

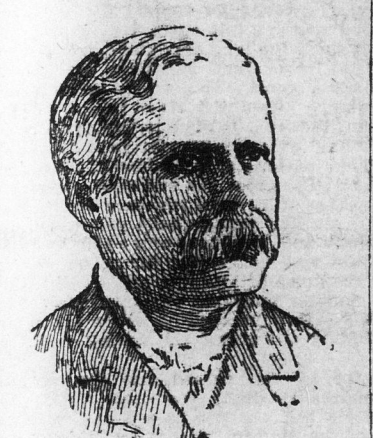
ST. JOHN WAS FOURTH IN THE BRITISH EMPIRE

Toronto Writer Brings History
to Bear on Our Claims
for Dry Dock

PRE-CONFEDERATE DAYS REVIEWED

The Promises and Conditions and the
Times When Shipbuilding Boomed
Here—Extension of I. C. R. to
Toronto and in Straight Line to St.
John.

His Worship Mayor Fryk received in
Wednesday's mail the following letter
which appeared in the Toronto Globe of
recent date, and which is from the pen of



Rev. Dr. Geo. Bruce

Rev. Geo. Bruce, formerly of St. David's
Church here.

The report that St. John is likely to
be chosen for one of the dry docks for
Canada revives the memories of pre-con-
federate conditions and promises. It is
known to very few now that St. John was
fourth in rank in the British Empire for
the ownership of ocean tonnage.

The order was: London, Liverpool,
Glasgow, and St. John.

The great fleet that placed St. John
so far up among the commercial cities of
the world was not only owned in the city
but was owned by the citizens, from the
wealthy shipbuilder himself to the man
and the woman of limited means, the or-
dinary workman, or servant, even to the
boys and the girls of the city. In fact,
the ocean was the field from which the
great and perennial harvest was gathered,
and the ships the favorite place of invest-
ment for the savings of the people.

The building of these ships along the
maritime shores of the harbor was employ-
ment to an army of skilled men and sup-
port to their families, while the receiving
and loading of the cargoes required hun-
dreds of laborers all the year round.

Not was the harbor the scene of enter-
prise confined to the city. The ships, be-
ing built of wood, which was largely pro-
duced by the great inland forests of the
province, were the source of employment
and income to the farmers and the owners
of timber limits during the winter, when
they "got out" the material for the con-
struction and repair of the vessels that
made up this immense fleet of merchant-
men to sail upon the oceans of the world.

The coming home of the ship was a
literal reality to the people of St. John.
The hope, the planning, and the building
of many a new home were bound up in
the fortunes of the vessel, the shipping
and the manifest of the deeply brot-
zen, keen-eyed and hearty skipper.

Favorable conditions for shipping gave
glor and warmth to the life-blood of St.
John.

Disaster at sea or the lowering of
freights was revealed at once in the tone
and spirit of the civic life and enterprise,
and in the homes and the lives of the
people.

The situation was ideal—almost idyllic.
This thrifty and happy condition was
suddenly visited by an overwhelming dis-
aster in 1877, when the great fire swept
out of existence and almost obliterated in
a few hours two-thirds of the city, involv-
ing the destruction of its finest residential
and heaviest business portions.

Terrible as this calamity was the citizens
with characteristic courage and vigor,
set about the rebuilding of their homes
and, aided and stimulated by the tide of
sympathy and liberality that set towards
them from every direction, they re-created
their beloved city in an incredibly short
space of time.

But, another enemy was at hand, the
war tramp. This unannounced and seem-
ingly harmless monster proved to be more
insidious and fateful than the fire itself.
At any hour when the tide served one of
these grim visitants would slowly steam up
the harbor and silently drop her anchor,
in full view of her white-winged victims,
and proceed to collect freight. This she

usually did by the employment of her
own crews, her own crew, and her own
steam derricks, by which she collected her
cargo and hoisted it on board without the
help of the longshoremen, who saw them-
selves reduced to idleness and their fami-
lies to a state of starvation as it by the
very malignity of human ingenuity against
which they were completely helpless.

These vessels were of such large dimen-
sions that they could carry away enough
freight to load half a dozen sailing ships,
and they were therefore able to convey it
to foreign ports at a rate which made any
attempt at competition hopeless.

The result was foreseen and inevitable.
Even patriotism was crushed before the
enemy who came with the offer of "rates"
so low that it was impossible to refuse
them, and with the promise of transpor-
tation in so short a time that the sail-
ing vessels were entirely outclassed, and
practically driven from the sea.

On the other hand the effect was inevit-
able—the lowering of the value of the
shares of the home fleet, in which the cap-
ital of the citizens was invested, so that
they found themselves forced into the very
jaws of the devourers compelled in self-
preservation to employ these enemies of
their port to carry their goods, while they
lost their own beautiful ships tonning home
and accumulating at their wharves and
blistering in the sun.

Of course, the splendid industry of ship-
building steadily decayed as a tree deprived
of its nourishment and slowly and pitifully
came to an end. And St. John was forced
to take up her lowered rank among the
seaports of the world.

To all this, there set in a very
serious pestilence and long-continued de-
pression in the lumber market, one of New
Brunswick's most important productions.
While the brave people were contending
with these difficulties and disasters, their
attention was called to the promises of
the period of confederation. It had been
said to them that nature had made St.
John one of the two great deep-water
ports of the dominion on the Atlantic
seaboard; and that if they would accept
the new conditions, and come loyally and
earnestly into the dominion, the new order
would replace the old, and St. John
would be made the great ocean harbor for
heavy freight. Halifax would be for
mail, fast freight and passenger.

When the old order was changed and
gone and decay was everywhere to be seen,
these promises of so splendid a future were
recalled and discussed, and appeared very
alluring. The pathway of dominion poli-
tics became easier and plainer, as necessity
on the one hand and attractive prospects
on the other, tended to constrain to the ac-
ceptance of apparent duty, responsibility
and reward by taking their place heartily
and unitedly in the dominion.

Such, in brief, is the outline of over
forty years of what is the condition
today. With the exception of the Cana-
dian Pacific expenditures on its own in-
terests nothing worthy of mention has been
done.

We have spent hundreds of millions on
the making and deepening of canals to
give us a waterway to the seaboard. But
an inlet of the ocean itself of 300 miles of
tide-water, to a magnificent harbor on the
line of a natural trade has been ne-
glected, while we continued to force our
heavy freight and produce over the same
distance by rail at an annual loss of mil-
lions.

If the International had been run
straight to St. John, as it should have
been, it would have been a successful and
self-sustaining road, many millions would
have been saved to the country, and St.
John would have been one of the most
important cities in the dominion of the
west.

It is useless and unprofitable to reveal
the causes of the blunder, once so well
known and now almost forgotten.
Senator Jaffray has made the suggestion
that the International should be extended
to Toronto. Let this suggestion be taken
up and acted upon at once, and at the
same time let the road be run by the
shortest route to St. John, and the
wreck of forty years to the dominion and
one of its greatest harbors—will be at last
condoned.

PORTUGUESE FRIARS TAKE PROTECTION UNDER ALIEN FLAGS

Irish Dominican Fathers and
Nuns Not to be Ex-
pelled

American Admiral at Lisbon Renorts
Sent Royal Yacht After Exiled
Manuel

Lisbon, Oct. 11.—Although the city re-
mains in a state of siege, the govern-
ment of the administration, the sold-
iers have been gradually withdrawn from
the streets. Hardly any were to be seen
today. The people have resumed their
business occupations and perfect tran-
quility prevails. Several churches were re-
opened this morning. Guards have been
supplied to those establishments of the
religious orders, which are still occupied
and flying foreign flags to prevent possible
attacks. The papal nuncio, Monsignor
Tonti, has hoisted the Austrian flag over
his residence, at Cintra, but there was no
sign today of hostile demonstrations.

It is said that Foreign Minister Maci-
ado has requested Great Britain to grant
immediate recognition to the new regime,
ostensibly so that it will be in a position
to communicate with the British govern-
ment in regard to its full programme.

Casualties Small.
The casualty list from the recent fight
falls below the most moderate of previ-
ous estimates. The official estimate gives
the number killed as between 100 and 150.
Unofficial estimates place the number still
lower. One of the plans attributed to
the government was that the king off, were
to be surrounded and arrested after the
departure of the train. The republic was
then to be proclaimed. The provisional
government has taken possession of the
houses of several religious bodies. The
opposition was met with. The con-
tents were inventoried and the houses se-
cured. It has been decided to issue a decree
enforcing compulsory military service.

Revolution Successful.
Washington, Oct. 11.—A cablegram from
Commander Luby of the protected cruiser
Des Moines, which arrived at Lisbon on
Sunday, contained the only official advice
on the situation in Portugal received by
either the state or navy departments to-
day. "The revolution seems to be abso-
lutely successful," cabled Commander
Luby. "All orderly business is being
pursued as if nothing had taken place.
There is, however, considerable feeling
against the Jesuits, who are to be expelled
from the country."

There is no further necessity of cabling,
as a full report is coming by mail.
The only official intercourse with the new
government was to return boarding calls."

British Royal Yacht for Manuel.
Gibraltar, Oct. 11.—It is announced that
King George has ordered the British
royal yacht Victoria and Albert to pro-
ceed to Gibraltar to receive King Manuel
and the Queen mother Amelia.

G. BRUCE,
241 St. Clair avenue, Sept. 29, 1910.

ROUGH SEAS AHEAD
FOR TRADE TREATY

Canadian Experience Has
Aroused Distrust of Ameri-
can Diplomatic Conduct.

(New York Herald).

Ottawa, Oct. 9.—Some American diplo-
matic chickens hatched years ago are com-
ing home to roost. Recollections of bar-
gains made, Canada felt she got the
worst of it are being skillfully advanced by
opponents of reciprocity. While the Laurier
government is fully convinced of the
friendly intent of President Taft and is
willing to proceed with the exchanges in
the hope that a mutually advantageous
treaty may be concluded, there is no deny-
ing that the Americans will be at a dis-
advantage because of what has happened
in the past.

The most aggressive chick of the brood
burst from a shell marked "T. R." It is
the recollection of the Alaskan arbitration.
Canadian loyalty to the motherland
was put to a severe strain when Lord Alton, sitting as one of
the British-Canadian commissioners in 1902,
changed his vote and decided the case in
favor of the United States. This would
seem to mark England instead of the
United States as the proper target of re-
sentment, but the Canadian complaint goes
further back to the remarkable procedure
of President Roosevelt in naming the Amer-
ican arbitrators.

The arbitration treaty specified that each
side should be represented by three emi-
nent jurists. Mr. Roosevelt named Elihu
Root, the secretary of war; Senator
Lodge and one time Senator Turner, of
Washington.

That Mr. Root was an eminent jurist
nobody denied, but Canada felt that since
he had been assisting in preparing the
American case he scarcely was in a posi-
tion to be wholly impartial. Senator
Lodge in the Canadian mind might have
been eminent, but he certainly was not a
jurist, and, moreover, he had declared in
the senate that the Canadian case had not
a leg to stand in Alaska. Mr. Turner was
regarded as equally prejudiced. The situa-
tion in Alaska at the time was such that
new discoveries of gold in the disputed
region might have led to extreme action
by President Roosevelt. To avoid trouble
Canada submitted.

Another thing that had an unfortunate
effect on international relations was the
refusal of New York state to permit Cana-
dian fishing vessels to fish in its waters.
The dominion thought it had obtained through
the Treaty of Washington, New York long
since had abandoned that position. On
another occasion Canadian fish was not
permitted to fish in the United States. The
American customs authorities taxed the
fish. There may have been legal justifica-
tion for these actions, but nevertheless it
was a surprise and a disillusionment for
the Canadians, whose long memories still
retain the recollection.

EPISCOPALIAN PLAN TO HEAL THE ILL

Convention in Cincinnati
Aroused by Recommen-
dation for Office of
Healing

One Speaker Refers to "Jewel Which
the Church Cast Away and a Woman
Picked Up."

Cincinnati, Ohio, Oct. 11.—The most
prominent feature of the Protestant Epis-
copal church convention today was the de-
bate on the question of divine healing.
Giving the sanction of the church to the
healing of the ill by prayer was proposed
to the convention in a report of a com-
mission of which Bishop Gray, of Southern
Florida, is chairman.

The proposals aroused the keenest in-
terest. "A jewel which the church cast
away and a woman picked up," was the
way in which one speaker referred to
Christian Science. The report of the com-
mittee made the following recommendations:

"In view of the widespread desire and
earnest longing for some recognition of
the possibility of divine healing, and in
view of the power of prayer with sym-
bolic anointing, manifested by bishop,
presbyter and laymen of the church, and
in view of the very general seeking after
divine healing, the committee recommends
that the church should recognize the
Christian Scientists, followers of spiritual
healing and others, it seems eminently
fitting that a suitable, proper and wisely
prepared office for the union of the
sick should be put forth by the church
on true lines."

"First—Looking to and praying for a
restoration to health, not in anticipation
of death.

Two—Avoiding the comparatively re-
cent diversion toward the idea that the
scriptural union of the sick is a true
sacrament in our Anglican use of that
word.

Your committee would therefore recom-
mend that communion of two bishops,
two presbyters and two laymen be ap-
pointed to prepare and report for an office
for the union of the sick, on the lines
of the scriptural and catholic usage, avoid-
ing the appearance of sacramental ritual
immediately preceding death."

The Rev. Lucas Waterman, of Han-
over (N. H.), who offered a resolution
providing for the appointment of such a
committee, placed himself on record as
believing in present day miracles. He
said: "If the Lord Jesus Christ did heal
the sick in a manner which I may de-
scribe as supernatural, He can do so
again in the twentieth century. If men
allow themselves to be prevented from
asking God for a miracle, then Almighty
God is not likely to grant it to them.
Modern medical science has its place, but
when its limits have been reached the
limits of the power of God have not been
reached."

One of the most forceful of the
opponents of the plan was the Rev. Carl E.
Crammer, rector of St. Stephen's church,
Philadelphia. The editor of the Philadel-
phia Record, who is a member of the
committee, which will be passed to the
house of bishops, for consideration
there. The deputies' vote was 88 for the
measure, 48 against it and 13 divided. Of
this number the clerical members of the
house had the advantage of 41 for the
measure.

(Carleton Sentinel.)

Under the above heading the Sackville
Tribune has the following article:

"The country is being flooded just now
with copies of a St. John daily. Each
paper is labelled 'Sample Copy' and in
each is an editorial reference to the pro-
posed power people's recent excursion to
their plant marked with blue pencil. The
editorial note speaks favorably of electric
railways and rather suggests that the peo-
ple of the St. John Valley might well be
satisfied with such a line.

"There are one or two things to be
noticed about this issue that are extraor-
dinary. In the first place, it is not quite
clear how a whole lot of these papers got
these papers for its evident purpose can
be made to square with the spirit of the
proper description of a 'Sample Copy' of
a paper. For another thing, is the bill
for the cost of the paper and the post-
age to be paid by the provincial govern-
ment which is favorable to an electric rail-
way, or is it to be paid by certain brok-
ers who are also interested in electric
lines? If it is to be paid by Rev. Dr.
Crammer, the latter two affairs are none of
the Tribune's business and none of the peo-
ple's business. If the government is to
pay the bill as part of its campaign against
the intercolonial operation of the pro-
posed Valley Railway the matter is very much
the people's business.

"For another thing, however much
Premier Hazen and his corporation and

newspaper friends may praise electric rail-
ways the people of New Brunswick will
not tolerate the scheme to pledge the
provincial credit for nearly \$50,000 to give
the Valley an electric tram-line with no
through connections, a tram-line which
will be most effective in serving the in-
terests of the C. P. R., which wants no
real competition in the Valley district.

"It's worth thinking about, this newest
kind of a scheme to 'bluff' the people."

"From the first announcement of this
'grand free picnic' to Arctostook Falls it
was felt that there was a colored gentle-
man somewhere in the woodpile. Now it
would seem as though Mr. Hazen and his
followers were not as disinterested as they
first appeared. Steniously the excu-
sation to Arctostook Falls was for the pur-
pose of selling bonds, but to the most
casual observer it was at once evident
that some other motive lay behind this
elaborate dispensation of good fellowship.
Now the cat is out of the bag, the colored
gentleman is being located and the
flooding of the country with highly colored
reports of this electric road and its won-
derful possibilities, turns the dial point to-
ward Mr. Hazen and his followers and
the people discover another effort to be-
fool them into accepting an electric road
controlled by the Canadian Pacific Rail-
way. Let us reiterate what we have stat-
ed many times—nothing but a competi-
tive line operated by I. C. R. management
should meet with the approval of the peo-
ple."

(Philadelphia Inquirer.)

Finite mind cannot comprehend the fig-
ures of the agricultural department, which
estimates that the corn crop this year
will be about three thousand million bush-
els. This will be about one hundred and
sixty-five bushels for each family in the
country, and most of us don't have direct
use for anything like so much. Indeed,
except our corn crop is the greatest in
the world, the average man, except in the
south, does not appreciate the fact. In this part of the country
the corn bread is eaten, more the pity.
We eat wheat bread as if it were abso-
lutely essential, whereas corn bread prop-
erly cooked is not only delicious but high-
ly nutritious.

Much of the corn never gets to market
as such. It is fed to hogs and cattle, and
as the cattle are decreasing in numbers
there must be a falling off in that sort of
demand, although the price indicates that
there are plenty of other sources for its
consumption. A good deal goes into whis-
key and less into breakfast foods, but it
is an astonishing thing that four million
ago corn was hardly salable at all and
was used as fuel, although the crop was
only about two-thirds that of the present.
We are consuming a lot more corn in some
form, but apparently not in the form of
beef and pork. The situation
leaves a good deal to be explained.

Some weeks ago it looked very much as
if we weren't going to have an average
yield because of the drought, but in the
last four weeks conditions have been ideal
for corn; and came just in time. Those who
have travelled through the country say
that the fields never looked finer and the
estimated loss in yield of bushels per acre
is due to a fear that the ears have been
filled out as well as they might have done
had the rains and hot weather come two
weeks earlier. In that event the crop
would have been twenty per cent greater,
so they say.

All of our cereals seem likely nearly to
reach the maximum and some will exceed
the mark. It seems to us that this ought
to be an astonishing thing that four mil-
lions ago corn was hardly salable at all and
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LOS ANGELES TIMES BUILDING AFTER THE EXPLOSION

The accompanying picture shows the effect of the bomb which wrecked the Times
building, in Los Angeles (Cal.) Two arrests have been made by the police in their
effort to run down the dynamiters. Large rewards have been offered for the con-
viction of those responsible for the dastardly act.

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ANNUAL CONVENTION OF UNION OF NEW BRUNSWICK MUNICIPALITIES

Important and Interesting Programme Has Been Arranged
for Sessions in Woodstock on October 19 and 20—The
St. John Delegates.

The fifth annual convention of the
Union of New Brunswick Municipalities
will take place at Woodstock on the 19th
and 20th inst. The St. John delegates
appointed by the common council were
Ald. McGoldrick, Potts and Willet, to-
gether with such other civic officials as
may be named, who will probably be
Chamberlain Langley. The delegates
from the municipal council are: Couns.
Cochran, Smith, Dean and Donovan, and
County Secretary Kelley.

The object of the Union of New Brun-
swick Municipalities is the general im-
provement and facilitation of every branch
of municipal administration. This is
sought to be obtained by the guidance
and improvement of both dominion and
provincial legislation bearing upon or af-
fecting municipal matters, and the promo-
tion of municipal interests generally. The
annual conventions are held for the pur-
pose of discussing these questions. The
most important phase of the union's ac-
tivities, however, is the securing of united
action for the protection of individual

municipalities and their interests as
against legislative or other encroachments
of corporations.

The programme of the forthcoming con-
vention at Woodstock contains many
items of considerable interest. Among the
subjects to be discussed are: Automobile
legislation; the export of water power; on
the granting of bonuses or loans by mu-
nicipalities to industrial enterprises. Be-
sides these, Mayor Reilly, of Moncton, will
speak on whether a federal or provincial
government should guarantee the pay-
ment of municipal bonds or guarantee the
legality of the issue. F. St. John, B.A., se-
retary treasurer for York county, will ad-
dress the gathering on municipal taxation,
and the proper administration of the act
respecting rates and taxes. On the first
day of the convention Mayor Jones, of
Woodstock will deliver an address of wel-
come to which Ald. McGoldrick of St.
John, and Mayor Thomas of Fredericton,
will reply. The reports of the officers will
be received, and Premier Hazen and visit-
ing members of the executive government
will speak.