

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 thousands of men of labor marched in their strength Monday. Labor was king and truly his majesty appeared out in a manner eminently befitting his power. It was royal weather, also. In the morning the most zealous trades unionist, the most earnest exponent of labor day observance, could not have planned for a fairer morning. Clear, breezy, brilliantly bright—perhaps that tells the tale.

At the weather seems to impart a portion of its character anyway to those in the parade and over everybody was in merry making mood and took no pains to restrain.

The riders straightened in their saddles and bowed implicit obedience. Ultimately a suspicion of these died a natural death and order came to stay. The men formed four abreast, the lead row almost touching 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 setate black to the most vivid scarlet. The column crooked around the crown of the square, spread into King street east; you looked as far as you could and if you didn't choose to investigate it would be necessary to guess the rest.

At the head rode Marshal Cook and Deputy John Bain; behind them was a decorated carriage with banner of the teamsters union; back of it a baroque containing President J. E. Fisher, D. Gilson, vice-president, and Wm. Wyle, of the teamsters' union. Then came the teamsters riding sprightly and frequently waving a smiling recognition to one or more of the floats. The 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 Central, the members manfully assisting music above, below, ahead, behind, through and through, everywhere.

A baroque containing officers of the Hod Carriers Union, then the union and a float demonstrating the process of brick laying and mortar making followed, and behind the bakers' union—very clean, virginal, spotless. Our staff of life makers looked the part. Dazzling white coats, peaked caps, black pants, baggy, banners, nearly forty of them all told. Joann McKinley, president, was in charge, assisted by George Turnbull, vice-president; Joseph McNeil, secretary; Wm. Price, financial secretary, and James Grant, treasurer.

A Pretty Float. In the rear rode the mounted marshals and after them a float from the plumbers' union, displaying a modern 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 demure curiosity.

"Look at her," came a querulous voice from the crowd. "I wonder who she can be?" And somebody in a low tone of voice answered, "She is the good fairy of the parade. Didn't you know that?"

The iron moulders followed the fairies. It was Union No. 230. They numbered about thirty and were from the shops of McLean & Holt, Union Foundry, Eagle Foundry and St. John Foundry. They wore black hats, blue shirts, black trousers, white ties and gloves. David Connolly, president, was in charge, and following in the rear was a baroque containing officers of the moulders' union and veteran moulders.

It was the yelling of the files now and the men who blew them so well hailed from the North End. There seemed to be something especially stimulating about the shrill symphony of the files—a something calculated to arouse in you a responsive feeling to their impetuous cries, a sympathy to whip up the blood, to punch the pulse, to put some ginger in your heart throbs.

The line burners and quartermen 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 the imposing presence of the longshoremen's union, comprising about 400 men.

They were brawny, hearty men and marched with the 62nd band at the head. They wore white shirts with L. S. A. in blue letters across the breast, hard felt hats, belt and black tie. They brought two floats—clever and original constructions. One was the ancient and honorable full-rigged ship Robert Reid, the other 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, Trainer, M. Richards, Masters Bridges and Leahy.

John Killen, president of the L. S. A., was marshal, and assisting 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 longshoremen and their float was of unusual merit. It represented a section of the L. C. R. train running on an embankment, from the winter port to the Montreal terminus. It was well thought out—even to the scenery—and very ingenious. The freight handlers numbered between eighty and ninety and were dressed in plain clothes with white ties and white gloves. All the officers were present, including Michael Driscoll, Chas. Mitchell, Peter C. Sharkey, Robt. Hoad.

The 100 yards dash had ten starters and was run off in heats. Martin Day, of the bakers' union, won first heat, won James Donovan, of the L. S. A., second. E. Case, of the tinmith and metal workers' union, won the second heat, with Charles Caslin, of the longshoremen's association, second. In the final day, won with Case second.

The boys' race had about a dozen starters. Ernest Wallace won. High Harrows 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. The 100 yards race was won by E. Case, with Martin Day second.

The hauling competition for the 1400 lbs. small box was first won by D. Gilson, Clarke was second, and the other competitor was Jackson.

In the free for all hauling match Joseph Cavanaugh won, with Young Swan second.

There were the usual games to be found at a garden party, and refreshments were served in the drill shed. The national anthem was played by the band.

CIBOU CLINGS TO THE CUP. Sydney, N. S., Sept. 6.—(Special)—The first of the series of races to decide who will hold the Coronation cup for another season was sailed Saturday afternoon. The early 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 steamboats or small boats. The latter were from vantage 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 for position at the starting point just off the international pier.

At 1 o'clock the starting signal was blown by the St. Lawrence. 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 bluff at Point Edward. The Point Edward buoy was rounded as follows: St. Lawrence—1.17.41. Glencairn—1.16.45. Dulce—1.18.03.

Carefulness

in selection of fruit—absolute cleanliness and freedom from contact with metals are what gives

Sovereign Lime Juice

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. SIMON BROS. CO., LTD. MONTREAL, N. B.

James Rogers, and a humorous float known as Ragmen's Union. The route of procession was from King street east along Sydney, south side of King square, Charlotte, King, Market square, Dock, Mill, Main, Adelaide, Victoria, back to Adelaide Main, Mill, Pondy, City Road, Bruns, Union, Charlotte, Broad, Carleton Place, Barrack square. The march was completed by a few minutes after 12 o'clock.

Barrack Square Sports. There was a large crowd of people on the Barrack square in the afternoon to witness the sports, the events being conducted 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 most intense.

The City Cornet band furnished a lengthy and excellent programme of music during the afternoon, and added little to the enjoyment of the occasion. The first event on the programme was a running race for horses owned by union men. There were five starters, viz: A. Secon, Dr. Gannon, P. Ritchie, G. Secon and J. Dibble. When nearing the finish a dog ran in front of Garnet's horse, causing the animal to stumble and fall throwing a 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: Longshoremen's Association, team No. 1, composed of Peter McLean, Robt. Taylor, James McClair, P. White and James Willson, anchor; L. S. A., No. 2, Alex. Byrne, Walter Shaw, J. Morris, J. Devine and W. Lang, anchor; hod carriers and mormarmen, C. Gallery, Wm. Madden, T. Hoad, anchor; and the team of the L. S. A. No. 1 defeated L. S. A. No. 2, and also the hod carriers and mormarmen and won first money. The two losing teams shared the second money, and the L. S. A. No. 2 won.

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eightths of a mile and the Glencairn about one-half mile, and the Dulce so far behind as to be practically out of the race. The Barrington buoy was turned thus: Cibou—1.33.14.5. St. Lawrence—1.30.46.2.5. Glencairn—1.33.24.4.5. 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 minute. The Glencairn fetched the buoy by sailing direct for it. The St. Lawrence hugged the shore but the Cibou and Glencairn 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 Glencairn 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 mile astern in rounding the buoy, the official time being: St. Lawrence—1.32.55. Cibou—1.33.17.5. Glencairn—1.35.23.1.5.

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 Cibou 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—2.22.02.

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 leading. The Point Edward buoy was turned as follows: Cibou—2.41.35. 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 Glencairn stood too near shore and were almost becalmed. This was the home-ward 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 get second place, but the St. Lawrence sailed a catching breeze and she held her place.

The Cibou reached the finish buoy at 3.14.18, amid the shrieking of horns and whistles. The St. Lawrence was then more than half a mile astern with the Glencairn more than five eighths of a mile astern of the winner. The St. Lawrence 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.

Defeating 44. The Glencairn and the Cibou, St. Lawrence and Glencairn were designed by the same man, G. H. Duggan, who was one of the crew of the Cibou. 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 of Land Measure. Washington, D. C., Sept. 6.—According to the bureau of statistics of the department of commerce and labor European papers are commenting favorably on the industrial outlook in Ireland. The Handel's Museum of July 9 says the improved prospects brought about by the land bill are increasing the desire of capitalists to invest in Irish industrial enterprises. An English-Irish syndicate has been formed for the purpose of removing one of the worst 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 experts was sent recently by the syndicate to continental Europe for the purpose of studying the methods of manipulating peat, turf and bog-land fuel. The results were very satisfactory, much more than justifying the expense and effort. The expert evidence resulted in the establishment of a turf-back 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 estates is the production of spirits and starch from potatoes. Several distinguished persons are participating in this industry, and the company commands many millions of dollars. This company sent experts to the continent, particularly to Germany. They made a complete study of the methods of production, the machines used, the drying and other apparatus, etc.

The Germans are looking for a large market in Ireland for their machinery, but expect that the world's spirit and starch markets will be materially affected by the Irish production.

King Peter's Life Sought, Say Despatches. Vienna, Sept. 7.—Special despatches give an unconfirmed rumor of an attempt on King Peter's life at Nish on Saturday. It is said several men were thrown at the royal carriage, one striking the king in the face, and that a pistol was fired from a neighboring window.

Juice of the lemon is one of the best and safest drinks for any person, whether in health or not. It is good for the stomach, liver complaint and inflammation of the bowels.

A party of Irish farmers have gone to Denmark to study the co-operative methods of agriculture there.

JUST A FEW KIND WORDS ABOUT MEN AND EVENTS.

The board of works had its battling clothes on yesterday.

Here's to the Glencairn and the St. John yachtsmen on Sydney harbor today.

Hereafter the teamster who takes sand from Sand Point must have sand enough to lace his record in the police court.

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 aldermen.

After a vigorous interchange of keen remarks in the board of works meeting yesterday, Ald. Baxter and J. M. Robinson and Manager Barle held a conference on their own account, over a map of Carleton, and endeavored to harmonize their views as to the route of the loop the alderman is fighting for.

Director Cushing thinks Contractor G. S. May is not getting along just enough with those warehouses at Sand Point, and the board of works fear that if there should be any delay they would be blamed for it. Therefore Mr. May is to be asked to employ about three times as many men as he has at present. It is not long since Mr. May was doing faster and better work than the city itself at Sand Point, being right on the heels of their workmen.

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 will be remembered that in a blacksmith's bill before the treasury board on Thursday there was an item of one dollar for two trips to a barn. The alderman, who had passed without quarrels to one or two hundred dollars, pointed out this bold blacksmith and wanted to know. One said he would be glad to visit a barn very often at fifty cents per trip. Another said that as the bill was incurred in February it might be that there was ice, or the horse was sick, and the man had to journey to the job instead of the job journeying to the journeyman. But no satisfactory explanation was made, and this item of the bill was held up for investigation. With the rapid execution of the annual appropriation it would not do to pay any man a dollar for two trips to a barn. It was not until yesterday 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.

What is known in civic circles as the "Thurston Hole," in the sidewalk on Meeklenburg 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 \$30. Three years ago a hole was dug there and filled up again. It threatens to become a historic excavation.

Mr. Knox, who lives out Silver Falls way, has at various times been over the scalp of the superintendent of water and sewerage, and those of the aldermen in general. Ald. Millage remembers this, and when it appeared in the accounts before the treasury board that Mr. Knox had been paid something for hauling sand, the alderman looks objection to any further such payments on the ground that he is not a taxpayer in the city. It is now Mr. Knox's move.

The Fredericton Gleaner appears to be surprised that a gentleman writing from Cambridge (Mass.), wanted to know of a guide who could take him to the hamlets ground in one day and secure him a mouse, a caribou and bear inside of a week. If the Cambridge man has been reading the Fredericton papers he would naturally expect to have his order filled off-hand, with lots of small game on the side.

It is not a sportsmanlike proceeding for the base ball men of this town to get into a wrangle at the close of the season. If they cannot agree among themselves they cannot expect the public to develop any large amount of enthusiasm.

In view of the fact that the fall millinery opening will take place very soon it is worth noting that the convention of milliners 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.

India is going to send Prince Hed-Ovah as a commissioner to the St. Louis world's fair. He will probably have that kind of a time.—Washington Post.

It is up to the citizens not only to give the owners of commerce a pleasant 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 married his fifth wife, probably knows that a House isn't a home without a wife.—Boston Herald.

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 post of the Boston Globe sings: We trust you bought your winter coal before September one, And so a useful quarter saved On every ton.

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Free Trial for 90 Days. Not a penny down, simply drop me a postcard with your name and I will forward you a trial of my latest improved High Grade Electric Belt Free. You can use it three months before you pay me if cured, and the post will be happy to let what others ask for their Electric Belts. If not cured, you return the Belt to me at my expense, and your money will be refunded. I will send you a strictly reliable and guaranteed belt, and I will send you a strictly reliable and guaranteed belt, and I will send you a strictly reliable and guaranteed belt.

PETER SHARKEY, Provincial Vice-Prov. T. & L. Congress of Canada—Member of Freight Handlers' Union. A. Johnston, Officers present were Fred Emms and Patrick Brown. A decorated baroque holding Cigar Makers' Union officials—officials by the way who smoked cigars with every outward evidence of satisfaction—followed the printers.

DR. FOWLER'S EXTRACT OF WILD STRAWBERRY. HAS BEEN IN USE FOR OVER FIFTY YEARS. CURES DIARRHEA, DYSENTERY, COLERA MORBUS, SUMMER COMPLAINT, SICKNESS, ETC. FOR CHILDREN AND ADULTS. A LITTLE GIRL ALMOST DEAD. Dear Sirs—My little girl was almost dead with summer complaint. I tried numerous remedies for everything, but could get nothing to do her any good until I got a bottle of Dr. Fowler's Extract of Wild Strawberry, so I procured a bottle, and by the time she had taken three doses it began to help her and two bottles effected a complete cure. I owe her life to your excellent remedy. MRS. EMERSON BARKLEY. MRS. THOMAS LAMB.