

The Standard

Published by The Standard Limited, 83 Prince William Street, St. John, Canada.

SUBSCRIPTION.
Morning Edition, By Carrier, per year, \$5.00
Morning Edition, By Mail, per year, \$3.00
Weekly Edition, By Mail, per year, \$1.00
Weekly Edition to United States, \$1.50
Single Copies Two Cents.

TELEPHONE CALLS:
Business Office, Main 1722
Editorial and News, Main 1746

Chicago Representative:
Henry DeClerque, 701-702 Schiller Building
New York Office:
L. Kiehn, Manager, 1 West 34th Street.

SAINT JOHN, MONDAY MORNING, AUG. 14, 1911.

A DREDGING EXHIBIT.

On July 26th Mr. Crockett brought before the House of Commons the sorry history of one of those congenial exploits of the Minister of Public Works in the domain of dredging. The scene was Gaspeau Harbor, so-called, in the County of Westmorland, the beneficiaries were the notorious dredging associates of the Hon. William, concealed under the caption of the Maritime Dredging Company, and the masterhand belonged, of course, to the minister. As usual, the people paid the piper. They always do in any transactions engineered by the aforesaid Hon. William. The sum taken from the public treasury in this particular instance was \$23,969, the persons who got the money were Messrs. Moore and McAvity, acting as the company, and when it was all over and done the Government engineer promptly reported that the work was of no value as it stood. In fact there was no reason for the work, other than party pressure and the insatiable lust of expenditure which characterizes Mr. Pugsley. There was no traffic to demand it, and there was little chance of making the channel effective even when the dredging had been done.

The present transaction began in April, 1908. As far back as 1903, shortly before a general election, the project was first mooted. The resident engineer at that date reported that a channel 12 feet deep would cost \$168,000, and should be done at 20c. per cubic yard. Nothing was done, and in 1907 another resident engineer estimated that a sufficient channel could be dredged at a cost of \$60,000 on the basis of 20c. per cubic yard.

On July 28th, 1908, when another general election was in prospect, Mr. Pugsley got busy and issued advertisements calling for tenders for dredging Gaspeau river to be in by August 14th. Three days later, July 31st, the resident engineer telegraphed that John E. Moore told him he had a dredge ready to work on Gaspeau river and expected to start on Monday, August 2nd, and asking if he was to lay out the dredging for him. Two days later, August 4th, Mr. Pugsley telegraphed the engineer that the work had been given to the Maritime Dredging Company, St. John, on condition that they were to accept the lowest price shown by the tenders called for August 14th, and to set them at work immediately. BEAR IN MIND THAT TENDERS WERE TO BE IN ON AUGUST 14TH AS CALLED FOR BY MR. PUGSLEY, AND THAT IN THE FACE OF THAT PUBLIC CALL THE MINISTER GAVE THE WORK TO MOORE AND McAVITY TEN DAYS BEFORE THE TIME FOR RECEIVING TENDERS HAD EXPIRED. That was pretty fine work even for Mr. Pugsley.

But there was finer work to follow. Mr. Pugsley promised to give Mr. Moore the price set by the lowest tender. Mr. Moore and no one else was to get the work. The lowest bona fide tender was not to have the legitimate reward of his figuring if he was lower than Messrs. Moore and McAvity. THIS IS THE SINGULAR AND HIGH TONED IDEAL THE HON. WILLIAM HAS OF CONDUCTING THE PUBLIC SERVICE IN MATTERS OF TENDER AND CONTRACT.

But there was finer work still to follow. It was so ordered by the propitious fates that only one tender appeared on August 14th and that was the tender of "My friend Moore." Mr. Moore fixed his own price and that price was 90c. per cubic yard. Observe that two resident engineers had reported, one in 1905 and one in 1907, that 20c. per cubic yard was a reasonable price. "My friend Moore," through his fine work of the Hon. William, got FOUR AND A HALF TIMES the reasonable price set by two engineers of the Department, and as was intended, he went right on with his work, and was paid for it, though Mr. PUGSLEY KNEW FROM HIS OWN ENGINEERS THAT HE WAS BEING PAID THE UNREASONABLE PRICE. What a beautiful trustee of the people's money is the Hon. William!

Later the chief engineer at Ottawa felt it necessary to square this evident inconsistency between the individual action of the minister and the reports of his engineers, and to seek, if possible, some means of sweetening the deal. On September 29th he wrote Superintendent McCordock at St. John that when the tender was received he thought it too high. Since then it had been represented to him that there were certain conditions that might alter his judgment and instructing him to go to Gaspeau river and report by wire immediately. On October 3rd, four days after Mr. Pugsley wired the chief engineer to instruct Mr. Scammell to visit Gaspeau AS ARRANGED. Why Scammell was instructed McCordock to go; why was Scammell instructed, and by whose arrangement and for what purpose? On October 5th, Scammell is instructed by the chief engineer to see the Dredging Company and report.

In the meantime McCordock had got to work. His first difficulty was to find out where this Gaspeau river was located, and it developed that the combined knowledge of himself, Scammell and Sheehan was not equal to the task. They found three Gaspeaus—one in Cape Breton, one on Grand Lake, and one in Sunbury County, but no work was going on upon any of them. In despair they appealed to the minister, who told them it was in Westmorland. Fancy the situation! PUGSLEY HAD GIVEN OUT A \$23,000 DREDGING JOB TO HIS FRIEND MOORE AND NEITHER THE CHIEF ENGINEER NOR THE THREE NEW BRUNSWICK ENGINEERS KNEW WHERE THE RIVER WAS ON WHICH HIS FRIEND MOORE WAS WORKING. And this was two months after Moore had been at work.

But there was still more. On October 16th, after McCordock had reported, the chief engineer had to wire Pugsley in St. John for the prices and terms of the contract. THE MINISTER HAD THE CONTRACT WITH HIM, IT WAS NOT ON FILE IN OTTAWA. The minister telegraphed the price, ninety cents per cubic yard. On October 26th, after "My friend Moore" had been at work for two and a half months, the district engineer, who had to supervise and certify his work, wrote that he had not yet got a copy of the contract and did not yet know the price fixed therein, YET THIS SAME ENGINEER HAD BEEN ALL ALONG CERTIFYING THE ACCOUNTS AS FAIR AND REASONABLE! The inspector had kept to account of the material cast over and in the end "My friend Moore" was asked to name the quantity and his price for the same. He named 6,000 cubic yards as the quantity and two-thirds the regular barge price as their charge, AND

THE QUANTITY GOES, ALTHOUGH THE DISTRICT ENGINEER REPORTED 6,000 YARDS AS THE CAST OVER MATERIAL. THE DISTRICT ENGINEER WAS ORDERED TO CERTIFY TO THE 8,000 CUBIC YARDS AT 60c. AND HE OBEDIENTLY DID SO.

But this is not all. The work was given by the Hon. William on August 4th, to his friend Moore, without tender, and ten days before the time set for receiving tenders had expired, the work went on without the Department at Ottawa or the three engineers in St. John knowing anything of it. It was concluded on October 24th, and the order-in-council authorizing the accepting of "My friend Moore's" tender was not passed in council until November 28th, 1908, OR THIRTY-FOUR DAYS AFTER THE WORK WAS FINISHED. In March, 1909, the engineer reports that as a result of this expenditure of \$23,936 "NO IMPROVEMENT IN NAVIGATION HAS BEEN EFFECTED" and that the cut will "probably fill up rapidly."

The above is the record of an absolutely unjustifiable expenditure of public money, given in an absolutely unjustifiable and crooked way by the Minister of Public Works, so engineered by him without the aid and cooperation of his Department that it went inevitably and without chance for reasonable competition to his own friends, his associates and partners for the purchase and maintenance of his organs the Telegraph and Times. It is an unblushing and disgraceful transaction as ever blotted the records of the administration of a minister who has many equivocal and shady transactions to his discredit.

HOW MANY MORE SUCH ARE NECESSARY TO CAUSE HONEST VOTERS TO DO THEIR DUTY?

PLAIN TRUTHS FOR CANADIANS.

(La Grange Standard, Indiana.)

The National Editorial Association which recognized and changed its name to National Press Association at Detroit last week, had thrust upon it an unexpected notoriety. Governor Chase Osborn was invited to welcome the association to Michigan and when he came down from Lansing for that purpose, being a newspaper man himself and a judge of news values, he raised an unpromising session into a plane of interest by a few enthusiastic words to the effect that whether reciprocity be wise or unwise he would like to see THE STAR-SPANGLED BANNER FLOAT OVER THE FREE AND THE BRAVE FROM THE NORTH POLE TO THE ISTHMIAN OF PANAMA.

Which joyous Americanism was followed in a few minutes by the frank statement from a Denver delegate that he had no use for Taft Reciprocity at all, but he did want to love our Canadian neighbors as ourselves by extending to them the privileges of states in the American Union. Hence, when a bewickered judge of the supreme court from Toronto came to bat, oratorically, he profusely declared that he mustn't say anything, but he would say that there was nothing so irritating to a Canadian as talk of annexation to the United States. How would you like to have us talk of annexing you? he asked. Then he boasted that Canada was drawing thousands of settlers from the United States and sixty millions of dollars with those settlers every year, and he hoped to make good subjects of King George out of them. As a result of this malady, when the editors started out on their tour of the lakes and St. Lawrence river towns, it was with some apprehension about the manner of their reception.

It is a trifle ridiculous, the way some of the excessively English Canadians talk about their country. We all remember from school-day reading of history that Canada was originally the realm of the French. England took the country away from France by force of arms, during the time that our colonial ancestors were dubs and English subjects as the poor present-day Canadians yet are. Canada could never have been taken from France without the help of Virginians and New Yorkers and New Englanders. Neither those colonists, nor we, their heirs administrators, devisees and assigns, have had any compensation for that job, except the military training received by George Washington and a few others, which enabled us to lick the British armies in 1776 to 1783.

It would be simply an instance of the justice that works out sooner or later in the history of nations, for THE UNITED STATES TO ANNEX CANADA. WE WILL HAVE TO DO IT SOMETIME, AND THE ENGLISH CANADIANS MIGHT AS WELL GET THEMSELVES USED TO THE SYSTEM. It will not be very difficult to persuade the French Canadians.

THE QUESTION OF MOTIVE.

It is not enough for the Canadian advocates of Reciprocity to tell us that they do not wish to weaken the bonds of the Empire. The motives of the negotiators on the other side are as important to us as those of our own Government. President Taft has let us see what he has in mind, and his speeches alone should condemn the Agreement to thoughtful Canadians.

Suppose that before the negotiations began the President of the United States had come to this country and asked the Canadian people completely into his confidence. Suppose he had told us that we were at the parting of the ways between closer Imperial union and closer union with the United States, and then invited us to choose the United States. Suppose he had told us plainly that he saw a prospect of the Imperial bond growing stronger, and that to prevent it he was promoting Reciprocity. Would not the people of Canada have rejected his proposition no matter how good it was?

Instead of making the speech beforehand Mr. Taft has made it after the agreement was negotiated. Instead of making it in Canada he has made it in the United States.

Current Comment

(Gazette, Worcester, Mass.)

"In our opinion, there is much truth in the observation of President James J. Hill, of the Great Northern, to the effect that this country is bound to profit more by what it has 'prevented than by what it has gained.' And the chief thing which Reciprocity has a tendency to prevent is, as Mr. Hill suggests, 'Imperial trade federation.'"

Ottawa Journal.)

"I represent a country that has no grievances," said Sir Wilfrid Laurier to the Imperial Conference. And Mr. Bourassa cannot understand this at all, seeing how many millions of the flower of French-Canadian youth are being dragged into the Canadian navy to die like lies in the bloody battles of a tyrannous British Empire.

(Ottawa Citizen.)

A. Lanctot, ex-M.P., who was the central figure of a whitewashing performance during the past session, has been hissed off the platform and hustled by a mob at Sorel. That well known brand of Liberal whitewash does not seem to wear well outside the doors of Parliament.

(Calgary Herald.)

"What would Canadians think of Britain," asks Premier McBride, "if she talked of neutrality should Canada be at war?"

MISS SHERMAN TO WED.



Mr. and Mrs. William Watts Sherman, of New York and Newport, have announced the engagement of their daughter, Miss Mildred Sherman, to Lord Camoys, of England. Lord Camoys was a guest at the wedding in the spring of Lord Deedes and Miss Gould, and he and Miss Sherman met at one of the entertainments which preceded the marriage. It is said that it was really a case of love at first sight. Recently an announcement of their engagement was sent from Europe, but it was denied, the explanation being made that there was absolutely no authority for it at that time.

MANY DOWN WITH PLEURISY.
Doctors say the country is full of it. First comes a chill, then cold develops—the inflammation grows—yep! can't draw a long breath—lungs and sides get sore, and pleurisy sets in. A good home-cure consists in taking twenty drops of Nerviline every four hours. Supplement this by vigorously rubbing the sides and chest with Nerviline and when warmth and circulation is restored, put a Nerviline Porous Plaster over the aching spot. Nerviline Treatment is always successful in colds, pleurisy, and pleurisy. Try it yourself.

"I would not destroy a factory in Canada to build a factory in Yorkshire. Subject to legitimate protection of our own interests, I am anxious as far as possible to throw our trade into British channels. I am for the British Empire against all others and in the Empire I am for Canada first."—Mr. Borden at Dauphin, Man.

No Need Of Waiting for Cool Weather

Our rooms are so airy and well ventilated we do not know the weather is hot till we get outside. Enter at once and get a good start before the rush comes.

THE RESURGEON
S. Kerr, Principal.

HOUSEWIVES WHO KNOW

Will tell you that there is nothing quite so nice as

Izzard's Home Made Bread

PROVE IT FOR YOURSELF
YOUR GROCER SELLS IT
Made Only At

IZZARD'S SCOTCH DIETETIC BAKERY
21 HAMMOND STREET,
Phone Main 2278-21

BUY BUTTERNUT BREAD BECAUSE BETTER THAN

Home Made Bread

EVERBRITE ELECTRIC SIGN LETTERS

Most Distinct Night Sign
Best Appearing Day Sign
Least Expensive to Operate
ST. JOHN SIGN CO.
143 1/2 Princess Street.

DIAMONDS

We do not keep but Sell At Prices That Defy Competition

Inspect Our Stock and Compare Values

A. Poyas
Watchmaker and Jeweler, 16 Mill Street

RECIPROCITY FATAL TO CANADIAN PROGRESS

W. H. Bramley Thinks Canadians Should Consider Reciprocity Question from Standpoint of Natural Economy.

To the Editor of The Standard:
Sir:—The stock argument in favor of reciprocity, is that it will open up a new market for the Canadian farmer's produce, in which he will be able to dispose of his surplus raw material. In the first place, there should be no such thing. My contention is that a new market is not needed at present moment. The second place, if it really is needed we already have a market open to us, namely the great British Empire, with its population of 400,000,000 as against the population of the United States, with the important advantage added of keeping our own home market closed to the open competition of foreign nations. I cannot understand why farmers should be so anxious to export all their raw material, if they desire to do so, and to the property of their country in general. It can be accepted as a fact that any country which exports all its raw material will never attain to a full measure of prosperity. Instead of developing into a great and wealthy nation, it will become a strong tendency to remain stationary, and at the first whisper of adversity begin to tread the downward path. A famine, similar to those of India and China, which are of frequent occurrence, and necessitate an appeal to the charity of other nations, in order to keep starvation and a lingering cruel death from the sufferers, at these times. Those countries are an object lesson on the folly of exporting raw material, and depending entirely upon the proceeds for their national existence.

Encourage Home Industry.

A far wiser policy to my mind, is to encourage manufacturers to build factories all over Canada and even give them a bonus from the public funds to help them convert the farm raw material into manufactured products. In that manner you build up your country quickly by doubling the population and at the same time creating a double demand for all the crops you grow. The wealth of your country will increase at the same rate, at the same rate, and by the same means.

This method is that upon which the vast wealth of Great Britain is built. It is the policy pursued by the United States, and upon which they have built up a great population, and an international trade within a comparatively few years. For this reason, they are becoming a great manufacturing and exporting nation, thereby laying the solid foundation of a great nation. For this reason, they are content with what their own farmers raise, they are reaching out to the north for Canada, and to the south for the United States. They are not under their control, with the dominant idea of getting hold of this raw material to supply American factories, thus finding employment for the American industrial population. One thing they are very anxious to get is our western wheat.

Now in regard to wheat, let me inform you that American farmers can grow all the wheat their country can use, and beyond that a surplus which they have no use for except to export to other countries, which need it principally in the shape of flour. If then they export a surplus, why do they so strenuously reach out for our raw wheat? Simply because they wish to keep their big mills busy grinding our wheat into flour the year round, thus supplying a universal demand at a profit to themselves. That market is open to you now if you are willing to supply it, quite independent of any trade agreement, or "commercial union" with the United States. You have the raw material in your own hands, under your own control, all you need is the factories, and the men to operate them; the market is open. You have the ships to take the manufactured products to the uttermost parts of the earth, and at present you have the support of the British army and navy, as well as the forces you control, and are thus able to keep open the highways of commerce. You have the opportunity and the means to become a great manufacturing nation, as well as a great agricultural nation. Not only have you the advantage of British production, you have the additional advantage of British financial backing.

The same arguments apply in the case of livestock, and in fact all raw material which the American factories wish to obtain free of duty, in order to work up and export.

Why not beat them at their own game?

Conditions of Progress.

Create and support your own factories along the same lines. Open up the book of history, and learn the lesson of national progress direct from the pages, without going through the process of evolution through personal experience, a process which is very costly as well as painful! Believe me the way to national prosperity lies by way of industrial development; meaning by that an aggregation of factories, fully manned and continuously employed, in addition to an agricultural population, whose duty will be to feed the factory hands, the general populace and themselves. In addition to that they will have to grow sufficient raw material, to keep the factories running the year round, busily engaged in working up this raw material and exporting the manufactured products to those nations which need them.

With that every farmer in Canada could bring his mind to bear upon the advantages to be derived from following this policy to its logical conclusion. I would not say it is an inducement to the facts brought before you in the light of your own advantage, ultimate if not immediate. You may not realize it, but never again will the consequences hang upon your votes at the next general election. It is not merely a question of the pre-emptive right, it is a question of the very existence of our beloved Canada as a nation.

The duty is laid upon you, not to place any particular party in power, but to decide upon the policy which you think is to the best interests of yourselves and your country. Both parties will doubtless appeal to you to stand by the party and decide upon

In your FOUNTAIN PEN use

Stephens' Ink

The Pen starts instantly, & never clogs, because the colour-matter is in perfect solution.

W. G. M. SHEPHERD, MONTREAL, SOLE AGENT FOR CAN.

party standpoint. I do not; I ask you to decide it, irrespective of party, as a national matter, recognizing no authority except your own common sense, and the logical conclusions derived from unprejudiced and sound reasoning. Let your reasoning start from the premises that "the best is none too good" for us. Give your support to that party which will promise to build up your country in the same way that other prosperous countries are built up, along the lines I have suggested, which I am confident will benefit us all, from the rulers down to the lowest subject. Ask your prospective member if he will work to that end. Make him say yes or no, without any ifs or buts. When you get a straightforward answer, vote accordingly.

W. H. BRAMLEY.

Bath, N. B.

AMUSEMENTS.

"ENOCH ARDEN" AT NICKEL.

Today the Nickel will show "Enoch Arden," enacted amidst the most beautiful scenes by the Biograph Players. This is a remarkably interesting portrayal of Lord Penrynon's poem and requires two full reels of a thousand feet each for its reproduction upon the screen. The first part tells of the betrothal of Enoch and Annie, the despair of Enoch, his sailing away bound for China; the storm; the vessel wrecked and Enoch and two companions cast away upon a tropical island. Annie is ever hopeful of his return, while Philip, the unsuccessful rival, shows a kindly interest in the little grief-stricken family. The second part begins several years later, and while Philip sneers at the hand of Annie, she refuses, still faithful to her hope of Enoch's return. Finally she accepts for the sake of her children, and when her new baby came—Philip's child—she is Philip's all in all. Meanwhile a ship in quest of water puts in at the island and Enoch, now alone, his comrades having died, is rescued. His homecoming is indeed, and he welcomes the death that keeps Annie in happy ignorance. The other picture is "The Baseball Star from Blingville," one of the best comedies the Eassey company has ever produced. Gertrude Dudley, the charming and popular soprano will sing "The Boat Song," and Harry Dudley will be heard in his new composition, "I Long To See Killarney." More excellent music by the orchestra.

Property Sales.

W. G. Haslam has purchased from Mrs. Grace J. Watt, the dwelling house 219 Charlotte street, Carlton, at present occupied by Mrs. S. P. man. The dwelling house, 17 Main street, at present occupied by Frank Gorham, has been purchased from David Bontwick by Mrs. Williams. Gorham, the price recorded being \$1,000.

FINE WATCHES Of Every Description

Split-Seconds, Chronographs and Repeating Watches for presentation purposes. Sporting Watches, Timers, Nurses' Watches.

FERGUSON & PAGE
Diamond Importers and Jewellers
41 King Street

Special Values in Men's Fine Footwear

Just a limited number of pairs of MEN'S GOODYEAR BALMORALS at prices which make it well worth while to purchase now. Not an old or shoddy pair in the lot, but new, bright, up-to-date stock, built on neat, shapely lasts, perfect fit, comfortable, beautifully finished.

Vici Kid . . . Regular Price \$3.50 . . . Now \$3.00
Box Calf . . . Regular Price \$4.00 . . . Now \$3.48

SINCLAIR'S, - - 65 Brussels St.

LOOSE LEAF BINDERS

ALL SIZES MADE TO ORDER.
Sheets Ruled, Printed and Punched All Patterns.

Our Peerless L. L. Ledgers and Victor Binders Are Guaranteed,

WRITE FOR PRICES

BARNES & CO. Ltd., Commercial Printers and Binders

Perfection
SCOTCH WHISKY

proves its age by its mellowness—it's as smooth as a kitten's wrist. Let your own palate be the judge; you'll find every bottle of standard, unvarying quality. Keep Perfection in YOUR buffet.

STEAMSHIPS

CANADIAN PACIFIC EMPRESSES
AND OTHER STEAMSHIPS
ST. LAWRENCE ROUTE.

Lake Manitoba, Thursday, Aug. 17
Empress of Ireland, Fri. Aug. 2
First Cabin.
EMPRESSES. \$92.50
One Class (Second Cabin). \$12.00
LAKE CHAMPLAIN. \$20.00
LAKE MANITOBA. \$20.00
Second Cabin. \$3.00
Third Cabin. \$1.00
EMPRESSES. \$11.00
Other Boats. \$20.00
W. B. HOWARD, D.P.A., C.P.R.
St. John, N. B.

Furness Line

From London, Steamers
Aug. 6, Shenandoah
Aug. 20, Kanawha
Sept. 3, Rappahannock
and fortnightly thereafter, dates subject to change.
Steamers have accommodation a limited number of saloon passengers.
WM. THOMSON & CO., Agents, St. John, N. B.

PICKFORD & BLACK LINE

ST. JOHN, N. B. TO DEMARCA
S. S. Orup sails Aug. 3 for munda, St. Kitts, Antigua, Barbados, Trinidad, Demarca.
S. S. Ocampo sails Aug. 25 for munda, St. Kitts, Antigua, Barbados, Trinidad, Demarca.
For passage and freight apply WILLIAM THOMSON & CO., Agents, St. John, N. B.

Scenic Route

THE STEAMER MAGGIE MILL will leave Millville daily (except Saturdays, Sundays and Mondays) 6.45, 9.30 a. m.; 2, 4 and 6 p. m. turning from Bayview at 6.7.30, 10.30 a. m.; 2.45 and 5.15 p. m. Saturday at 6.15, 9.30 a. m.; 2.30, 4.45 and 7.00 p. m. Returning at 5.30, 10.30 a. m., 3.15, 5.45 and 7.45 p. m.
Sunday and Holidays at 9 a. m., 2.30 and 6.15 p. m. Return at 9.45 and 11.15 a. m., 5 and 7 p. m.
JOHN MCGILLDRICK, Agent, Phone 228.

HAVANA DIRECT

SS. Ashmore Aug. 20
A Steamer Sept. 30
And Monthly Thereafter
For space, etc., apply to
WILLIAM THOMSON & CO.
Agents, St. John, N. B.

MANCHESTER LINER

From Manchester
July 14, Man. Engineer
July 29, Man. Miller
Aug. 12, Man. Miller
Sept. 2, Man. Engineer
Sept. 16, Man. Miller
Sept. 30, Man. Miller
Oct. 13, Man. Engineer
Nov. 4, Man. Miller
These steamers also take freight. Philadelphia with exception of Manchester Engineer from St. John 7, 1911.
WILLIAM THOMSON & CO., Agents, St. John, N. B.

Crystal Stream S. S.

ST. JOHN TO FREDERICTON and intermediate landings. Will leave St. John for Fredericton Wed. and Friday at 8:30 a.m., returning alternate days, making SPT. TRIP SATURDAY evening to Point, leaving St. John at 5 p.m. returning Monday at 7:15 a.m.

WASHDEMOK ROUTE.

Stmr. Sincennes will leave St. John, Thurs. and Saturday at 10 for Cole's Landing and intermediate landings, returning alternate. Warehouse open daily until 6 p.m.
D. J. PURDY, Manager

—THE— International Railway

Now Open For Traffic
Uniting CAMBELLTON, at of navigation on Baie Chaleurs the ST. JOHN RIVER VALLEY ST. LEONARDS. At St. Leon connection is made with the CANADIAN PACIFIC RAILWAY for MUNDSTON and points on TEMISCAMING RAILWAY for GRAND FALLS, ARDOR, PERTH, WOODSTOCK, FREDICTON, ST. JOHN, and WEST POINTS. Affording the shortest and cheapest route for LUMBER, SHINGLES, AND PRODUCTS, from BAI Chaleurs and RESTIGOUCHU to the MARKETS of EASTERN STATES. At CAMBELLTON connection is made with the INTERCOLL RAILWAY. An Express train with superior accommodation, in addition to the regular freight trains, there is also a far accommodation train carrying passengers and freight, running each way on alternate days, each way, between CAMBELLTON and ST. LEONARDS. In addition to the regular freight trains, there is also a far accommodation train carrying passengers and freight, running each way on alternate days, each way, between CAMBELLTON and ST. LEONARDS.
The International Railway Company of New Brunswick
January 3, 1911.