

HOW THE SHIP LABORERS' UNION RUINED QUEBEC PORT

Vessels Forced To Withdraw

Exorbitant Demands of the Men and Their Bull-dozing Tactics Killed a Once Splendid Business--A Warning to St. John.

Quebec, Nov. 25.—There are two sides to the story of the ship laborers and the port of Quebec. The former obtained incorporation many years ago as a benevolent association, authorized to make by-laws, etc., and these by-laws have been made to apply to the rate of wages, hours of labor, and other conditions of work, which it is claimed by shipping merchants have resulted in driving most of Quebec's shipping business away from it. Rates of wages were fixed at \$3 per day, when ordinary laborers were glad to get \$1 and less, and the conditions of work laid down and successfully enforced by reason of the numerical strength of the association, were still more arbitrary than the rate of wages.

When any of their conditions were ignored by shipmasters or owners or shippers, the latter were quickly brought to time by a general refusal of work on the part of the association, whose orders have to be implicitly obeyed by every member. Attempts to load ships here by non-union men have always resulted in failure. This was brought about in a variety of ways. Formerly a reign of terror successfully prevented those opposed to them from working where the members of the association were forbidden to work. One well known stevedore, named Clark, was forced to fly for his life from the city by the threats of members of the association and to remove to a southern port because of his hostility to the association.

Riots have occurred here, necessitating the calling out of troops because of the opposition of members of the association and their friends to the employment of so-called "scabs" on board ships in this port. Merchants complained very much more of the oppressive conditions of the association than even of the rate of wages.

A few years ago an act was passed by the legislature of Quebec to annul the act of incorporation of the society, but it has not made the slightest difference in the working of the association, though a few of their rules have been somewhat modified in late years. These modifications are not sufficient to bring the shipping which has been driven from the port of Quebec, and even if they were they have some too late in the day.

STEAMER SICILIAN LANDS 1000 TONS OF ST. JOHN CARGO AT HALIFAX ON ACCOUNT OF STRIKE.

Halifax, N. S., Nov. 26.—(Special)—The Sicilian, the second mail boat of the season from Liverpool and Moville, arrived here at 11.30 Saturday morning, after a splendid run. She brought ten saloons, eighty-four second cabin and 238 stowage passengers, 106 for United States points, and the rest for Canadian.

The officers report a fine passage. Mr. Hamilton, formerly of the Mongolian, and who brought Sir Thomas Lipton's Shamrock to New York, is chief officer of the Sicilian. Mr. McLean, formerly of the Corinthian, is the Sicilian's purser. David Burt is chief engineer, A. Munro chief steward, and Dr. Winder surgeon.

The Sicilian had about 200 tons of cargo for Halifax, and had on board more than 1,000 tons which she intended landing at St. John, but owing to the strike of the longshoremen at that place, it was decided to land all the cargo for the west and Montreal at Halifax, which was done, the work of discharging being completed about noon today.

The only cargo taken to St. John by the steamer was the St. John local and dead weight goods.

The Sicilian left here at 2 o'clock this afternoon. Two special freights, one of fifteen and another of eighteen cars, with the steamer's cargo, left for the west this afternoon.

STRIKE SITUATION BECOMES MORE TENSE

C. P. R. Said to Have 300 Montreal Union Longshoremen for Their Steamers

The strike situation was more tense yesterday and more of the element of excitement entered into the developments of the day. But the general summing up last night shows the opposing interests still arrayed on either side of the dividing line, each claiming satisfaction over the progress of events.

A new report is that the C. P. R. proposes to have its steamers given prompt dispatch, and that as the first will be here this week it will have members of the Longshoremen's Association of Montreal here to work. Three hundred are arranged for, says the report, and they are to be given work here all winter, and summer employment in Montreal.

For the future, the longshoremen are waiting with plans to meet the day's situation as it develops while the steamship companies announce the intention to bring in men to carry on the work.

At noon forty-two more strike breakers arrived from Montreal.

At Sand Point the work of loading was progressing fairly well; there were no demonstrations from the men working on the Allan liner Parisian during the day. A Telegraph reporter interviewed Hugh A. Allan on the Parisian.

"How do you find the situation today," he asked.

"The work is going on first rate," was the reply.

"You are aware of the resolution of the city council to the effect that the differences should be settled by arbitration," was asked. The manager of the Allan line pondered for a moment. "I can only repeat what I have said before, that we have nothing to arbitrate. We have made an offer to the men to go to work at last year's rate. In the meantime we are taking steps to protect ourselves. Then I am not sure that any of the members of the city council are steamship men or experts. Furthermore it would hardly be reasonable to expect us to put our affairs in the hands of perfect strangers. I think that it would be more to the point if

some means were to be taken as suggested by an evening paper to ascertain by secret ballot, the individual opinion of the laborers of the Longshoremen's Union. And I think if this were done, you would find that eighty per cent of the men were willing to come back to work.

When do you expect more men was the next question.

"Well we will not get them till we want them, we have all we want for this steamer."

It was said yesterday that the C. P. R. have completed arrangements for three hundred members of the Montreal longshoremen's union to give them work all year around. The season in Montreal is about finished and the contract is said to be on the basis of the summer rate at Montreal, and the 30 cent here in the winter season. The number arranged for is said to be three hundred and that they will arrive with Capt. Walsh, shore captain of the C. P. R., the first of the week, in order to handle the first C. P. R. boat.

The fences at Sand Point have been removed.

As to Licenses for the Sailors.

In reference to the question of the right of crews of the steamers to do the unloading and loading without license a delegation of the Longshoremen's Association consulted Geo. V. McInerney, K. C., Friday and on his advice called upon the mayor. Later Michael J. Kelly, one of the executive of the association, had an interview with the mayor and raised the question. The mayor, accompanied by Mr. Kelly, subsequently had an interview with the recorder, and the case was presented for his consideration. The recorder will give his opinion this morning.

In conversation with a member of the legal profession a representative of The Telegraph was informed that the right of a steamship company to employ crews to land cargoes was established according to the constitution of the country in international law was the courtesy by which nations recognize within their own territory or in their courts the rights and privileges of citizens in their own land.

Even if the crews were paid an additional wage, he said, it could merely be regarded as a means of livelihood. An almost parallel case, The Telegraph's informant added, could be found in the employees of a railway company putting freight off their trains in foreign territory. No city would in such circumstances attempt to exact a tax as if the men were engaged in employment in the city. In any case, he concluded, if any action was thought of the matter would have to be dealt with by the marine department of the dominion.

Removal of the Fences; Arbitration Favored by Board of Works.

At a special meeting of the board of works yesterday morning it was unanimously decided that the fences at Sand Point, ordered up at the previous meeting, should be at once removed and a resolution urging arbitration was passed.

The mayor said he did not think it right to anticipate violence when the citizens were law-abiding and the police efficient. He feared the barricades might cause trouble instead of preventing it.

As to the legality of the proceeding, the recorder gave his opinion that the city had a perfect right to erect fences on its own property which was intended for the use of that portion of the public as had business there. On a recent visit to Sand Point he had seen no fences or barricades erected contrary to the law. As

them it was not within his province to say.

The chief of police said he had advised the barricades and thought they had done good work. He was satisfied there would have been trouble if they had not been erected. He would not recommend their removal. His men were now working day and night but he was able to keep the city peaceful.

Ald. Baxter advocated the removal of the fences at the present time but when the trouble had quieted down would vote for proper fences and gates.

After further discussion, on motion of Ald. McGoldrick, the barricades were ordered to be removed.

More Men Arrive

Another lot of men, numbering 43, arrived at noon Monday from Montreal, and all but one were safely secured by the steamship men.

There was a large crowd of the longshoremen at the Sand Point wharves at night to see the arrival of the Montreal laborers and a considerable demonstration was made, resulting, however, in only one of the men being secured by the longshoremen.

Owing to the unsatisfactory results on previous occasions, preparations had been made for running the car alongside the Allan shed and taking the men directly into the shed. It was found impossible to carry out this plan, however, owing to the car being too large to be put on the siding, so that after a number of attempts to try other means it was finally decided to run the car down to No. 1 shed which was done.

The men were then removed without trouble although there were no lack of invitations from the crowd gathered on both sides of the track for them to come out. Calls such as "Come on, jump out the window we'll treat you right," "Say, Don't you know there's a strike on, come on out," were frequent. One man was induced to climb out through a window and was enthusiastically received. The others were safely piloted into the shed by steamship officials and a private detective who accompanied them.

The majority of the longshoremen, thinking the laborers would be taken directly over to the Alcides, rushed to the C. P. R. wharf where the tugboat Lord Roberts was in waiting. The steamship men had erected a black movement and taken the laborers through the sheds and on board the Sicilian which had just arrived, from here. Two gangs were afterwards taken on the tug and taken over to the Donaldson liner Alcides.

A great many of the longshoremen came over from the west side after the tug sailed, with the laborers, and a rush was made for the city wharf where the Alcides is docked, to see if they could not induce more of the men to desert.

Hugh A. Allan said his firm had all the men they wanted at present. So far as he was concerned there was still no change in the situation.

It is understood that the Head line steamer Bengore Head, will be worked by the longshoremen at the 35 cent rate.

The South African steamer Orion and the Furness liner Evangeline, both due here now will also probably pay the 35 cent rate.

The Dominion Coal Company's steamer Syrus, is also being discharged by the longshoremen.

W. I. Gear of the Reford Co., Canadian agents for the Donaldson line, arrived in the city Saturday. Interviewed on the situation he said:—

"We can get all the men we require at the thirty-cent rate, and will do so if the local men persist in their refusal to work for the rate which prevailed last year."

"The members of the association are certainly standing in their own light, as the result of their action will be that we will discharge all our western freight at Halifax instead of St. John. Halifax is a much cheaper port in every way. The rate of wages is lower and the other charges and expenses less. We would, however, prefer to give St. John all the business."

Mr. Allan was asked today what he had to say in reply to the stevedores' offer to take contracts at the same rate per ton or standard as is paid in Portland, and they would pay the men thirty-five cents per hour.

"My answer to that was given," replied Mr. Allan, "but has not been stated in the newspapers. I told the men that in our experience of stevedores—not in St. John—we found that they would sweat the men to their own advantage; and if anything happened they would just sit down and leave us to settle it. We therefore adopted the system of doing our own stevedoring. We do it in Portland. We do it in Montreal. We do it in St. John. It is our way of doing our business, and we surely have a right to do our own business in our own way. If the union here would use six gangs to a steamer, and if they had not such rules as that a man who goes to work late in the afternoon must knock off with the rest and not work any at night, the pay of the men needed to do the work would be satisfactory to them."

Mr. Allan added that his firm now has men under contract to come here for the season if necessary, and unless the local men do the work it will positively be done by men brought here for the purpose.

SACKVILLE GIRL ATTEMPTS SUICIDE

Charlotte, the Fifteen-year-old Daughter of Wm. B. Fawcett, Shot Herself in the Breast and Will Likely Die.

Sackville, Nov. 25.—Upper Sackville was the scene of a tragic event last evening. Charlotte, the fifteen-year-old daughter of Wm. B. Fawcett, shot herself in the breast.

The unfortunate affair occurred about midnight. She placed the muzzle of the gun to her breast and discharged its contents, inflicting a terrible wound. Drs. Calkin and Secord, who were summoned immediately, consider the case a hopeless one. Temporary insanity is assigned for the rash act.

Dropped Dead in the Street.

Boston, Nov. 25.—While standing in front of a newspaper bulletin board today, reading the bulletin from the football game of the Bank of Nova Scotia practically the last man on earth was killed. Wm. E. Decrow, the New England manager of the Gamewell Fire Alarm & Telegraph Company, an old Yale graduate, dropped dead from heart disease.

YOUNG MAN DROWNED AT ST. ANDREWS

George Henderson Swept from Bar While Crossing to Mainland--Companion Rescued in Nick of Time--Horse Lost.

St. Andrews, N. B., Nov. 26.—(Special)—George Henderson, a young man employed as stevedore on Sir William Van Horne's farm, lost his life this morning while driving across the bar from Minster's Island to the mainland. The rising tide swept the horse off his feet into deep water.

Henderson and his companion, George Bahol, leaped from the carriage and tried to regain the bar, but they were unable to reach it.

The accident was witnessed by James Southard, who with Superintendent Oetler, of the Van Horne farm, put off at once to the rescue. They found Bahol floating on top of the water in an unconscious state, but Henderson was nowhere to be seen. The horse was drowned. Henderson's body was found at low water this afternoon, about a quarter of a mile from where the accident occurred. Henderson was about twenty years of age, the son of George Henderson, and was an industrious young fellow.

MRS. ROGERS' HANGING DEC. 8 WILL NOT BE A PUBLIC SHOW

Windsor, Vt., Nov. 25.—Although awaiting action by the United States Supreme Court, which will probably be taken on Monday in the case of Mrs. Mary M. Rogers, plans for her execution on Dec. 8 are being made by the authorities.

That it is the intention of the latter to conduct the hanging according to the exact letter of the law, is made evident through a letter received by Sheriff Peck, of White River Junction, who was here today. The letter calls attention to the state statute in regard to executions, stating that admissions shall be granted to twelve citizens, a military guard of deputies, a physician, counsel and a clergyman. Sheriff Peck added that the law would be strictly regarded if the woman is hanged, and no newspaper men from outside the state, and no other witnesses than the law allows, will, as in former executions, be admitted.

Big Fire at Glace Bay.

Sydney, Nov. 25.—The jewelry store of Wells J. Allan, Glace Bay, was destroyed early this morning and the whole interior of the Bank of Nova Scotia practically the last man on earth was killed. Wm. E. Decrow, the New England manager of the Gamewell Fire Alarm & Telegraph Company, an old Yale graduate, dropped dead from heart disease.

NOVEMBER 29, 1905.

GREAT REORGANIZATION SALE

Ninety Thousand Dollar (\$90,000.00) Stock of Men's and Boys' Clothing and Furnishings

TO BE SOLD AT A DISCOUNT OF FROM 25 TO 50 PER CENT. ON FORMER LOWEST PRICES

Sale Starts Saturday, Dec. 2nd, 1905 Ends Saturday, Dec. 9th, 1905

THE REASONS WHY THIS SALE AND AT THIS TIME

What's the use of turning a plain matter into a mystery. For some time back we have been considering the advisability of converting our business into a joint stock company, taking into the same some of our employees who have been with us a number of years, thus rewarding them for faithful services they have rendered us. The business having now grown to such proportions that it is beyond the point where any one man can give proper attention to all details in connection, we have decided after one year's business is ended, on February first next, to convert it into a joint stock company, taking into the same these employees. Making them feel greater responsibilities and enabling us to relieve ourselves of minor details and give greater attention to more important matters that arise from time to time.

And in furtherance of this we have decided to start a reorganization sale at this time for two reasons:—

FIRST---To have our stock sold down to the very lowest possible point at stock taking.

SECOND---That you may be able to secure your winter's clothing needs at the beginning of the season and effect a great saving.

To hasten and perfect the getting ready of this reorganization sale we will be obliged to close the store all day Thursday and Friday of this week. Not merely a shutting of the doors and a pulling down of the blinds; but a fast and tight lock out. Nobody but employees will be admitted under any pretense on these two days.

We need the time in getting ready to serve you all the better Saturday. We want to give you all equal chances to be here at the beginning. You can imagine the work and detail of marking this \$90,000.00 stock for selling.

This sale at this time may be called a foolish move by other retailers. But listen:—

This is the benefit we expect to get by selling, the benefit you may expect by buying. We do it because we are desirous of pleasing the hundreds that come---that come with a purpose to save money---and at a time most advantageous to you.

The hundreds of people whose dollars are labored hard for, whose pennies have many ways to go---whose incomes are moderate, will be brought to this store for this high grade clothing and furnishings at give-away prices.

The people who always trade here, as well as the new comer will be made acquainted with new goods at lower prices.

You may expect to clothe two boys or two men for the same money usually paid for one.

New customers will be made to appreciate this store and know its worth more fully.

Old customers will redouble their praises of our retailing and send everybody within their reach. This sale begins Saturday morning, December 2nd. We will have prepared for the rush that is sure to come, that MUST come. Every garment is priced in plain figures. We are going to make buying easy and quick. No goods will be sent on approval. Everything we sell goes out with the distinct understanding that if in any way it is not perfectly satisfactory you can bring it back with your sales' check and get your money.

Don't Fail to Read Our Announcements Daily Hereafter.

OAK HALL,

King Street, St. John, N. B.
Cor. Germain,

The Sale Starts Saturday, December Second.

Be On Hand Early

Signed { JAMES M. SCOVIL
WILLIAM G. SCOVIL
Representing the firm of Scovill Bros. & Co.