WINTER GOODS AT SUMMER PRICES

A Golden Opportunity for the Women as well as the Men.

READ ALL ABOUT IT.

Ladies' $15 Coats, Long Fashionable Cut,	$9.98
Ladies' 12 Coats, Long Fashionable Cut,	8.98
Ladies' 10.50 Coats, Long Fashionable Cut,	6.98
Ladies' 5.00 Canadian Tweed Coats,	2.98
Ladies' 18.00 Costumes, Most Fashionable,	12.00
Ladies' 15.00 Costumes, Up-to-Date,	9.98
Ladies' 12.00 Costumes, Latest Style,	7.98
Ladies' 10.50 Costumes, Fashionable Cut,	6.98
Ladies' Silk Underskirts, Fashionable Shades,	$2.98 up
Ladies' 50c. Fancy All-Wool Clouds,	$ .35
Ladies' 35c. Fancy All-Wool Clouds,	.25
Babies' $3.50 All-Wool Cloaks for	2.48
Babies' 2.75 Bearskin Coats for	1.98
Babies' 3.95 Bearskin Coats for	2.98
Babies' 5.50 Bearskin Coats for	4.75
Tape Girdle Corsets for	.25
Ladies' $1.25 D and A Corsets for	.98
Ladies' 1.00 D and A Corsets for	.78
Ladies' .75 D and A Corsets for	.58
Ladies' Fashionable Skirts from	$1.98 to 6.50

Ladies' Costumes and Mantles Made to Order at Short Notice.

Men's $18.00 Black Melton Overcoats, Long, Fashionable Cut, Best Trimmings	$12.00
Men's $7.50 Grey Frieze Overcoats, Long, Fashionable Cut,	5.98
Men's $16.00 Overcoats, Extreme Fashion, Fancy English Plaids, Best Trimmings,	10.00
Men's $12.00 Canadian Tweed Overcoats, Most Desirable Shades.	8.00
Men's $8.50 Canadian Beaver Overcoats, 3-4 Length,	5.00
Men's $12.00 Showerproof Overcoats, Long, Fashionable Cut.	8.00
Men's $13.00 Hewson Suits	10.00
Men's 10.00 Canadian Tweed Suits,	8.00
Men's 14.00 English Serge Suits,	10.00
Men's Odd Suits from	$6.00 up
Men's Hewson Tweed Pants,	$2.25
Men's English Hairline Pants,	2.25
Men's Striped Oxford Pants, All-Wool	1.98
Men's Heavy Black Frieze Pants,	.98
Men's All-Wool Sweaters,	.98
Men's All-Wool Double-Breasted Cardigans,	.98
Men's Heavy Wool Socks,	.19
Men's Jersey Fleece-Top Shirts,	.75
Men's Wool-Fleece Shirts and Drawers	.45
Men's Penman Unshrinkable Shirts and Drawers,	.69
Men's Black or Blue Bib Overalls	.48
Men's 75c. White Dress Shirts,	.48
Men's $1.00 Fur-Lined Caps,	.69
Boys' Overcoats,	$2.98 up

Attend Our November Sale and Save Money.

Wilcox Bros.

WINTER PORT SEASON IS USHERED IN WITH STRIKE AMONG THE LONGSHOREMEN

Laborers are Satisfied With Rate of Pay but Demand Recognition of the Union---English Federation Workmen May be Brought Here From Montreal for the Season.

(The Telegraph.)

St. John is confronted with another 'longshoremen's strike. Indeed matters came to a deadlock yesterday, and both the shipping federation and the 'Longshoremen's Association have issued ultimatums, the tenor of which indicates that unless one or the other speedily gives way a prolonged strike, disastrous to the best interests of the winter port, must be looked for.

This year the situation is peculiar in that the chief trouble really arises over the men's demand that the union be formally recognized, and the shipping federation's positive refusal to tie itself to union labor. The shipping men are willing to pay the scale agreed upon at the conclusion of last winter's strike but the men will not accept this unless it is accompanied by the signing of an agreement to employ only members of their union failing which they say they will work only for the summer scale of wages.

The difference between the summer and winter scales may be briefly mentioned. During the summer the men were paid a flat rate of 35 cents an hour for a nine hour day. In the agreement last winter the rate was 30 cents an hour on ordinary cargo and 40 cents an hour on bulk grain for a ten hour day, half time for waiting when ordered out after 7 p. m. until discharged by the stevedore, with double time for Sundays and Christmas day.

Two Donaldson boats, the Alcides and the Orthia, arrived yesterday. The first indications of trouble appeared yesterday afternoon soon after the Donaldson steamer Alcides had arrived and docked temporarily at No. 3 berth at Sand Point. Joseph O'Neill, the business agent of the men's association, called on Schofield & Co., the Donaldson agents, with reference to the men going to work. H. C. Schofield, representing the firm, said it was not important that the work of unloading the steamer should be started at once as the boat was not at her own berth, but he intimated that a gang of men should be in readines early today. Mr. O'Neill then intimated that the men would not go to work until the agreement in force last year, which included a recognition of the union, was signed.

Mr. Schofield informed Mr. O'Neill that he would submit the matter to Montreal and a wire was at once sent.

About 6 p. m. a reply was received from the shipping federation to the effect that as the Orthia came under the summer ararangement she might be discharged by the Stevedore under the summer scale but Mr. Schofield was directed to put the crew to work on the Alcides and promptly to secure any other men he could get. The federation added that if necessary men would be sent down from Montreal and that these would be the English Federation workmen who had been working for the steamship companies all summer. The federation stated in the telegram that they could retain these men only by making a season's contract with them, and therefore would be unable subsequently to discharge them. The federation said also that they would not discharge any other men whom it might be necessary to bring down from Montreal and added that Mr. Schofield should have the local association distinctly understand this, and also point out to them that once the federation began to send men down from Montreal to St. John it would become a yearly occurrence, whereas the federation desired to continue to employ St. John labor as in the past, "if the men are reasonable."

A second meeting of the men was held on receipt of the news, and after some discussion it was decided to send a telegram to Mr. Reford, stating that it appeared from the reply received that there had been some misunderstanding. The 'longshoremen in St. John were willing to work at thirty cents an hour on the signing of the agreement which was in force last year. The message to this effect was sent at 7.55 p. m., but at 11 p. m. no answer had been received.

J. P. McAndrews, president of the association, speaking to a Telegraph reporter last evening, said that there was no strike on the part of the men. They were willing to work at the price agreed on last May, but the federation were attempting to hold up by declining to negotiate with the union and sign the agreement which was on the same terms as the one they had signed last season. Mr. McAndrews said he received repeated assurances from William Thomson & Co. in May, when the arrangement was made, that there would be no difficulty in the matter. The winter season opened November 1, and the men had waited patiently for the federation. He thought they would receive the sympathy of the citizens under the circumstances. Referring to the expected arrival of the C. P. R. steamer Empress of Ireland with the mails tomorrow, Mr. McAndrews said, while he could not speak with authority on the point he felt sure that even if the dispute was then unsettled the men would be willing to land the mails and the passengers' baggage for the Over Seas Limited, rather than hurt the port of St. John by placing it at a disadvantage with Halifax.

H. C. Schofield, when asked by a Telegraph reporter, said Mr. O'Neill had called on him and explained the attitude of the association and he had told him that the shipping men would agree to the proposal to sign the agreement, although willing to pay the rate asked. The federation, he pointed out, did not consider it fair as they might wish to take advantage of any offer which might be made to do the work at a lower rate, instancing the possibility of another society taking hold.

Referring to the present situation, Mr. Schofield said the shipping men felt they should not tie themselves to a hard and fast agreement, although willing to pay the rates the St. John 'longshoremen wanted. Asked as to the position regarding the steamers Alcides and Orthia, Mr. Schofield said they would not be affected by the delay, so far as yesterday was concerned, as it was not the intention to start unloading until today.

As matters now stand no work is being done on the Donaldson boats, and the men express their intention to remain idle until their union is recognized by the signing of the agreement. There is the alternative of the federation consenting to pay the summer rate of thirty-five cents, but there would seem to be little likelihood of this being done.

In speaking of the telegram received by Mr. Schofield, some of the men last evening stated that it contained a reference to sending the steamers to Halifax, but on enquiry it was learned that this was incorrect.

It was stated that an agreement exists between the 'longshoremen and the Manchester, Furness and Battle lines, and there was a rumor yesterday, but not confirmed, that the men propose that these be requested to come under the arrangement the association proposes for the other steamers.

Montreal, Nov. 21—(Special)—When asked tonight as to how the shipping federation stood in the difficulty with the laborers in St. John, Secretary Robb said it was not a matter which concerned the federation per se, but the companies individually. The trouble was of long standing. The 'longshoremen at St. John had conducted a strike last year, and at the conclusion of the difficulty a number of the members of the original union had seceded from it, dissatisfied with its course and organized a union of their own.

"Now," said Mr. Robb, "the original union is demanding that the shippers recognize it, that is give its members all the work to the exclusion of all others. This the shippers refuse to do. They will not allow any question of unions to enter into their affairs, but will simply employ such men as they need irrespective of any consideration but the capacity of the men to do the work and earn their money. It is the old story of last year over again, and if the men want to make trouble the sooner they go ahead the better, because the sooner it will be finished. The companies are determined to have no discrimination, and that they will not become embroiled in any disputes between rival unions or union and non-union men."

The companies interested are: The Canadian Pacific, Allan, Donaldson, Manchester and Head lines. They say they are all determined to stand together in refusing the demands of the union.

(See also page 1.)

NO WOMAN CAN BE STRONG AND HEALTHY UNLESS THE KIDNEYS ARE WELL

When the kidneys are ill, the whole body is ill, for the poisons which the kidneys ought to filter out of the blood are left in the system. Then how important it must be to see to it that this system of sewerage be not clogged up. Those who have never been troubled with kidney trouble know not the misery and suffering which those afflicted undergo.

Doan's Kidney Pills

are a specific for all kidney troubles. They begin by healing the delicate membranes of the kidneys and thus make their action regular and natural.

They help the kidneys to flush off the acrid and poisonous impurities which have collected, thus clearing out the kidneys, bladder and all the urinary passages.

Doan's Kidney Pills are entirely vegetable, and may be safely taken by young and old.

Let Doan's Kidney Pills do for you what they have done for thousands of others, that is, cure you. Mrs. John Young, Harwood, Ont., writes: "I was troubled with my kidneys for some time and my back was so lame I could scarcely get around. After using two boxes of Doan's Kidney Pills, I am completly cured. I find there is nothing like them for the cure of all kidney troubles."

Doan's Kidney Pills are 50 cents per box or 3 boxes for $1.25 at all dealers or mailed direct on receipt of price by The Doan Kidney Pill Co., Toronto, Ont.

WEDDINGS

Kerwin-Rutledge.

Miss Minnie Florence, daughter of Mr. and Mrs. Wm. Rutledge, of Oromocto (N.B.), was married on November 18 to John F. Kerwin, of Boston, formerly of Moncton. The ceremony, which took place in St. Joseph's church, Boston, was performed by Rev. P. J. Walsh. The attendants were Miss Estella Rutledge and James P. Rutledge, sister and brother of the bride. The bride wore a dress of white crepe de chine over white silk with white picture hat, and carried a white prayer book. After the ceremony a reception was held in the Parker House, Boston, after which Mr. and Mrs. Kerwin left for New York. They will take up their residence in Boston.

The Christian Endeavor Society of Charlotte street Baptist church, West End, gave a musical and literary entertainment last evening. The programme consisted of choruses by the choir, piano duet by Misses McLean and Gregory, solos by Maida Baskin, Miss Halbeau and Messrs. Wm. Langan and Eldon Morrish; readings by Rev. H. D. Marr and E. R. W. Ingraham; recitation by Blanche Coles; dialogue by six girls ,and a piano solo by Miss Gladys Wilson. A large number were present and thoroughly enjoyed the programme.

Hon. L. P. Farris and Hon. Wendell P. Jones were in the city yesterday and left last night for Campbellton, where the government will assemble today and make a tour of inspection of the Intercolonial railroad now being built from Campbellton to St. Leonard's.

Free to Mothers

Every mother, who sends us her name and address, will receive a generous free sample—enough for eight meals—of

Nestle's Food

Best for Babies.

THE LEEMING, MILES CO., Limited, MONTREAL.

TENNYSON SMITH IN YORK THEATRE

York Theatre was crowded to the doors again last evening when Mr. Smith spoke on The Searchlight Flashed on Liquor Traffic and Traffickers. H. C. Tilley acted as chairman and on the platform were Rev. W. Camp, Rev. J. F. Floyd, Rev. Charles Comben and other ministers.

Mr. Smith said that he was encouraged as to the result of his campaign. The papers had leading articles on the subject of prohibition. The last thing convertible on God's earth was the press. He referred to the article in last night's Globe signed Andi Alteram Partem. He supposed the man had come sneaking in there last night. "Come out here on the platform, you sneak; you're brave behind the Globe. Come out on top of the globe and show yourself; you haven't the pluck of a mouse."

It was pitiable, he said, to see ignorance but when the ignorant man posed as the teacher it made him indignant. The statement in the Globe that prohibition in Maine was a failure was a lie. He did not hold the Globe responsible. They just copy it from the many lying papers in the States, which were paid so much a column for printing it.

Some people said that he was too hard, that there were two sides to the saloon. So there was, an inside and an outside. The outside was the preferable.

A boy saw a skeleton in a doctor's office and went home and told that he had seen the doctor with his clothes off. He would show the people the liquor traffic with its clothes off.

A young man on his way to church was enticed away by a friend and spent the Sabbath in riot and drunkenness. On his way home he fell from the train and was fatally injured. His last words to his friend were "Drink and Sabbath breaking caused this. I'll be in hell tomorrow, John, and it's your fault."

A young man was found a suicide in the River Mersey. In his pocket was a letter saying, "Let me rot, I had good friends and have some now, but let me perish. Every chance was given for me to become a respectable citizen but I failed through drink. Do not try to establish my identity, but just bury me. God be merciful to me a sinner." The fact of his being found was advertised and those who had missing sons, who had gone astray through drink, were asked to send a description of their boy. In a few days 200 letters were received from heart-broken mothers. How was that for a recommendation for the liquor traffic?

If the saloon keepers of St. John had fair play, he said, they would be kicked out before morning. If he could show the audience all the misery and poverty and crime that the liquor party caused they would not wait for him to finish but go and close up the saloons at once. The owners would have to leave the town so quickly that the ferryboat would be too slow to carry them. They would have to take the Shore line or the C. P. R.

Some called him a second Gough. John B. Gough never said and did the extravagant things that Tennyson Smith had. John B. Gough told a story once in New York about a saloon keeper who tempted a young man to drink after he had abstained for two years and was the cause of the young man's death. Gough told the man's name before a New York audience and said "Rout him out." In twenty-four hours the man was driven from the city.

"Then," cried the speaker, "if you believe he did right, go thou and do like—oh no, I don't mean that. I don't mean to get myself in trouble like I have done."

Mr. Smith here gave a graphic description of a typical saloon. He said the raw material and the finished product should be shown. The raw material consists of bright boys and girls with loving hearts and good hopes for life. But behold the finished product, a reeling, drunken sot with all natural feeling driven from his breast and more like an animal than a human being. "Is there anything on earth worse than the power that could work this change? This power exists in your own city. Crush it out, trample on it, banish it forever."

UNION JACK HOISTED ON ARCTIC ISLANDS

Ottawa, Nov. 21—The marine department has received a report from the Arctic, in command of Captain Bernier. The captain went as far north as Lancaster Sound. He visited the spot where the relics of Franklin's expedition were found, and took some on board. The Arctic is wintering at Pond's Inlet, in Baffin's Bay. He took possession of some islands, upon which he raised the Union Jack. Next spring the Arctic will push as far north as it is possible to go along the west of Greenland.

A. C. Fairweather left yesterday for Halifax to attend the semi-annual meeting of the governors of King's College.



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mined by Gibbon & Co. at their own mines in Queens County, New Brunswick, is proving a very satisfactory house coal for use in closed stoves and cooking stoves. It is only $3.00 per load delivered, or $4.25 per ton delivered.

Gibbon and Co. also have some Joggins Coal landing at $3.25 per load delivered. This coal makes a very hot fire and lasts well.

Old Mine Sydney and Springhill also arriving.

Order at 6½ Charlotte street, Smythe street or Marsh street. 'Phone 676.

Best qualities of Scotch and American Anthracite Coal in Stock.

Dry Hard and Soft Wood, Sawed and Split.

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6 Market Square, Corner Chipman's Hill.
7 Mechanics' Institute, Carleton street.
8 Corner Mill and Pond streets.
9 Corner Union and Crown streets.
12 Corner Peters and Waterloo streets.
13 Corner St. Patrick and Union streets.
14 Corner Brussels and Richmond streets.
15 Brussels street, Everitt's Foundry.
16 Corner Brussels and Hanover streets.
17 Corner Brunswick and Erin streets.
18 Corner Union and Carmarthen streets.
19 Corner St. David and Courtenay streets.
21 Waterloo, opposite Golding street.
23 Corner Germain and King streets.
23 (Private) Manchester, R A Ltd.
24 Corner Princess and Charlotte streets.
25 No. 1 Engine House, Charlotte street.
26 City Hall, Prince William street.
27 Breeze's Corner, King Square.
28 Corner Duke and Prince Wm. streets.
31 Corner King and Pitt streets.
32 Corner Duke and Sydney streets.
34 Corner Wentworth and Princess streets
35 Queen St., Corner Germain.
36 Corner Queen and Carmarthen streets.
37 Corner St. James and Sydney streets.
38 Carmarthen St. (between Orange and Duke streets.)
41 Cor. St. James and Prince Wm. Sts.
42 Corner Duke and Wentworth streets.
43 Corner Broad and Carmarthen streets.
45 Corner Brittain and Charlotte streets.
46 Corner Pitt and St. James streets
47 Sydney St. (opp. Military Build'gs).
48 Corner Pitt and Sheffield streets.
51 City Road, Christie's Factory.
52 Pond street, near Fleming's Foundry.
53 Exmouth street.
61 Gen'l Public Hospital, Waterloo street
62 Courtenay Bay Cotton Mill.

NORTH END BOXES.

121 Stetson's Mill, Indiantown.
122 Corner Main and Bridge streets.
123 Car Sheds, Main street.
124 Cor. Adelaide Road and Newman street.
125 Engine House No. 5, Main street.
126 Douglas Road.
127 Cor. Bentley St. and Douglas Ave.
131 Corner Elgin and Victoria streets.
133 Strait Shore, opp. Hamilton's Mill.
134 Strait Shore, Portland Rolling Mills.
135 Cor. Sheriff Street and Straight Shore.
142 Corner Portland and Camden streets.
143 Main street, head of Long Wharf.
154 Paradise Row, opp. Mission Chapel.
231 Engine House No. 4, City Road.
241 Corner Stanley and Winter streets.
253 Wright street, Schofield's Terrace.
312 Rockland Road, opp. Millidge street.
321 Corner Somerset and Barker streets.
412 Cor. City Road and Gilbert's Lane.
421 Marsh Road, Corner Frederick street.

WEST END BOXES.

112 Engine House No. 6, King street.
113 Corner Ludlow and Water streets.
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119 Corner Lancaster and St. James streets.
212 Corner St. John and Watson Streets.
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First and second class coaches and palace sleepers through to Calgary.
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These trains reach all points in Canadian Northwest and British Columbia.
Until further notice Parlor Car Service will be continued on day trains between St. John and Boston.
Call on W. H. C. Mackay, St. John, N. B., or write W. B. Howard, Acting D. P. A., C. P. R., St. John, N. B.

Crystal Stream

Will leave her wharf, Indiantown, TUESDAY, THURSDAY, and SATURDAY, for COLE'S ISLAND, at 9 a. m. Returning will leave Cole's Island, MONDAY, WEDNESDAY and FRIDAY at 6 a. m. Freight received at wharehouse at Indiantown at all hours.

STAR LINE STEAMSHIP CO

One of the Mail steamers, "Victoria" or "Majestic," will leave North End every morning (Sunday excepted) at 8.30 o'clock for Fredericton and intermediate landings.

Returning will leave Fredericton every morning (Sunday excepted) at 7 a. m., due in St. John at 3.30 p. m.

R. S. ORCHARD, Manager.

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