairn. Time: Cibou-3.14.18. St. Lawrence-3.22.31.

Glencairn-3.24.34.

The Cibou, St. Lawrence and Glencairn were designed by the same man, G. H. Duggan, who was one of the crew of the Then Glencairn, with Capt. Holder and his plucky crew received a great reception from the crowd, many of whom wished them better luck next time.

GOOD TIMES FOR IRELAND.

Great Industrial Improvement Since Passing Washington, D. U., Sept. 6.-According

to the bureau of statistics of the department of commerce and labor European papers are commenting favorably on the indurtrial outlook in the land. The Handel's Museum of July 9 says the improved prospects brought about by the land bith are increasing the desire of capitalists to invest in Irish industrial enterprises. An English-Irish syndicate has been formed for the number of removing one of the for the purpose of removing one of the wost evils with which Irish industrial development was afflicted, viz., dear coal. The industrial difficulties due to the absence of coal in Ireland are to be removed by the use of turf, in which the island abounds. This is to be cut, dried and pressed into bricks. A commission of experience of the diseases, liver complaint and inflammation of the bowels.

A party of Irish farmers have gone to the methods of production, the machines used, the drying and other apparatus, etc.

JUST A FEW KIND WORDS ABOUT MEN AND EVENTS. ^

yachtsmen on Sydney harbor today.

Ald Lewis is happy. A piece of asphalt sidewalk, asked for months ago, with much eloquence of appeal, is at last to be put down. Ald Lewis is not to be put down.

There is civic work enough mapped out in the public works department to use up the whole of the year's appropriation, and over \$3,000 more. It is doubtless with this fact in mind that new expenditures are

eyed askance by the aldern After a vigorous interchange of keen remarks in the board of works meeting yesterday, Ald. Baxter and J. M. Robinson and Manager Earle held a conference on

their own account, over a map of Carleton, and endeavored to harmonize their

Glencairn—2.25.02.

The St. Lawrence got out her balloon jibs when she came about at the buoy, the Cibou doing the same. The wind at this time had almost ceased and the race became a drifting match, with Cibou head.

When Director Cushing recommended that a foreman's pay be increased fifty cents per day during the period he is acting as inspector at Sand Point, Ald. McGoldrick observed that the director had not made any such recommendation regarding street laborers' wages. The alderman did not, however, oppose the increase for the inspector. And nobody said anything more about the laborers.

A matter of much importance has been settled. It wil be remembered that in a blacksmith's bill before the treasury was manned by sons of men prominent in the union. The boys were John Killen, Gilbert Doody, Norris, Trainor, M. Richards, Masters Bridges and Leahey.

John Killen, president of the L. S. A., was marshal, and as-isting him were Wm. Daley, John Moore, Michael Kelly, Gus Langbeir, Henry Lee and Wm. Stanley. The board of management walked in a body.

The Freight Handlers' Union followed.

The running race for horses owned by union men. There were five starters, viz: A. Lawrence and it looked as if she would get second place, but the St. Lawrence and it looked as if she would get second place, but the St. Lawrence was an item of one dollar for two trips to a barn. The sails caught a freshening breeze and she held her place.

The Cibou reached the finish buoy at 3.14.18, amid the shrieking of horns and fall, throwing the rider to the ground. He was fortunately uninjured. Ritchie won the event with A. Second second and Dibble third.

The tug-of-war followed. There were three teams entered, as follows: Long-three teams entered, as follows: Long-three teams of the conditions of the Chemistry of the special conditions of the conditions of there was ice, or the horse was sick, and the man had to journey to the job instead But no satisfactory explanation was made, and this item of the bill was held up for investigation. With the rapid evaporation of the annual appropriation it would not do to pay any man a dollar for two trips to a barn. It was not until yester day that the facts came out. The two trips to the barn were two metal trips for the door of a barn, and fifty cents each was the market price of the articles. The blacksmith will get his dollar, and the credit of the city is safe.

"Thurston Hole," in the sidewalk on Mecklenburg street, would be as correctly named, according to the director of public works, if it were spelled "thirstin." for he believes it has unlimited capacity to absorb expenditure, if all is done that the owner of the property appears to think should be done. Ald, Maxwell says the damage can be made good for \$50. Three years ago a hole was dug there and filled up again. It threatens to become a historic excavation.

to continental Europe for the purpose of ket in Ireland for their machinery, but studying the methods of manipulating peat, turf and bog land fuel. The results Irish production. were very satisfactory, much more than justifying the expense and effort. The expert evidence resulted in the establishment of a turf-brick mill in the north of Ireland with a daily capacity of 150 tons. Others are to be erected, as soon as possible, in other parts of the island where turf is found.

Another industry intimately connected with the breaking up of the great Irish boring window. were very satisfactory, much more than

with the breaking up of the great Irish estates is the production of spirits and starch from potatoes. Several distinguished persons are participating in this industry,

The board of works had its batting India is going to send Prince Hel-Ovah as a commissioner to the St. Louis world's fair. He will probably have that kind of Here's to the Glencairn and the St. John a time.-Washington Post.

Hereafter the teamster who takes sand trom Sand Point must have sand enough good time, but to impress them with the importance of the winter port of Canada.

George W. House, the Tennessee farmer, who at the age of 75 has just maried his fifth wife, probably knows that a House isn't a home without a wife.—Boston Her-

The labor societies will own the town on Monday. Success to the celebration.

They have worked hard, and deserve great credit for the spirit with which they have carried on the work of preparation.

The poet of the Boston Globe sings: We trust you bought your winter coal Before September one, And so a useful quarter saved

Director Cushing thinks Contractor G.
S. Mayes is not getting along fast enough with those warehouses at Sand Point, and the board of works fear that if there should be any uclay they would be blamed for it. Therefore Mr. Mayes is to be asked to employ about three times as many men as he has a transfer or the base ball men of this town to get into a wrangle at the close of the season. If they cannot agree among themselves any large amount of enthusiasm.

In view of the fact of the

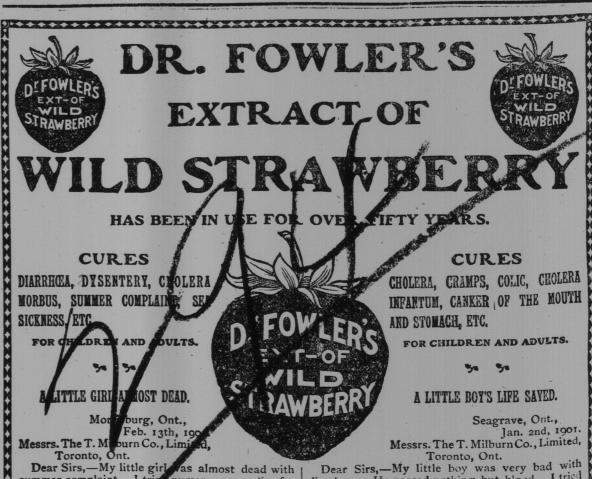
In view of the fact that the fall millin-ery opening will take place very soon it is worth noting that the convention of mil-liners at Chicago has denounced the "poke" hat as being immoral and a badge of evil, and that now no woman out that way will dare to poke her head out of doors wearing one of them. The Fredericton Gleaner appears to be

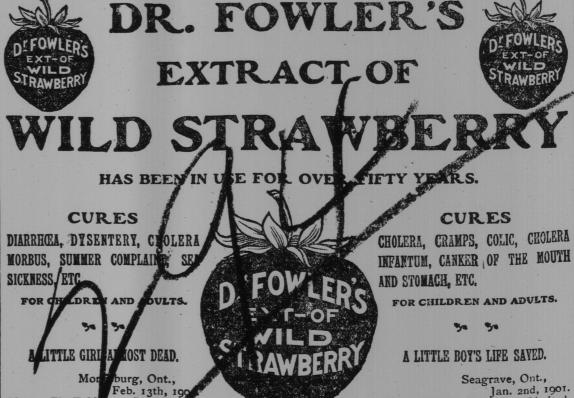
surprised that a gentleman writing from Uambridge (Mass.), wanted to know of a guide who could take him to the hunting ground in one day and secure him a moose, carbou and bear inside of a week. If the Cambridge man has been reading the Fred-ericton papers he would naturally expect to have his order filled off-hand, with lots of small game on the side. Mr. Knox, who lives out Silver

What is known in civic circles as the "Thurston Hole," in the sidewalk on Meoklenburg street, would be as correctly

expect that the world's spirit and starch market will be materially affected by the

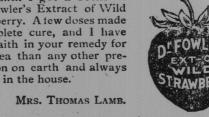
boring window.



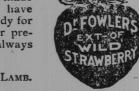


Messrs. The T. Milburn Co., Limited,

A friend remedies for diarrhea. He passed nothing but blood. I tried A friend recommended everything, but could get nothing to do him any Strawberry, so I procured a bottle, and by the time she had taken three decay it here. had taken three doses it began a complete cure, and I have



to help her and two bottles | more faith in your remedy for effected a complete cure. I diarrhæa than any other preowe her life to your excellent | paration on earth and always keep it in the house. MRS. EMERSON BARKLEY.



EXT-OF remedy. **********

WILD STRAWBERR

DEFOWLERS

Dear Sirs,-My little girl

summer complaint. I trig

her, but they did no go

PETER SHARKEY,

Provincial Vice.-Pres. T. & L. Congress of Canada-Member of Freight Handlers'

A. Johnston. Officers present were Fred

A decorated barouche holding Cigar

Makers' Union officials-officials by the

Emms and Patrick Brown.