

**SPECIAL**  
**1430**

**ST. JOHN TO MONTREAL AND RETURN**

**Tickets on Sale**  
**June 21st and 22nd**  
**Good for Return**  
**Leaving Montreal June 23rd**

**Pal. tal Coaches and Sleepers**  
**Dining Car Service Unexcelled**

On Business Or Pleasure Travel Shortest Route

Lv. St. John 5.55 p.m.  
Ar. Montreal 8.30 a.m.

W. B. HOWARD, D.P.A., C.P.R., ST. JOHN, N. B.

**EASTERN S.S. CO.**

Reliable and Popular Route Between ST. JOHN AND BOSTON.

**Fares:**  
St. John to Boston . . . \$6.00  
St. John to Portland . . . 5.50

Complete Wireless Telegraph Equipment.

**COASTWISE ROUTE.**  
Leave St. John at 9.00 a. m. Mondays, Wednesdays and Fridays for Eastport, Lunenburg, Portland and Boston.

Returning, leave Union Wharf, Boston, Mondays, Wednesdays and Fridays at 9.00 a. m. and Portland at 5.00 p. m. for Lunenburg, Eastport and St. John.

City Ticket Office, 47 King Street, L. R. THOMPSON, T. F. & P. A. W. M. G. LEE, Agent, St. John, N. B.

**Grand Trunk Railway System**

**Round Trip Homeseekers' Excursion Tickets**

To Western Canada via Grand Trunk Double Track Route to Chicago, etc., on sale every second Tuesday until September 19th, at very low fares.

THE FINEST FARMING COUNTRY IN THE WORLD.

Is to be found along the line of the Grand Trunk Pacific, in the Provinces of Manitoba, Alberta and Saskatchewan. Descriptive literature with beautifully engraved maps, and giving full information about FREE HOMESTEADS, and how to obtain them free, can be had at any G. T. R. Ticket

**PICKFORD & BLACK LINE**

ST. JOHN, N. B., TO DEMERARA.

S. S. Sobo sails June 9 for Bermuda, St. Kitts, Antigua, Dominica, Barbados, Trinidad, Demerara.

S. S. Ororo sails June 21 for Bermuda, St. Kitts, Antigua, Barbados, Trinidad, Demerara.

S. S. Ocamo sails July 13 for Bermuda, St. Kitts, Antigua, Barbados, Trinidad, Demerara.

For passage and freight apply WILLIAM THOMPSON & CO., Agents, St. John, N. B.

**THE International Railway**

**Now Open For Traffic**

Uniting CAMPBELLTON, at head of navigation on Bale Chaleurs with the ST. JOHN RIVER VALLEY at ST. LEONARDS. At St. Leonard, connection is made with the CANADIAN PACIFIC RAILWAY for EDMUNDSTON and points on the TEMISCOUATA RAILWAY, also for GRAND FALLS, ANDOVER, PERTH, WINDSTOCK, FREDERICTON, ST. JOHN, and WESTERN POINTS. Affording the shortest and cheapest route for FISH, LUMBER, SHINGLES, and FARM PRODUCTS, from BAIE CHALEURS and RESTIGOUCHE POINTS to the MARKETS of the EASTERN STATES. At CAMPBELLTON 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 CAMPBELLTON 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 8, 1911.

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January 8, 1911.

**CANADIAN PACIFIC EMPRESSES AND OTHER STEAMSHIPS**

**ST. LAWRENCE ROUTE.**  
Lake Manitoba, Thurs. June 22nd.  
Empress of Ireland, Fri. June 30th.

**First Cabin.**  
EMPRESSES . . . \$90.00  
One Class (Second Cabin).  
LAKE CHAMPLAIN . . . 47.50  
LAKE MANITOBA . . . 47.50

**Second Cabin.**  
EMPRESSES . . . 51.25  
Third Cabin . . . 31.25  
Other Boats . . . 30.00

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

**Donaldson Line**

**BETWEEN**  
**Montreal and Glasgow.**

**MODERATE RATE SERVICE**  
From Glasgow From Montreal  
June 3 S. S. Saturnia June 17  
June 17 S. S. Cassandra July 1  
June 24 S. S. Athenia July 7  
July 1 S. S. Saturnia July 14  
July 14 S. S. Cassandra July 28  
Cabin rates, \$45.00 and upwards;  
Third Class, Eastbound, \$25.00; Prepaid Westbound, \$30.00.

Further information on application to  
THE ROBERT REFORM CO. LTD.,  
Agents, St. John, N. B.

**Scenic Route**

THE STEAMER MAGGIE MILLER will leave Millville daily (except Saturdays, Holidays and Sundays) at 4 a. m. and 6 p. m. Returning from Baywater at 7 and 10 a. m., 4.45 p. m.

Saturday at 6.45, 9.30 a. m., 2.30, 5.00 and 7.00 p. m. Returning at 6.00, 7.30 and 10.30 a. m., 3.15, 5.45 and 7.45 p. m.

Sunday and Holidays at 9 and 10.30 a. m., 2.30 and 6.15 p. m. Returning at 9.45 and 11.15 a. m., 5 and 7 p. m.

JOHN MCGOLDRICK, Agent.  
Phone, 228.

**Furness Line**

From London From St. John  
May 13 Steamer Rappahannock May 29  
May 19 Kanawha June 10  
June 4 Alleghany June 16  
June 19 Shenandoah July 2  
July 4 Rappahannock July 22  
July 11 Shenandoah July 29

These steamers have accommodation for a limited number of saloon passengers.

WM. THOMPSON & CO.  
Agents, St. John, N. B.

**MANCHESTER LINERS**

From Manchester From St. John  
May 18 Man. Shipper June 29  
May 25 Man. Miller June 12  
June 8 Man. Commerce June 28  
June 29 Man. Corporation July 17  
July 13 Man. Miller July 31  
Aug 17 Man. Commerce Aug 4

These steamers also take freight for Philadelphia.

WILLIAM THOMPSON & CO.,  
Agents, St. John, N. B.

**HAVANA DIRECT**

S.S. Nancy Lee May 20th  
Steamer June 15th  
And Monthly Thereafter.

For space, etc., apply to  
WILLIAM THOMPSON & CO.,  
Agents, St. John, N. B.

**DOMINION ATLANTIC RAILWAY**

S.S. Prince Rupert leaves Reed'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.

## Mercantile Marine

**DAILY ALMANAC.**  
Monday, June 19, 1911.  
Sun rises . . . 4.41 a. m.  
Sun sets . . . 8.09 p. m.  
High water . . . 4.45 a. m.  
Low water . . . 11.22 p. m.  
Atlantic Standard time.

**PORT OF ST. JOHN.**  
Arrived Saturday June 17.  
Stmr. Calvin Easton, 2853, Pike, from Boston via Eastport, W. G. Lee, pass. and mids.  
Coastwise—Schra M. and E. Hains, 30, Hains, Freeport, and cld.; Coronilla, 28, Melanson, Digby and cld.

Arrived Sunday June 18.  
Stmr. Ororo, 1249, Hale, from Bermuda, Windward Islands and Demerara, Wm. Thomson and Co.  
Schooner Orozimo (Am), 121, French, from Boston, A. W. Adams, ballast.

Cleared June 17.  
Sch. D. W. B., 96, Holder, for Rockport, Me. H. A. Holder, 120 cord Kiln wood.

Sailed June 17.  
Sch. Adonis, Brown, for City Island for orders.  
Sch. M. D. S., Gale, for Salem for orders.  
Sch. R. Bowers, Kelson for Vineyard Haven for orders.  
Sch. Lucia Porter, Spragg, for Vineyard Haven for orders.

Sailed Sunday June 18.  
Stm. Tanagra, Kehoe, for Havana, Cuba, Wm. Thomson and Co., general cargo.  
Stmr. Heralla, (Ger.), Andersen, for Swansea, G. B., John E. Moore and Co., deils.

**Dominion Ports.**  
Montreal, June 16—Arrd stmr Sokoto, Mexico; Devona, Shields, Hawkesbury, June 16—In port sch Empress from Barbados.  
Moncton, June 16—Arrd Sch Rosalie, Bellevue from Barbados, with molasses.

Quebec, June 16—Arrd Stmr Victorian, from Liverpool; Karames, from London.  
Sld—Stmr Empress of Britain, for Liverpool; Tundia, from Liverpool.  
Newcastle, N. B., June 12—Arrd Stmr Helmer Morch (Dan), Thorsoe, Tyne.

**British Ports.**  
Clyde, June 3—Sld sch Zensons (Rus) for Miramichi.  
Avonmouth, June 16—Sld stmr Monmouth for Miramichi.  
Liverpool, June 15—Sld stmr Corsican; Montreal 16th, stmr Empress of Ireland, Quebec.  
Manchester, June 13—Sld stmr Norden Chicomul.  
Tyne, June 15—Sld stmr Ella Sayer for West Bay, N. S.

ADD SPOKES for Hamburg, reports having spoken the American yacht Cornet on May 25, in lat 11 N, lon 25 W, having on board the shipwrecked crew of the American bark Kingdon. The Rowler supplied her with water and provisions.

**Recent Charters.**  
British steamer, 1762 tons, deail, St. John, NB, or Parraboro to West Britain or East Ireland, 268. 3d. July; Rona bark, 38 tons, coal, hence to Charlottetown, 31, and back, Miramichi to New York, lumber, 34; British schooner, 609 tons, coal, hence to Halifax, 31.10, and back, Bridgewater to New York, lumber, 33.25.

**Reports and Disasters.**  
Last Palma, June 1—Stmr Rowler, from Santa Fe for Hamburg, reports having spoken the American yacht Cornet on May 25, in lat 11 N, lon 25 W, having on board the shipwrecked crew of the American bark Kingdon. The Rowler supplied her with water and provisions.

Parraboro, N. S., June 12—Capt. D. S. Howard, master, died this morning, aged 65 years. Capt. Howard's last command was that of sch. H. J. Logan, which was abandoned at sea.

**Shipping Notes.**  
Battle Line str Tanagra, Capt. Kehoe, under charter to the Munson Cuba line, left this port yesterday for Havana, with a large cargo of potatoes, hay and fish.

Nor. bark Kathleen, 349 tons reg., now lying damaged at Swansea, has been sold to a Bristol Channel firm of shipbreakers for £235. She was built at Prince Edward Island in 1889.

Battle Line str Sallasia, Capt. Chandler arrived at New York last Saturday from Clefuegos and Havana for Baltimore, etc.

Nova Scotia sch Rosalie, Capt. Belliveau, arrived at Moncton, NB, last Friday from Barbados with a cargo of molasses. This is the second cargo to arrive from Barbados this season.

British bark Glenelg left Baltimore last Friday for St. John with a cargo of coal.

Sch. R. Bowers, Capt. Kelson sailed from this port last Saturday for Vineyard Haven for orders with over two millions of spruce laths shipped by J. T. Knight and Co.

Ger. str Heralla, Capt. Andersen, left port yesterday for Swansea, GB, with a cargo of deils shipped by John E. Moore and Co.

Pickford and Black have chartered two new steamers to replace the Sobo and Luriston in the West Indies service. Both the latter steamers are making what will probably be their last trips on this route. The Woolwich is 2936 tons register. She was built in 1887 at Middleton. She is 325 feet long. Her owners are the British Steamship Company, Ltd., of London.

The other steamer, the Cromarthy, is 2743 tons register. She was built on the Tyne. She is owned by the South-eastern B. Company, Ltd., of Newcastle. Both steamers will carry freight only. They are expected to reach here about the end of June.

Capt. S. H. Pike has assumed command of the Calvin Easton after a short vacation at his home at Lubec.

Joseph Salters Sons of North Sydney on Thursday received a message from Marble Mountain stating that Capt. Ernest Gannier, of the schooner John Silver, dropped dead on board the vessel between St. Peter's and Marble Mountain. Capt. Gannier had been a resident of North Sydney for a number of years. He leaves a widow and family in that town.

The Yarmouth Times says: The story in a Boston paper that the steamer Prince Arthur was in collision with a whale is news to the officers of the ship.

**LIST OF VESSELS IN PORT.**  
In Commission.  
**Steamers.**  
Glenby, 1404, J. T. Knight and Co. Indrani, 2838, R. Reford Co. Johannes Russ, 1112, Wm. Thomson & Co. Kydonia, 1542, W. M. MacKay. Ororo, 1249, Wm. Thomson and Co. Orthia, 2084, R. Reford Co.

**Ships.**  
Atlantic, 1850, John E. Moore. Schooners.  
Arthur H. Wright, 99, J. W. Smith. Abbie and Eva Hooper, 276, master. Arthur J. Parker, 118, J. W. McAlary. B. J. Hazard, 277, Master. Domin, 90, J. W. Smith. Gypsum Emperor, 695, J. W. Smith. H. H. Chamberlain, 204, master. Moana, 385, Peter McIntyre. Taylor, of the Bark of Montreal. Peerless, 278, R. C. Elkin. Rewa, 122, master. Rescue, 277, C. M. Kerrison.

## GREAT GATHERING AT UNVEILING OF TABLET IN CONFEDERATION ROOM

Sir Charles Tupper, Eloquently Eulogized by Sir Wilfrid Laurier, Replies with Notable Speech in which he Pleads for a Federal Empire — Remarkable Scenes of Enthusiasm — "Probably the Last Speech of My Life," said Sir Charles Tupper.

London, June 17.—Memorable history was made for Canada this afternoon in the heart of the metropolis. Nowhere but in London at such a time as the Coronation could be seen such gathering as has just assembled at that most historic of all Canadian places in London, the Westminster Palace Hotel, for the unveiling of the commemorative tablet in the very room where, forty-four years ago, Confederation was born.

Bitter political feuds, many of them of long standing, were submerged in one common ocean of patriotic pride. Sir Wilfrid Laurier sat beside Sir Charles Tupper, the sole surviving member of Confederation, with only Thomas Skinner, one of the English makers of modern Canada, between them; and the two veterans paid each other cordial compliments. Lord Strathcona was on the other side of the chairman.

The Canadian Premiers present beside Sir Wilfrid Laurier were Sir J. P. Whitney of Ontario; Premier Hays of New Brunswick; Premier Scott of Saskatchewan; and Premier A. Sifton of Alberta. The Lieutenant-Governors present were Hon. J. M. Gibson of Ontario, and Hon. Mr. Brown of Saskatchewan, as well as Lord Knutsford, ex-Colonial Secretary; Sir Charles Lucas, permanent head of the Colonial Office, and Canadian parliamentarians such as Hon. Clifford Birt, Hon. George E. Foster, Hon. N. A. Belcourt, and Hon. P. Brodeur, Hon. Lyman Melvin Jones, and Hon. J. S. Duff; Mayor Sandford Evans, of Winnipeg; and Mayor Geary, of Toronto. Sir Edmund Walker, Judge Meyers, and Canon Renaud, and well-known Anglo-Canadians such as W. L. Griffiths, Donald Armour, F. Williams Taylor, of the Bank of Montreal; Franklin Jones, of the Bank of Commerce; George McL. Brown, of the Canadian Pacific; John Howard, Nova Scotia's agent-general, and others.

When the chairman of the hotel company, Sir Henry Kimber, Bart., M. P., referred to Sir Charles Tupper the guests were loud and long continued.

Sir Wilfrid Laurier's speech evoked general enthusiasm. He paid warm tributes to Joseph Howe and George Brown, who as agitators brought about the crisis out of which Confederation sprang; Sir John Macdonald, whose wonderful aptitude for statesmanship overcame difficulties surrounding Canada's cradle; Sir George Cartier, and Tilley. He added:

"But I am here to speak my mind, and I believe I speak my mind and speak fair judgment of my countrymen when I say that next to Macdonald, the man who did most to bring Canada into the Confederation is the veteran statesman on my left, Sir Charles Tupper. (Loud cheers.)

Reviewing the events of those days everybody must admit there was no man who gave more of his heart and soul to the task than the gentleman who was then Doctor Tupper."

"After forty years we can say that the work done in this room was well done. During twenty years after the American Confederation, the American Confederation had to survive twelve amendments. During the 44 years since Canada's Confederation there has been only one amendment of an important character, and that came without friction, and to the satisfaction of everybody. (Cheers) Standing in this Canadian 'Vie de pilgrimage,' I say to Sir Charles Tupper:

"Under the administration of our very eloquent and distinguished friend Sir Wilfrid Laurier, Canada today presents an illustration that cannot be surpassed. If it can be equalled, in any part of the world. No wonder the sagacious president of the United States now tells his countrymen they must adopt measures to prevent the success of the policy of that great Imperial statesman, Joseph Chamberlain (cheers) that policy which I am glad to say has the support of my distinguished friend Sir Wilfrid Laurier and every Dominion within the Empire, and to which one half of the people of this country also stand pledged."

"What wonder in these circumstances that the statesman at the head of the great republic sounds the warning note that if they do not seize the present opportunity of preventing the consolidation of the Empire they will never have the opportunity again! I only trust that the policy of Sir Wilfrid Laurier, and of the other dominions, will be carried into successful operation, and that this great Empire will become greater still." (Loud cheers.)

At the conclusion of his speech, many friends crowded round Sir Charles Tupper with congratulations. He was almost too overcome to reply. Shortly afterwards the company dispersed.

per in your name and mine, 'Well done, good and faithful servant.' (Loud cheers.)

Lord Strathcona followed, reviewing briefly the contrast between Canada in 1866 and today, and congratulating the company that Sir Charles Tupper was able to be among them. He unveiled the memorial tablet amid resounding cheers, hurrahs and the waving of serviettes.

The tablet displays shields of the Canadian Provinces in brilliant enamel on ivory-toned stoneware, with a border of maple leaves and the Imperial crown surmounting the arms of the Dominion.

Sir Charles Tupper was then called upon, after his health had been most cordially assured. He spoke with clearness of utterance, perfect diction and with much vigor, so much so that at the close of his speech he fell back in his chair with tears in his eyes and quite overcome.

Delivering what he afterwards said was probably the last speech of his life, he launched out boldly and with intense conviction into topics which he regarded as vital but which other speakers had carefully avoided. History, he said, was proving the Canadian Confederation to be the most momentous event in regard to the whole British Empire, during the past century.

"To what," he asked, "do we owe that great measure? We owe it to the United States."

He quoted Lincoln and Seward to show the fears with which the United States watched the movement for the Canadian Union.

He laid stress especially upon Seward's declaration before he signed the Elgin-Marcy Treaty, adding: "Having its Atlantic seaport at Halifax, the Pacific seaport near Vancouver, British America inevitably drew to it the commerce of Europe and the United States. Then from a mere colonial dependency, it would assume controlling rank in the world. To her other nations would be tributary. In vain would the United States attempt to be her rival for we could never dispute with her the possession of Asiatic commerce, nor the power which that commerce confers."

Sir Charles Tupper proceeded to show how confederated Canada, by her tariff and railway policy, met this American attitude. It was under Canada's tariff of 1879 that Boston and New York ceased to become the commercial capitals of Canada, and Sir Charles added:

"Under the administration of our very eloquent and distinguished friend Sir Wilfrid Laurier, Canada today presents an illustration that cannot be surpassed. If it can be equalled, in any part of the world. No wonder the sagacious president of the United States now tells his countrymen they must adopt measures to prevent the success of the policy of that great Imperial statesman, Joseph Chamberlain (cheers) that policy which I am glad to say has the support of my distinguished friend Sir Wilfrid Laurier and every Dominion within the Empire, and to which one half of the people of this country also stand pledged."

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**OXO CUBE**

Invaluable for making tasty dishes like Aspic Jelly for Cold Meats.

4 Cubes, 10c.

**The Spirit of Progress Keeps the Underwood Standard Typewriter In the Lead**

**UNDERWOOD**  
"The Machine You Will Eventually Buy."

Get our prices on rebuilt and second-hand machines.

**THE NEW BRUNSWICK UNITED TYPEWRITER CO. LTD.**  
80 Prince William Street, St. John, N. B.

**REMEMBER**  
**The Store for Value**  
The Store for the People to do All Kinds of Shopping

IS THE  
**PEOPLE'S DRY GOODS STORE**  
14 Charlotte St.  
D. BASSEN, Proprietor.

**Landing**  
100 Tons Turks Island Salt  
Ex Schooner Gypsum Emperor.  
Price Low.  
GANDY & ALLISON,  
North Wharf.

Seized Stock Now Selling at the "Hub," 15 Mill street.  
A tremendous sale is now going on at the "Hub," 15 Mill street, St. John, N. B.: men's, women's, children's clothing, dry goods, boots, shoes, etc.; selling regardless of manufacturers' cost; store open tonight until 7 o'clock. Get there as soon as you can.

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**Canadian to the Core**

**All Canadian Sportsmen choose**  
**RED CROSS GIN**

**MADE IN CANADA.**

From choice Canadian grain, under Government control. Not a bottle sold without the Government guarantee, that it is fully matured.

**BOIVIN, WILSON & CO., Agents, 520 St. Paul St., Montreal.**