

# POOR DOCUMENT NO. 2034

SIX

ST. JOHN STAR, THURSDAY, AUGUST 16, 1906.

## BARGAINS IN EVERY DEPARTMENT

**Boot and Shoe Department.**  
Reduced Prices, 28c, 48c, 65c, 98c, \$1.28, \$1.48, \$1.98, \$2.48 and \$2.68. Former Prices, 50c to \$1.00.

**Men's Furnishing Department.**  
Colored Shirts only 38c, 48c, 58c, and 78c. Former Prices, 50c, 75c, 85c, \$1.00 and \$1.25.  
Washing Vests for 78c. Reduced from \$1.25.

**Custom Tailoring Department.**  
Suits made to order and to fit.  
Reduced Prices, \$15.50, \$18.00, \$20.50, \$23.50 and \$25.00.  
Former Prices, \$18.50, \$20.00, \$21.50, \$23.50 and \$25.00.

**Satisfaction Guaranteed.**

C. B. PIDGEON, Cor. Main and Bridge Sts., North End.

## TWO PROMINENT FETON MEN KILLED BY POISON.

Albert E. Edgewcombe and Lemuel A. W. Tibbitts Drank Cyanide of Potassium in Mistake for Ice Water and Died.

FREDERICTON, Aug. 15.—One of the saddest affairs in Fredericton's history occurred shortly before eleven o'clock this evening, resulting in the deaths of Albert E. Edgewcombe and Lemuel A. W. Tibbitts of this city.

Mr. Edgewcombe and Mr. Tibbitts shortly after ten o'clock took a walk up Queen street, and on the way stopped at the store of Shute & Co. Here they entered and sat down in the back of the store and all generally conversed.

While Mr. Crowe was in the front of the shop either Mr. Edgewcombe or Mr. Tibbitts took a jar nearly and supposing the contents to be ice water poured out a drink and on the request of the other poured out another drink. The jar, instead of containing ice water, contained cyanide of potassium, used for cleaning silver, and one of the most deadly poisons.

The poison took effect immediately and Mr. Crowe, who quickly perceived what had happened, hastened to the men's aid. Messrs. Edgewcombe and Tibbitts were conveyed to the drug store of C. F. Chestnut, and in a short time Doctors Atherton, Crowe and Weaver were on hand and applied every method known to medical science. Within half an hour Mr. Tibbitts had passed away, and about an hour later Mr. Edgewcombe died. It is not

## MET A HORRIBLE DEATH IN MONTREAL.

Man Caught Under Street Car and Terrible Mangled—Mortician Cannot Be Found.

MONTREAL, Aug. 15.—Knocked down and mangled by a street car, Urbain Roux, a saddler from Thiverville, Manitoba, met a horrible death here tonight. Roux with a friend was proceeding to the corner of St. Denis and Riverville streets, with the intention of boarding a car. As they crossed the street the friend saw a car coming down at a high rate of speed. He signalled for it to stop, but the motorman instead of slowing up appeared to increase the speed, with the apparent intention of clearing the corner. The friend succeeded in passing in front of the car, but as he turned to warn his companion to hurry he saw Roux

## BISON FURNACE

Any one of the sections in a Bison Hot Water Furnace can be readily shut off without affecting the others.

A section in the Bison Furnace is not likely to leak, but through neglect and rust it is possible in any furnace.

Your house does not have to remain cold until a new section comes from the distant manufacturer, as is the case with other furnaces. Imagine the value of this in case of sickness in mid-winter.

The Bison has more good heating points than all other heaters combined.

THE H. R. IVES CO., LIMITED.  
MONTREAL.

## MARITIME BOARD OF TRADE DISCUSSES LIVE QUESTIONS.

Interesting Sessions Held at Amherst—President's Comprehensive Address—Necessity of Advertising Provinces Warmly Insisted Upon—Union With West Indies Favored—Prince Edward Island Opposes Maritime Union.

AMHERST, Aug. 15.—At the afternoon session of the Maritime board of trade the president referred to the fact that many matters brought forward by the Maritime board have been dealt with by the federal government.

P. E. I. DON'T WANT MARITIME UNION.

The question of Maritime union was dealt with in the following lines: This subject is not, in my mind, within the scope of practical politics at any rate as far as my province is concerned. The fear expressed by the non-fulfillment of terms of union with Canada regarding winter communication and the action of the federal house in returning the representation against the confederation have so far embittered the people against the greater union and they are mightily prejudiced against the lesser and more desirable one. The intention of the Maritime provinces is to be reflected by the sister island of Newfoundland, which waits to see justice done to the smallest member of the Dominion before trusting her destiny to the possibly similar breach of faith. There is no consummation more desirable at this point of view than the admission of Newfoundland to the union, and nothing of greater importance could do to hasten that inevitable event would be more surely effective than doing P. E. Island justice in the matter of her parliamentary representation and the construction of the tunnel. Had P. E. Island not chosen to accept of a representative for all time to come she would not have entered confederation. The president's comprehensive address was warmly applauded at its close, and several suggestions were made in its value were made in appreciative terms.

SHOULD ADVERTISE PROVINCES.

J. W. Regan read a paper in which he strongly advocated the inauguration of an extensive advertising campaign in the Maritime provinces. He thought that the two great forces that should be utilized were the public schools and the New York and New England trade journals. He thought that the publishers in the Maritime provinces would heartily co-operate in the matter of advertising. He thought that the publishers in the Maritime provinces would heartily co-operate in the matter of advertising.

gratifying to know that steps are being taken to replace them by immigrants of the best quality. The appointment of agents to meet at steamers on arrival at St. John and Halifax, supplemented by similar methods at the European ports of departure, whereby books, pamphlets and general information regarding the opportunities in this end of the Dominion would be distributed, is a matter worthy of recommendation. I am convinced that as a matter of fact many of our people are leaving homes much better than they will find in the West. A reference was also made to the advertising campaign in the Maritime provinces, and the value of tourist travel has been well sustained, an encouraging feature of which was the fact that the number of visitors from the provinces of Quebec and Ontario. The reference to the tunnel project was as follows: "Towards the tunnel to connect the two government railways, viz. the I. C. R. and P. E. I. R. and which is the only permanent and certain solution of the transportation question as it affects P. E. Island, while not much has been done yet much has been accomplished by enlisting the support of Canadian statesmen and the public."

I have it on the best authority that the premier of Canada is now convinced as to its necessity, and that just as soon as the pressure of some of the very large undertakings of the government is overcome the matter will be built. It is for the Maritime Board a matter of first duty to hurry the day when that important work shall be commenced.

I. C. R. RAILS AND P. E. I.

During the years just passed some political demagogues combined with the jealousy of certain vested interests of the government, and who have been especially benefited by the abolition of canal tolls, a measure which was so generously supported by the Maritime Provinces, has forced the railway department to do things which to say the least have not been in the public interests. For instance Ontario gets a freight rate seven times less than P. E. Island on goods of the same class for export to Barbados, etc., the government in each being the sole common carrier. They pay 9 cents for a carriage of 25 miles, while P. E. Island pays 23 cents for a carriage of 309 miles. I am therefore not surprised to see among the subjects for discussion this session the question offered by St. John, N. B., "Should not the canal system of Canada be made to pay its working expenses?" Certainly the action of the government in connection with the government railways if continued changes the whole canal question. A reference was made to the improvement of navigation and the government's action in planting wireless telegraph stations at prominent points about the coast.

New Brunswick had never before received such high prices for lumber and Nova Scotia and New Brunswick had also flourished. Reference was made to the unfair rating of the safer Atlantic points and against Prince Edward Island ports on the same basis as the St. Lawrence River and Saggy Gulf ports.

FATHER BURKE'S ADVICE.

Rev. A. E. Burke made a strong speech, in which he said the general government should devise some efficient means of recompense by inducing immigration of a suitable sort for the development of the fisheries, the agriculture and the mines of the Maritime Provinces, but he was met with the objection that they had bought their tickets to Quebec and Montreal, and it would cost them more to come to the Lower Provinces. The people were carried from Liverpool to Winnipeg for \$20, and therefore they cannot be expected to buy their tickets to Quebec and then come down here. It was well known that the fare east was much greater than the fare west.

DISCRIMINATION AGAINST PROVINCES.

Hector P. McDougall, ex-M. P. of Sydney said that he had pointed out to the large number of emigrants whom he had travelled with on one occasion the advantages of settling in the Maritime Provinces, but he was met with the objection that they had bought their tickets to Quebec and Montreal, and it would cost them more to come to the Lower Provinces. The people were carried from Liverpool to Winnipeg for \$20, and therefore they cannot be expected to buy their tickets to Quebec and then come down here. It was well known that the fare east was much greater than the fare west.

He thought an effort should be put forth to make it possible for the people who come from the old country and Europe to get down here at a rate that would enable these provinces to compete for the settlers.

Rev. A. E. Burke, S. P. Chalmers of Sydney and J. W. Regan each submitted resolutions dealing with these questions, which, upon the suggestion of the president, were withdrawn and the movers agreed to get together and draw up a strong resolution embodying the principal points of the three. It will be submitted at a subsequent meeting. Mr. Allen read a joint report drawn up by the boards of Kings and Annapolis counties, in which attention was called to the depopulation of the Annapolis Valley and the consequent languishing of its prosperity.

Several remedies were suggested in the report, but as Mr. Allen had not been authorized to submit a resolution no action was taken on the question by the board.

ABROGATION OF MODUS VIVENDI.

Hon. Wm. Ross submitted a resolution calling for the abrogation of modus vivendi, which had been handed to him by the Halifax Board. He did not speak with great enthusiasm in support of it, but thought if abrogated it might be the means of obtaining a reciprocity treaty between Canada and the United States, which in his opinion would be of great value to the Maritime Provinces. The sentiment in Western Canada, and I think of those present is not favorable to reciprocity with the United States. "No, no," from the delegates. "Well then, I am speaking for myself." If the abrogation of the modus vivendi should result in the attainment of the products of the Maritime Provinces to the United States on more favorable terms it would be a great thing. The British government are of course not anxious to create any feeling of irritation between themselves and the United States.

Mr. Whitman opposed the abrogation of the modus vivendi, as there was a large class of people whose livelihood depended on their sale of bait to the American fishermen. All things being considered he thought it would be unwise to take the step advocated in the resolution.

Dr. Andrews said that the fishing areas of Europe were being depleted, and he thought that the Maritime Provinces might be able to supply the Canadian fishermen who would carry on the industry to the better advantage of the Maritime Provinces. He was in favor of the abrogation of the treaty. W. P. Hatcher regretted that this body should have more than one opinion to enable them to consider this question.

W. S. FISHER,  
First Vice President.

Intelligently.

Dr. Whitman said that Newfoundland was liable at any time to negotiate a reciprocity treaty with the United States, and he thought that the Maritime provinces should be prepared to meet the movers of three separate resolutions.

Resolved, that the respective local governments be memorialized to establish a provincial bureau of industry, public works, and agriculture, to collect and tabulate detailed information as to cost, extent, description and location of available lands available for settlement, local labor supply, opportunities for industrial development, etc., etc., and have this and similar data printed, together with suitable illustrated literature and other reliable printed matter relating to the resources of the provinces circulated throughout competent channels; and also that the agents of the provinces and of the Dominion in the United States and in Great Britain be requested to take steps to distribute this material in parts where they will do most good; and further

Resolved, that such immigrants to Canada as may desire it, be given an opportunity to land at a Maritime Province port at all times.

Dr. Andrews referred to the fact that the yield from the marshes was less than that of the provinces and of the Dominion in the United States and in Great Britain be requested to take steps to distribute this material in parts where they will do most good; and further

Resolved, that such immigrants to Canada as may desire it, be given an opportunity to land at a Maritime Province port at all times.

President McLean agreed with the previous speaker that there should be an increased campaign of advertising. He thought, however, that the wonderful fertility of the western prairie was bound to attract the people for some time, as fortunes could unquestionably be accumulated more rapidly than in agriculture. These settlers are however, large consumers of manufactured articles, and we should develop our industries in the east and supply the goods that the West requires rather than to endeavor to compete with agriculture.

Amherst, which had been kindly referred to by various speakers, had a year produced manufactured goods to the value of \$3,600,000, a large part of which went to the West. He closed a sound speech by urging that the Maritime Board work with the object of making the Maritime Provinces the New England of Canada.

W. S. Fisher said that he had recently statistics of the industries of the Maritime Provinces, and was surprised to find that there were over one hundred manufacturing concerns who are shipping their finished products to the west. Half of those, he thought, had been established within the past ten years, and the greater part within five years.

M. G. Dewolf, who is the most persistent critic of the Maritime Board, made some remarks on this question.

A. M. Bell, who was a delegate to the congress of the Chambers of Commerce of the Empire, held at London, gave an interesting report of the proceedings of that body, making especial reference to the matters of pecuniary Maritime interest. He referred in pleasing terms to hospitality extended the delegates.

CANADA AND WEST INDIES.

W. S. Fisher said that a year ago the board had passed a resolution in favor of a union of Canada and the British West Indies. He thought that one country was the complement of the other. As we become greater consumers of the tropical products grown in the West Indies and in the same way increases they will require a corresponding amount of the goods that we manufacture. There is a feeling of unrest in these countries, and we thought the sentiment of the West Indies.

WILL BECOME A CATHOLIC.

Princess Beatrice to Follow Example of Daughter.

LONDON, Aug. 15.—Only a very few Londoners are aware of the fact that Princess Henry of Battenberg, the King's sister and the mother of Queen Elizabeth, is shortly to be received into the Roman Catholic Church.

When the news of the event leaks out, it will no doubt cause a certain amount of discussion in church circles, but those who have followed Princess Henry's career know that she has invariably attended mass when abroad, and that the ex-Empress Eugenie, who brought about the Spanish marriage, has always had the greatest influence on Princess Henry, even in the lifetime of the late Queen Victoria.

Bishop Brindle and Fr. Bernhard Vaughan are two of Princess Henry's most devoted friends, and the latter, who is an inveterate matchmaker, is doing her best to bring about a marriage between the Count of Turin and an Austrian archduchess.

RAILROADS.

CANADIAN PACIFIC  
CANADA'S NATIONAL  
EXHIBITION  
TORONTO

Aug. 27 to Sept. 10  
EXCURSION FARES  
FROM  
ST. JOHN, N. B.

Going August 23, 25, 27, 29, 31, and September 3, 5, and 7.

Returning August 24, 26, 28, 30, and September 4, 6, and 8.

Good for Return leaving Toronto at 11 a.m. Sept. 10th 1906.

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