

STEAMSHIPS AND RAILWAYS

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.

CANADIAN PACIFIC
EXPRESS
AND OTHER STEAMSHIPS

ST. LAWRENCE ROUTE.

Lake Manitoba, Thurs., Sept. 14th
Empress of Ireland, Fri., Sept. 22nd

First Cabin.

EMPRESES... \$92.50
One Class (Second Cabin)... \$50.00
LAKE MANITOBA... \$50.00
Second Cabin... \$37.50
EMPRESES... \$37.50
Third Cabin... \$30.00
Other Bosts... \$30.00
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—Leaves St. John at 9:00 a. m. Mondays, Wednesdays and Fridays for Eastport, Lubec, Portland and Boston.

Returning, leaves India Wharf, Boston, Mondays, Wednesdays and Fridays, at 9:00 a. m. and Portland at 5:00 p. m. for Lubec, Eastport and St. John.

Direct Route—Leaves St. John at 7:00 p. m. Tuesdays, Fridays and Saturdays for Boston.

Returning, leaves India Wharf, Boston, at 10:00 a. m. Sundays, Mondays and Thursdays for St. John direct.

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

Furness Line

From ————— c From
London ————— St. John
Sept. 7—Rappahannock Sept. 28
Sept. 13—Shenandoah Sept. 30
Sept. 23—Kanawha Oct. 10
Sept. 30—Queen Wilhelmina Oct. 17
and fortnightly thereafter, dates subject to change.

Steamers have accommodation for a limited number of saloon passengers.

W. M. THOMPSON & CO.
Agents, St. John, N. B.

MANCHESTER LINERS

From ————— c From
Manchester ————— St. John
Sept. 26 —Man. Merchant—Sept 11
Sept. 30 —Man. Mariner—Oct 16

These steamers also take freight for Philadelphia.

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

Scenic Route

THE STEAMER MAGGIE MILLER will leave Millville daily (except Saturdays, Sundays and Holidays) at 4:45 a. m.; 3:30 and 5:30 p. m. Returning from Baywater at 7, 10 a. m. and 4:15 p. m.

Saturday at 6:45, 9 a. m. and 3, 5 and 6 p. m. Returning at 6, 7:30 and 10 a. m. and 3:45 and 6:45 p. m.

Sunday and Holidays at 9 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 MCGILDRICK, Agent.
Phone, 228.

HAVANA DIRECT

SS. Nancy Lee Sept. 20
A Steamer Oct. 20
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 train East and West, returning arrives at 5:30 p. m. Sundays excepted.

A. C. CURRIE, Agent.

—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, AIOOVER, PERTH, WOODSTOCK, FREDERICTON, ST. JOHN, and WESTERN POINTS. Affording the shortest and cheapest route for FISH, LUMBER, SHINGLES, and FARM PRODUCTS, from BAIE CHALEURS and RESTIGOUCHE 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 2, 1911.

MERCANTILE
MARINE NEWS

Monday, Sept. 11, 1911.

Sun rises... 6:02 a. m.
Sun sets... 6:39 p. m.
High water... 1:00 a. m.
Low water... 7:34 p. m.
Atlantic standard time.

Arrived, Saturday, September 9.

Str. Manchester, 2707, Payne, from Manchester, Wm. Thomson and Co. general cargo.

Str. Governor Cobb, 1556, Allan, from Boston via Eastport and cleared at 7 p. m. for Boston, direct.

Coastwise—Schr. Ida M. 77, Mofatt, River, Hebert; Viola Pearl, 23, Wadlin, Beaver Harbor; M. Ellis, 34, Lent, Prescott; Fred and Norman, Cheney, Grand Harbor.

Arrived—Sunday, Sept. 10.

Schr. Edna V. Pickels, 400, Berry, from Carrabelle, Fla. J. A. Likely, pilot, pine lumber.

Schr. Zeta, 335, Smith from Apalachicola, Fla. J. A. Likely, pilot, pine lumber.

Cleared—Sept. 9.

Schr. Nettie Shipman, (A) Burns, New York, R. Red, 1200 p. m. piling, Sailed—Sept. 9.

Schr. Hunter (A) 187, Gayton for Portland, St. John, and Co.

Schr. Priscilla, 101, Granville, for St. John, Mass, Stetson, Cutler and Co.

Dominion Ports.

Bridgewater, Sept. 4—Cleared—Bktn Hector, New York.

Quebec, Sept. 4—Arrived—Str. Victoria, from Liverpool; Pomeranian, from London; Canada from Liverpool.

British Ports.

London, Sept. 8—Arrived—Str. Montrose, Montreal.

Cork, Sept. 8—Arrived—Str. Norton, Frankland, St. John.

Liverpool, Sept. 8—Sailed—Str. Empress of Ireland, for Quebec.

Queenstown, Sept. 8—Arrived—Str. Celtic, New York.

Avonmouth, Sept. 8—Arrived—Str. Montcalm, Montreal.

Foreign Ports.

Boston, Sept. 7—Arrived—Str. Rosanna, Louisburg; Schrs Vineyard, Dorchester; Laura E. Melanson, Yarmouth.

Cleared—Schrs Princess, Brighton, N. S.

Pall River, Sept. 6—Sailed—Schr. Florence E. Melanson, St. John, N. B.

Portland, Sept. 7—Arrived—Schr. Ravala, Henderson, New York.

Perth Amboy, Sept. 7—Arrived—Bark Abena, New York.

New York, Sept. 8—Arrived—Schr. Carmanla, Liverpool; Cedric, Liverpool; Edna, Hillsboro, N. B.

Philadelphia, Sept. 8—Arrived—Str. Aurora, Campbell.

New York, Sept. 8—Arrived—Schr. E. Merriam, from St. John; Charles C. Lester, do; Lucia Porter, do; Silver Leaf, from Pamboro; W. S. M. Bentley, from Port Greville; Henry H. Chamberlain, from Fredericton; Theresa, Cape.

Cleared—Schrs Calabria, McLean, Yarmouth, N. S.; John L. Treat, Barnes, Newark.

Crystal Stream S. S. Co.

ST. JOHN TO FREDERICTON
and intermediate landings. Str. Majestic will leave wharf Mon. Wed. and Friday at 8:30 a. m., returning alternate days.

WASHADEMOOK ROUTE.
Str. Sincennes will leave St. John, Tues. Thurs. and Saturday at 10 a. m. for Cole's Island and intermediate landings, returning alternate days. Warehouse open daily until 6 p. m. D. J. PURDY, Manager.

PICKFORD & BLACK LINE
ST. JOHN, N. B. TO DEMERARA.
S. S. Rhodanese sails Sept. 27 for Barbados, St. Kitts, Antigua, Barbados, Trinidad, Demerara.
S. S. Cromarty sails Oct. 19 for Barbados, St. Kitts, Antigua, Barbados, Trinidad, Demerara.

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

Donaldson Line

BETWEEN
MONTREAL AND GLASGOW
MODERATE RATE SERVICE

From ————— c From
Glasgow ————— Montreal
Sept. 9... S. S. Cassandra... Sept. 23
Sept. 16... S. S. Athena... Sept. 30
Sept. 23... S. S. Sarunia... Oct. 7
Oct. 7... S. S. Athena... Oct. 20
Oct. 14... S. S. Athena... Oct. 28

Cabin rates \$17.50 and upwards;
Third Class, Eastbound, \$29.00; Prepaid; Westbound, \$36.00.

THE ROBERT REFORM CO., Ltd.
Agents, St. John, N. B.

Murray & Gregory,

Limited
ST. JOHN, N. B.

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.

Funeral Today.

The announcement of the death of
J. Fred Shaw, son of Wm. Shaw, Saturday morning, was heard with much
regret. Deceased was an enthusiastic
curier, and an expert of the fish.
This tie fishing club. Mr. Shaw was chosen
president of No. 1 Salvage Corps. A
few weeks ago he suffered from an
attack of diphtheria, but apparently had
recovered. Complications, however, set
in and death followed. Mr. Shaw is
survived by his parents, five brothers:
William A. at home; Edwin E., of
Sydney; Leonard, secretary-treasurer
of the Canadian Oil Company, of Montreal;
Harry and Allan, of Portland,
Oregon, and two sisters, Nellie and
Isabelle at home. The funeral will be
held this afternoon.

GREAT DANGER IN HEADACHES.

It's often dangerous to consider
headache a trifling ailment. If the
aches, the stomach is out of order,
and some serious disease may be
impending. To tone up the stomach,
give it healthy action, nothing is more
effective than the stomachic medicine
Dr. Hamilton's Pills. The concentrated
vegetable extracts in Dr. Hamilton's
Pills have a quieting, healthful effect
on the stomach and remove all
disorders. Your headache will be cured
and they will never return, if you use
Dr. Hamilton's Pills. Sold every where.
SCORES RECIPROCITY PACT
INTERESTING INTERVIEW

Donald MacMaster, K. C. M. P., Shows How the Laurier-Taft Proposition Would be Bad Business for Canada, Both From the Economic and Political Standpoints.

Donald MacMaster, K. C. member of the British Parliament for Chertsey of Surrey, and formerly member for Glangary in the Canadian Parliament, has given out an interesting interview on the reciprocity pact. Mr. MacMaster has a thorough acquaintance with Canadian affairs and has been a close student of the Laurier-Taft proposition at Washington as well as in the Imperial Parliament.

Mr. MacMaster is of the opinion that it would be simply disastrous for this country to adopt the reciprocity pact. "There is," he said, "a Persian proverb: 'Keep on a straight road and you will not get lost.'"

When the American government decided to propose the reciprocity pact, Sir John Macdonald, then prime minister, was not in the least taken in by the policy of reciprocity which has been the policy of all parties in Canada for generations. But neither statement is correct. Both Sir Wilfrid Laurier and Mr. Fielding know perfectly well that the offer made by Sir John Macdonald in the National Policy in 1879 was not a policy of reciprocity, but a policy of protection.

"Sir John Macdonald was right in the offer that he made at that time, but that offer was refused, he proceeded to put our national affairs on a basis that made us dependent on the Americans, and he still is. It is a suicidal move to abandon our advanced and secure position at the risk of an entangling alliance with Washington."

"What about the ninety million market?"

Absurd Claim.

"It is an absurdity to say that we would have a market of 90,000,000 people," said Mr. MacMaster. "We have a market of 90,000,000 people, but we have a market with limitations, with a fringe of the northern population of the United States, and that fringe is the 90,000,000 people."

"And what sort of a market? In almost every article that we produce they have a corresponding and in most cases a larger production. Our free market means more to them than their free market means to us. Their surplus is greater than ours, and the result in regard to fruits and most vegetables would be that they would supply our markets at the high prices before we had the reciprocity pact, and when they were ready we could only send them to a market in the United States, and then we would be competing with the reduced prices that are bound to prevail in a free market. The Americans would be able to sell their goods at a price that we could not meet, and we would have our market first at the best prices, whereas our products would be compelled to use their market at the lowest prices."

"How would this operate as regards wheat?"

"There you come to a matter which as Mr. Taft has truly said, the price is fixed by the world prices, the price in the Liverpool market. Of course there are variations in the United States home market as in the Canadian home market attributable to the temporary supply and demand in the exportation of American flour, and the world price of wheat and flour, controls local prices."

"The Canadian farmer, particularly in the west, thinks he will get a higher price in the American market. The western American farmer dreads the importation of Canadian wheat because he says it will lower his price."

American Millers Will Gain.

"If this agreement goes into effect there are bound to be heart burnings on both sides of the line. But the millers in Canada, who are the ones that go south of the line to be ground in the American mills will result in great profit to the American millers. It will enable the American to get what he now very much requires the by-products, bran, and shorts which he has to buy in his own country, and which is equally important to him, as Mr. Taft points out, enable the miller to send the American flour to foreign markets, and thus make up the deficiency of ten millions of barrels, the falling out of the American flour that existed ten years ago."

"Do you not see some advantages boom gone, rest of spars standing and boat under stern davits."

the bargain and how they compare with the disadvantages?"

Mr. MacMaster—"Undoubtedly there may be some, though highly problematical, to some Canadian producers. Those are largely counterbalanced by the disadvantages. Mr. Taft has told us, evidently to the surprise of Messrs. Fielding and Patterson, that they are ready to take off the duties on our wheat and other natural products going into the States. Our representatives evidently did not know that there was a great cry in the United States for withdrawing these duties altogether. The Democratic party had come successfully through the last election upon the platform of reduction of duties. While the Americans under this agreement have in the main taken off the duties, they have not taken off any. Any deficiency in their home supply will compel them to self preservation to take off the duties that obstructed the importation of Canadian wheat into the American market."

"But why put a price to do that? Why disturb the East and West trend of trade that we have built up such enormous sums to establish by Transcontinental railways, by canals, by river navigation and sea connection on both oceans?"

To Divert Trade.

"Mr. Taft says the great advantage of the treaty will be to the United States and south trade as against east and west, for he says in his message to Congress: 'The current of business and the transportation facilities that will be established forward and back across the border cannot but ensure to the benefit of the boundary states.'"

"We must not be deceived as to Mr. Taft's real object. He let the cat out of the bag most effectively in his speech at Atlanta, where he stated that he had instructed his commissioners to offer also to the United States the Canadian representatives, that is, free trade in manufactured articles as well as in natural products, an offer that he has placed Canada exactly on the same level as regards trade as the state of New York bears to the state of Pennsylvania."

Canadian Free Traders.

The free traders in western Canada should take note of the fact that our commissioners ran away from that proposition, being only free traders in principle, but protectionists in practice. But being unable to get the whole loaf, Mr. Taft had to be content for the time, with the half, and in his message to Congress he made a clear confession of the advantages that the treaty would be to his own people."

"We have drawn," he says, "upon our natural resources in such a way as to invite attention to their necessary limit. We have on the north of a country with natural resources of the same character as ours, (mark you) which have not been drawn upon as ours have been. Ought we not to arrange a commercial agreement with Canada, if we can, by which we shall have direct access to her great supply of natural products without an obstructing or prohibitory tariff? By giving our people access to Canadian forests we shall reduce the cost of our comparatively few owners, now have a value that requires the expenditure of our available labor resources. That the agreement will extend the markets for numerous products of the United States among the inhabitants of a neighboring country with an increasing population and increasing purchasing power."

Taft's Motive.

Here we have the motive for the agreement insofar as it is disclosed before the American people. It is a compliment thrown in, in order that the bird's tail may be properly salted."

LIST OF VESSELS IN PORT.

Steamers.

Berghus, 224, John E. Moore.
Inland, 233, R. Reford Co.
Manx Isles, 168, J. L. Knight & Co.
Thompson Merchant, 2707, Wm. Thomson & Co.

Barks.

Ethel Clarke, 356, R. P. & W. F. Starr.
Schooners.
Abbie and Eva Hooper, 276, R. C. Elkin.
Arthur M. Gibson, 296, J. W. Smith.
Manx Isles, 168, J. L. Knight & Co.
Edna V. Pickels, 400, J. A. Likely.
F. H. Odiorne, 307, R. C. Elkin.
George D. Jenkins, 398, A. W. Adams.
Helen G. King, 126, A. W. Adams.
Harold H. Bennett, 390, P. M. McIntyre.
Helen Montague, 344, master.
Harry Miller, 246, A. W. Adams.
Lavonia, 266, J. W. Smith.
Mansfield, 273, R. C. Elkin.
Rex, 122, D. J. Purdy.
Rescue, 221, C. M. Kerrison.
Roger Drury, 207, R. C. Elkin.
Wm. L. Elkins, 229, J. W. Smith.
Witch Hazel, 238, A. W. Adams.
Zeta, 335, J. A. Likely.

VESSELS BOUND TO ST. JOHN.

Steamers.

Nancy Lee, at Baltimore, Sept. 4.
Dark.
Martin Eduard, 267, Bristol, July 31.

You Should Tremble And Shudder

When an unscrupulous druggist offers you a substitute for DR. FOWLER'S Extract of Wild Strawberry.

If you are suddenly attacked by DIARRHOEA, DYSENTERY, COLIC, CHOLERA, OR PAINS IN THE STOMACH, CHOLERA MORBUS, SUMMER COMPLAINT, OR ANY LOOSENESS OF THE BOWELS, do not experiment with some cheap and untried remedy, but get one that has stood the test of time.

For 65 years this wonderful medicine has been used in thousands of homes in Canada, and has given universal satisfaction. When you want a bottle of "Dr. Fowler's," insist on being given what you ask for, as these no-name, no-reputation preparations may be dangerous to your health.

Mr. J. Castle, Totokan, Man., writes: "Just a word in favor of Dr. Fowler's Extract of Wild Strawberry, which I used last summer for Cramps in the Stomach and Diarrhoea. I was very sick for a week and not able to do anything until I purchased a bottle of the above remedy, and after three or four doses I was as well as ever."

The price is 35 cents per bottle. See that the name, The T. Millburn Co., Limited, Toronto, Ont., appears on the label, as we are the manufacturers and sole proprietors of this remedy.

Constipation

is an enemy within the camp. It will undermine the strongest constitution and ruin the most vigorous health. It leads to indigestion, biliousness, impure blood, bad complexion, sick headaches, and is one of the most frequent causes of appendicitis. To neglect it is self-suicide. Dr. Morse's Indian Root Pills positively cure Constipation. They are entirely vegetable in composition and do not sicken, weaken or grip. Preserve your health by using

Dr. Morse's Indian Root Pills

Conservative Meetings

THE PROGRAMME FOR DR. DANIEL'S MEETINGS

September 11th, Monday

Queen's Rink

SIR WILLIAM VAN HORNE,
HON. J. K. FLEMING,
DR. J. W. DANIEL,
H. A. POWELL, K. C.

September 12th, Tuesday

King's Hall, St. James St.

H. A. POWELL, K. C.
W. FRANK HATHEWAY, M. P. P.
L. P. D. TILLEY.

September 15th, Friday

St. Peter's Hall, North End

We Are Elected

To supply RUBBER GOODS of all kinds, such as Rubber Boots, Rubber Clothing, Waterproof Coats are stylish and useful, and approved by ALL VOTERS. See our Gossamer Clothing and everything in the Waterproof line. ESTEY & CO., Selling Agents for the Manufacturers, 49 Dock Street.

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 1048.

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. 355 Union Street.

FAITH IN CANADA

Hon. R. P. Roblin, Premier of Manitoba:—"I have unbounded faith in the intelligence and the ability of the electors of Canada to judge as to the merits of the proposition that is now before them, and I believe that they will with a voice that cannot be mistaken, declare on the 21st of September that we want no entangling alliance with the United States; we will not surrender our fiscal independence, we will not endanger our British Connection, we will not give up the splendid prosperity we enjoy for the doubtful results that a changed condition will bring to us, we will insist upon the continuation of the conditions of the present, insist on being permitted to develop our own resources, insist upon using the magnificent means of transportation which have bound the provinces together and have built up such a magnificent inter-provincial trade."

Annexation Talk.

"I do not agree with the President's assertion that annexation talk in regard to Canada is 'both.' What is the history of the American people? We might as well be frank and honest. Americans went into Hawaii, with