

PROGRESS.

EDWARD S. CARTER, Publisher. WALTER L. SAWYER, Editor.

SUBSCRIPTIONS, \$1 a year, in advance; 50 cents for six months; 25 cents for three months; free by carrier or mail. Papers will be stopped promptly at the expiration of time paid for.

ADVERTISEMENTS, \$10 an inch a year, net. The edition of PROGRESS is now so large that it is necessary to put the inside pages to press on Thursday, and no changes of advertisements will be received later than 10 a.m. of that day.

Every article appearing in this paper is written especially for it, unless otherwise credited.

News and opinions on any subject are always welcome, but all communications should be signed. Manuscripts unsuited to our purpose will be returned if stamps are sent.

The composition and presswork of this paper are done by union men.

EDWARD S. CARTER, Publisher. Office: No. 27 Canterbury St. (Telegraph Building)

ST. JOHN, N. B., SATURDAY, SEPT. 1.

Circulation, Over 4,000.

A 16-PAGE BOOM EDITION.

About the 22nd of September a 16 page edition of PROGRESS will be published. The extra eight pages will be devoted to booming Fredericton, which has during the past year made the most rapid and marked progress of any city in New Brunswick.

THE EFFECT ON SAINT JOHN.

The avowed purpose of the president of the United States to do the greatest injury to Canada, at as little cost or loss as possible to themselves, has naturally roused deep feeling in both countries.

The prevailing opinion seems to be that the act is born of political exigencies, and that the president has made a bold move in response to the action of the Republicans in the rejection of the treaty; that he has said, in effect, "You have rejected a mode of friendly settlement of an irritating question between us and Canada, and you have declared that you would not accept a settlement so favorable to the Canadians. You have decided that Canada has been taking an unfair and unfriendly advantage in international commerce, and that the treaty proposed an endorsement and continuance of that one-sided state of things."

"I accept your decision and I shall endeavor to carry out your views as they have been expressed in your resolutions and your speeches. You say Canada has done us unfairly with us; that she has had an undue advantage in commercial relations, and she must be conquered into fair play by a policy of retaliation. Now this is what I propose to do."

Viewed in this light, the Democrats generally are delighted with the bold strategic move of the President. They see that, instead of being outmaneuvered by the Republicans, in the matter of the anti-British treaty, he has thrown to that element a more alluring bait than they had been able to offer them. And that by the same act he has left the Republicans to settle the score with the interests of United States trade which will suffer by the carrying out of their declared policy.

It is almost certain that there is a great deal of truth in this explanation and the President appears almost in a new character as a politic and daring party leader and strategist.

It must be confessed, however, that in the opinion of many of his conscientious admirers it is a question whether such a gain as politician has not been made at the expense of a singularly high reputation as a fair-minded and fearless man who could not use artifice or cunning to gain an election, or to hold public favor.

The other alternative seems to be to accept the manifesto as an expression of his own feeling and to believe that he really thinks as he speaks. In this case consistency suffers in another direction, as Mr. CLEVELAND is well known to have spoken favorably of the treaty and his candidature has been chiefly interesting to Canadians as an expression of party opinion favorable to an extension of our reciprocal facilities. It is usually best to not try to settle motives except where they are unequivocally expressed. In this case, it is best to allow a great deal for the exigencies of an absorbing political conflict, and to give credit for the best in one who has done so much to win and hold the high place in public esteem to which he has attained. It is almost certain that, apart from the irritating circumstances, President CLEVELAND is at heart friendly to Canada and inclined to a broad and generous view of international relations.

Of the effect of the proposed action, it unfortunately it should be carried out, upon business in and between the two countries I shall not speak. Indeed, only time and actual results would really make this

known. There is one result, however, which specially affects our own city, and which cannot be too clearly brought before the minds of our citizens: the position of St. John as one of the Atlantic ocean ports of Canada. Whether the president's proposal is made in earnest or not, it has made a profound impression upon the public mind, and business men find themselves suddenly face to face with an unexpected problem: What shall we do if we cannot ship by New York, Boston and Portland? The currents of trade from Canada through these ports oceanward are, in imagination, closed. The drawbridge of our modern feudalism is shut down, and the pent-up waters must find escape by some other outlet. What shall it be? This sudden shock, given to a free and hearty circulation, has produced a commercial nightmare in the manufacturing and mercantile organism, and although the stagnation is as yet only in imagination, the possibility of such a thing taking actual shape and consistency is alarming.

It is probable that more real, earnest thought was given to the nature and the facilities of our maritime ports in 48 hours after the publication of the message, by western shippers and producers, than had been given to these matters in the past half century, or at any time in the history of the country.

Now whether the policy of retaliation ever takes effect or not, I earnestly hope it may not in the interest of all that is best among us, whether any measure of cause for the irritation has been given by Canada or not, and taking the whole history of treaties and relations between us, I believe there has not. One thing is abundantly evident that the suggestion, the proposal to suspend relations so full of deepest interest to us as well as to the states, has done more to open the eyes of Canadian business men to the value of our own maritime ports than anything else could have done in a far longer period of time.

Business is self-occupied, is, let us say, selfish. Two matters of self interest have served to carry Canadian trade oceanward by the United States. Immense capital and ever-increasing facilities afforded for transportation towards these parts, and on the other hand an almost unpardonable and altogether extraordinary ignorance and prejudice concerning our own ports. Now by the act of the chief of the executive as the outcome of their own party politics, a blow has been struck at the fancied permanency and seemingly favorable conditions connected with the foreign parts; and, in the alarm, business, following the instincts of self-preservation and self-development, is prepared to see and to hear facts to which till now it was almost blind and deaf, in regard to the grand natural facilities within our own political jurisdiction.

We have been wanting on our own part. We have not appreciated the need of making known the truth about our harbors. Our fight and uncertain efforts have been easily overcome by the influence of larger interests in other places. Our divisions, whether political or whatever they may have been, have kept us apart and have hindered us from united, hearty continuous action and other interests more single eyed have been easily able to take the advantage of us. What is meant is not that they have received or that we have wanted favors, but that other business interests have so profited by our divided opinion as to be able to keep the actual truth about our splendid facilities in a perpetual fog literally and metaphorically.

Now circumstances have unexpectedly revealed the insecurity of these relations and the possibility of their being interrupted at any time and our duty and opportunity are conspicuously apparent. Already activity is manifested in the Board of Trade and in other directions. These efforts should be warmly seconded by all citizens. And let us keep in mind that it would be an exceedingly penny wise and pound foolish policy which would grudge any needful expense to make the facts known over the dominion, or to welcome the trade. Any person who has lived in other parts of the country knows how much ignorance there is about the safety and commodiousness of the harbor. The admirable report of the committee of the Board of Trade should be brought to the notice of business men in every part of the dominion, and everything done to correct false impressions, to counteract influences likely to perpetuate the false idea that the harbor of St. John is dangerous and difficult of access, while it is in reality one of the safest and most commodious on the Atlantic coast. We may be well assured that there has not been a better opportunity for the furtherance of the interests of our city, and of the interests of the maritime provinces in general.

G. BRUCE.

FACTS AND INSPIRATION.

The Attorney-General's late law partner says through his paper that Mr. BLAIR inspired a certain article in last week's PROGRESS, and calls it a mean attack, etc. The diminutive who manages the Gleaner should not imagine that because he has to seek inspiration from a legal mind we have to do the same. PROGRESS is not in politics, and our reference to the two individuals mentioned was only made so that people not acquainted with the facts might know how much confidence could be placed in the Gleaner's statements. The late law partner would like to have

the public believe that he does not write or inspire the home manufactured letters and editorials abusing Attorney-General BLAIR. His paper says that he does not. But the Gleaner is a poor authority. At different times before the last general election it stated that Mr. C. H. LUGRIN was not a writer for that paper. In the same issue in which it now declares that the late law partner does not write or inspire the attacks on Mr. BLAIR it says: "Mr. C. H. LUGRIN was a paid editorial writer," in the Gleaner's employ. Now, it is plain to anybody that the paper either lied when it said that Mr. LUGRIN was not in its employ, or its latest reference to him is false. We suppose when the self-styled "editor and proprietor" rows with the attorney-general's late partner that the paper will some day contain an article explaining how many of the attacks on Mr. BLAIR were really written or inspired by GEORGE F.

The late law partner thinks that the fact that he receives some attention now and then from the press is evidence that he is a man of strength and influence. Foolish fellow! The public would forgive him for his past record if he would not obtrude himself, and undertake to lecture decent people upon their conduct. Then it becomes necessary to remind him that his better policy would be not to impose too much upon the generosity of the public.

We have nothing to do with the quarrel between the late law partner and Mr. BLAIR. The latter is quite capable of looking after himself, particularly against the individuals who are throwing mud at him.

LOOK OUT FOR COFFIN-SHIPS.

The recklessness of ship-owners in sending unsafe vessels to sea and thus endangering the lives of those on board is becoming more and more apparent to those who make their livelihood by the sea, and calls for immediate attention from the authorities. The only aim of the ship-owner or agent in many cases seems to be to get his vessel to sea as soon as possible, and many vessels are sent out of port in very bad weather, when everybody knows they are unsafe.

The crew of a vessel view these things with dissatisfaction, but will not endanger their lives when there is a chance to make their positions safer, and the insurance companies have to suffer. The vessel and cargo are always well insured and the owners care very little about what happens after they leave the island.

We have in mind a vessel that left port a short time ago. She was being loaded while the tugs were alongside ready to tow her out. When the tugs left the vessel she became unmanageable, and sailed wherever the wind took her. The deckload was thrown overboard not many hours after it was put on; yet the cargo was still too large for her, and during a fog she ran on shore.

Cases of this kind should receive more attention than they do. Lives are endangered, apparently through the owners being too anxious to make money out of their vessels. The remedy is very largely in the hands of the insurance agents. In their own interests, they should be more watchful.

THE DEVIL OR THE DEEP SEA.

Careful study of the party organs published in the neighboring republic reveals a number of astounding facts in connection with the leading candidates for the presidency.

On the one hand, the Republican papers tell us that Mr. CLEVELAND, personally a drunkard and a debauchee, is politically the tool of monopolies and trusts, the creature of the Cobden club, a bold, bad man who will look gloatingly on while the native laborer starves and will then replace him with "the outcast labor of pauper Europe."

On the other hand, we are assured by the Democratic press that Gen. HARRISON is a patiflogging lawyer who covers his thefts with the cloak of religion; that he is JAY GOULD'S meekest henchman; that he proposes to bring about a financial crisis and, if elected, he will double the customs duty upon everything except Chinamen.

If these things be true—and if they were untrue would not gentlemen upon both sides protest?—then,

God save the United States of America!

On Wednesday, J. G. BLAINE visited Calais and addressed a large open air assembly on the all-absorbing topics of the day. Although so near British territory, the great campaigner spared neither word nor gesture to express his decided aversion to English and Canadian institutions, and in his pleasant little way gave the poor Lion's tail a hearty twist. His talk centered in the Mills bill and the fishery treaty, both of which received rough usage at his hands. Mr. BLAINE spoke rapidly for about half an hour, at the end of which time he closed, according to all established precedents, have convinced his audience of three facts, viz., that Canada was practically robbing the United States of all her fish, that Democratic England was doing her share in the wholesale robbery and last but not least that the Republican party were the people and should be recognized as such. Query: Were they convinced?

All of us agree heartily with the warm words of praise from "A Parent" who regrets the retirement of the competent lady

principal of the Victoria school. We understand that it was Mrs. CARR's intention when she resigned to proceed to an English ladies college and become acquainted with its daily life, fitting herself in this manner for a more advanced position in Canada. We are confident of this fact that whatever position the lady accepts it will be happily filled and the best wishes of St. John people will attend her.

No, Mr. CLEVELAND, we will not fight. We have many friends in the United States and we do not want to lay waste their and your country, unless we are driven to it. We have formed that conclusion after mature deliberation, and we shall never be very sorry for it—not half so sorry, Mr. CLEVELAND, as you will be in November, when you remember all the needless nonsense you talked in August.

The Gleaner accuses Attorney-General BLAIR of inspiring the article which appeared in our last issue, dealing with the two individuals who control that paper. The Gleaner is wrong, as usual. No inspiration was needed. Do not allow your spite to run away with your sense, Mr. GREGORY.

LETTERS FROM THE PEOPLE.

Everybody Agrees With You.

TO THE EDITORS OF PROGRESS: Will you allow me space in your journal in which to express the universal regret felt alike by all our citizens that the late highly esteemed principal of the high school has given up her work here?

It is but stating a fact, when I say that, in educational circles, she has few equals in Canada, and the position of Victoria school under her was unique. It was through her quiet dignity, ability, tact and gentle firmness, that every pupil learned the secret of the art of self-government, while the highest Canadian universities have again and again highly commended the scope and thoroughness of the literary work done. I think Mrs. Carr's chief power over others lay in her calm determination to do right for its own sake, regardless of consequences. My own daughters' boast resembles this, and more: "We never had a rule to obey; we governed ourselves."

When Mrs. Carr came, this school was an ordinary town school, undistinguished from the others, today it is (as Sir William Dawson said lately, when here) one of the best, if not the best, in Canada. And in proof of Sir William's appreciation, he has affiliated our high school with McGill university. No higher distinction could be given our educational institutions; and while making us honored and respected abroad, it is only stating the bare truth to say that to Mrs. Carr, more than to any other person or body, is due the present popularity of the free schools in St. John. It is only a couple of years ago that a St. John gentleman, in London, heard Lord Lorne publicly mention what Mrs. Carr was doing for education here. It is, then, with no little regret we heard of Mrs. Carr's resignation, and I simply express what is the conviction of all our people, and my own very great gratitude for all the blessing and benefit reaped by my daughters. And this is my apology for making public mention of all we owe, as a people, to one who came to us a stranger, and who is now about leaving us, and whose retrospect of life here must be a very bright and happy one, knowing how deeply grateful we are for her labors for us.

A PARENT.

St. John, Aug. 30.

It Ought to be Done.

TO THE EDITORS OF PROGRESS: Our present ferry service is a great improvement on that of former years; so much so that the ferry has almost ceased to be the bugbear that it once was, and the man of business, who sees fit to live in Carleton, does so without the fear of being delayed over half an hour, either morning or evening. In fact, he is seldom delayed more than fifteen minutes. But satisfactory as this is, it might be improved upon by a very simple and feasible arrangement, viz: By making the trips every ten minutes instead of every fifteen; or, if that cannot be done, so arranging the trips that the ferry-boat shall leave the Carleton side regularly every morning at 10 minutes to 8, and the St. John side at 10 minutes past 6 every evening.

This arrangement would enable those who have to be at business at 8 a. m. to get there, and would be late enough for those who leave business at 6 p. m. to catch the boat for the west side in time for supper. As it now is the longest delay of the whole day, and the most irregularity in leaving occurs about the 6 o'clock trip.

In making these remarks, I may say that, on the whole, I am well satisfied with the ferry management, but think that on these points they might be improved.

WEST SIDE.

Carleton, N. B., Aug. 30.

Large hats with low crowns and projecting brims, very similar to those worn during the summer, are imported in felt and velvet; these will be worn by young ladies with carriage toilettes and for dressy afternoon wear. They are too picturesque for general use, but the smaller toque will be worn on all occasions. A novelty for large hats is a trimming of ostrich feather boa and bands; the bands of feather lie flat on the outside of the broad brim, and the boas hang down behind to be passed around the neck, just as neck scarfs have been worn during the summer.

BARNES & MURRAY,

17 Charlotte Street

RETAIL DRY GOODS.

Opening Sept. 8th.

For Particulars See This Space Next Week.

BARNES & MURRAY.

NEW BRUNSWICK HORSE AND CATTLE SHOW AND FAIR.

THE FREDERICTON PARK ASSOCIATION, Aided by the Government of New Brunswick, Will Hold a HORSE and CATTLE SHOW AND FAIR on their Grounds in FREDERICTON, On WEDNESDAY and THURSDAY, 3rd and 4th, October, 1888, At which over \$1,500 will be offered in Prizes, distributed as follows:

PRIZE LIST.

Table with columns for HORSES and CATTLE, listing various divisions and prize amounts.

General Conditions:

Entries close on SATURDAY, 29th September, 1888, and must be made to W. P. FLEWELLING, Fredericton, from whom blank forms for entry may be had on application. A fee of 50 cents must accompany every entry.

W. P. FLEWELLING, Secretary.

A. A. STERLING, President Fredericton Park Association.

SPOTS OF SPORT.

The cricket season in St. John is about over and I am sorry for it. The discourtesy of the Irish gentlemen and their Canadian manager cast a chill upon local cricket enthusiasm. Added to this was the lamentable accident to Harvey and Mr. Jones' unavoidable absence. Then we lost the match with Halifax.

Base ball is a queer game. There are "games" and games. Here are some "games": Nationals vs. Portland Stars... 24-2 Houltons vs. Frederictons... 22-2 Halifax (X. M. L. A.) vs. Moncton... 18-2 Nationals vs. Socials... 12-2 Houlton vs. Lansdownes... 9-2

The last is not so rank, but Whitenet and Robinson were on deck and helped save a whitewash.

A private note from Bangor tells me that Morton will be nominated for governor if he umpires many more games. I hate to see him go, but don't you forget it, Morton will give Kelly "safe at second" some of these days.

Frank White, vice captain and short stop of the Nationals, went fishing Thursday. The boys mourned him like a brother, but "previous engagements" must be kept.

Wagg and Larrabee leave us in about a fortnight, the former to his studies the latter to his business. They are white fellows and play ball every time. The Nationals are indebted to them for a hundred points and play better ball for them. Come and see us boys when you can. There will always be a spare bat for you. JACK AND JILL.