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In Use For Over 30 Years

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FISHING SEASON

DECIDED FAILURE

Many Fishermen Along the Coast Are Heavy Losers—Past Summer Decided Contrast With Last Year.

Authentic information is to the effect that the fish industry in southern coastal waters of New Brunswick was a complete failure during the past summer. In former years earnest fishermen were caught in large numbers about eleven miles below the city, the fishing area, reaching to southern Maine ports. The past summer was a decided contrast, and well men, under heavy expenses, are now completing operations with a reserve fund, the fund being a good debt due to overhead expenses, and little returns, due to scarcity of fish.

Haddock, a fish caught in large numbers in 1917, was also a scarcity during the past summer, and fishermen are at a loss to account for this decided scarcity.

Hake, another form of fish, formerly caught in large numbers, shows a scarcity in the past summer also. One fisherman, who in former years, caught as high as ten tons in a night, never reached above a night catch of two tons during the past summer. The slump in catches is decidedly felt, as many of the fishermen entered in the early spring at a great expense and the end of the summer finds them quite financially embarrassed.

Fishermen near Southern Maine report a fair catch during the past summer, but very far below the average of former years.

Men's Pants, of all kinds for working, dress and outing wear. Prices from \$1.65 to \$4.50. At Bassett's, 14-16-18, Charlotte street. No branches.

OFFICE BROKEN INTO.

Some time Friday night the office of Henderson, Ltd., 7 Ward street, was broken into and considerable money stolen from the cash box. Entrance was made by breaking of a window.

HON. MINISTER OF MARINE AND FISHERIES CANADIAN CLUB GUEST

Hon. C. C. Ballantyne on Saturday Promised Much To City of St. John Will Recommend Harbor Be Taken Over By Government—Shipbuilding and Drydock Touched on—Said Premier Robert Borden Greatest Prime Minister at Imperial War Cabinet.

"Of all the overseas prime ministers present at the Imperial War Cabinet none compared with our own Sir Robert Borden."

"I will recommend to the government the taking over and nationalizing of the port of St. John and you may expect to hear from me in the next two or three weeks officially in the matter."

The government is prepared to give contracts to any shipbuilding company that may build a yard at St. John and this is all the assistance they are giving the city of Halifax."

Hon. C. C. Ballantyne at the Canadian Club luncheon on Saturday.

Spent a Busy Day.

Hon. C. C. Ballantyne, Minister of Marine and Fisheries, spent a busy day in St. John on Saturday. The morning was spent in inspecting the harbor facilities and at noon a luncheon was given by the Canadian Club at which the minister spoke very frankly and fully on the matter of harbor commission for St. John.

At nine o'clock the party left the depot in automobiles and visited the marine dock and warehouse on the west side and the new government wharves at the southern end of the harbor. Crossing on the ferry they boarded the tug Neptune at Walker's wharf for a trip around the harbor. The vessel steamed up around the I. C. R. docks, the Sand Point wharves and into Courtney Bay.

The party included Hon. J. W. Daniel, Hon. W. H. Thorne, S. E. Elkin, M. P., R. W. Wignmore, M. P., Mayor Hayes, Commissioners Fisher, Bullock, McLellan and Hilyard, H. C. Schofield, P. W. Thomson, A. H. Wetmore, R. E. Armstrong, J. A. Grant, D. A. Saker, Thomas Nagle, B. M. Baxter, M. P., L. P. D. Tilley, M. P., J. Roy Campbell, M. P., C. B. Lockhart, collector of customs; A. R. Dufresne, G. G. Hare, A. J. Gray and F. D. Alward, harbor master.

At the Luncheon.

At one o'clock the minister was the guest of the Canadian Club at Boud's. In introducing Hon. Mr. Ballantyne, the president of the club, H. O. McInerney, said he was pleased to introduce the speaker who would talk on harbor commission. The guest of the day being a member of the government could speak with authority and he could also speak with a knowledge of the subject, having been for some

years a member of the Montreal Board of Harbor Commissioners.

On rising Mr. Ballantyne was greeted with loud applause, and during the course of his remarks had to stop because of the applause with which announcements made were received. He said:

Mr. President, Sir Douglas Hazen, the Canadian Club for giving me this opportunity to renew some old friendships and to make a number of new ones.

You have been good enough to refer to my connection with the harbor commission for the port of Montreal and to say some flattering things about my part in the development of that port. I wish to say, however, that the larger share of the credit belongs to my colleagues, Major G. W. Stevens and Mr. Louis Geoffroy.

I also wish to thank the ex-Minister of Marine and Fisheries, Sir Douglas Hazen, for the support received while he was in office. It is essential to the success of harbor commission that the board be given a free hand in the conduct of the port, the minister should not interfere in any way, except to provide the money needed for the proper development of the facilities. I am glad to say that for the six years during which I was a member of the Montreal Board of Harbor Commissioners, under Messrs. Brodeur and Hazen we were given entire freedom of action, and if the City of St. John and the government decide that time has come for this port to become one of the national ports of Canada I can assure you that so long as I am Minister of Marine and Fisheries the men selected to manage the harbor will be given an absolutely free hand.

This is not the first time I have visited your port but I was glad the opportunity came to again look over the facilities here. You are contending against the same conditions as existed in Montreal under the old commission. In the year 1906 the government appointed a board of three men and the development at Montreal has practically all taken place since the change was made. Here you have a private, city, C. P. R. and government interests all represented on the waterfront, and it is hard to make much out of it. I judge from what I have heard, and especially since coming here today, the citizens feel the time has come when the port should be nationalized.

These are my own views and on my return to Ottawa I will submit a proposal to the government and it will rest with them to accept or reject it. But I am satisfied the government will act in conformity with the recommendation of the minister and in the very near future this port will be taken over.

Vancouver, Montreal and Quebec are now national ports and I do not see any reason why St. John should not be added to the list. St. John serves Canadian interests during certain months of the year and I hope under conditions which will obtain for many years after the war it will be added to a much larger extent as an all year round port. In London I met Mr. Hoover and he told me that this winter Canadian ports would get all the American grain they could possibly handle and I expect the port of St. John to handle the largest volume of business it has ever done in its history as a port.

If the government takes over the port I hope when you submit to me the names of three men to act as commissioners, they will be men of outstanding ability and business men, for the development of a port is a business proposition pure and simple. They will consider the future needs of the port and I would advise them to visit other ports in Canada and abroad. I would also suggest that this board engage the services of the best harbor engineer they know of—and if they do not know of one I think I can recommend one—and have him draw up a plan of development for the next fifteen or twenty years, so that what ever is done in any one year is part of a comprehensive scheme of harbor development.

I want to say something about the finances of the port. I sent here the chief engineer of the department and an accountant and they found that you have a good revenue, there is an annual deficit of about \$25,000. There will also have to be spent between \$750,000 and \$1,000,000 on repairs. I would not advise the commission to make the charges too high, neither would I advise them to be too modest so long as the charges were not higher than other ports, as it was always a help when coming to the government, so if the harbor was paying the interest on the capital invested, I assure you I have my sympathy and I feel that I can say as much for the government as you may expect to hear from me officially in the matter in the next two or three weeks, when the prime minister and other members of the cabinet have returned.

This leads me to another matter. Ports are not much good without ships and I desire to say a few words in connection with the shipbuilding programme of the government.

You are aware that I announced in parliament on April 4th last that the government after careful consideration had decided to go in for steel shipbuilding on a permanent basis. Prior to this the Imperial Munitions Board were building steel ships in some of the yards for England, and it was thought a wise policy by the government for Canada to occupy those yards to the full in building steel ships for the Dominion government. In order to make steel shipbuilding in Canada secure a contract was entered into with the Dominion Steel Corporation at Sydney for 250,000 tons of ships' plates covering a period of five years. This mill is now under course of erection at a cost of \$5,000,000. I was in Sydney the other day to see what progress was being made with the erection of this mill, and I am pleased to inform you that I expect the mill to be completed and rolling ships' plates by July of next year.

The government is experiencing great difficulty in obtaining ships' plates from the United States, owing to their very large shipbuilding programme, notwithstanding the fact that Canada purchased over a year ago from the United States \$30,000 tons. This condition of affairs makes it all the more imperative that Canada's plate mill now under erection should be rushed to completion as quickly as possible. You will be interested to know that the annual output of Canada's yards for steel ships at the present time amounts to 250,000 tons. The government have under consideration at the moment twenty-two steel ships, approximating in cost \$25,000,000 and the number of ships that will be under construction next year will be considerably larger than what is being constructed at the present time, and approximating in cost \$35,000,000. The size of the ships being constructed by the government is 10,500 tons, 8,100 tons, 4,350 tons and 3,750 tons, d. w., the smaller size vessels being constructed in the shipyards on the Great Lakes, their size being limited by the width and depth of the canals.

These ships on completion will be owned and operated by the Canadian government. I am arranging for the most competent and experienced men that I can obtain to look after the management of those ships for the government. I am determined that the government's ships shall be managed entirely free from politics and on a strictly business basis. Canada requires ships badly, and as quickly as these ships are ready to go to sea they will be required to carry for Canada the products of the farm, the mines, the forests, and our industries. It is also necessary for the government to have ships to operate on the Pacific and Atlantic oceans and on the Great Lakes in conjunction with the great Transcontinental railway, which the government now operates, the C. N. R., as well as the I. C. R. You will be interested to know that there will be ready for sea this fall two ships, and possibly four, of 8,100 tons and 4,350 tons. At least two of these ships will be ready to go to sea by early December, and it will be the first time in the history of Canada that her own merchant marine will have plowed the seas.

The names of the first two ships will be the "Canadian Pioneer," and "Canadian Voyager." The prefix "Canada" will be followed throughout for the names of all the government ships.

I understand that St. John is contemplating the erection of a steel shipbuilding plant, and I can assure you that the government stands ready and willing to give whatever company starts here contracts on the same basis as Halifax or any of the other yards in Canada. At the present time there is a large yard being erected at Halifax by the Halifax Shipyards, Limited, and before very long they will be constructing ships of 10,500 tons and 8,100 tons, d. w. This company is getting no assistance whatever from the federal government aside from giving them contracts for ships, and the government is ready and willing to do the same for the port of St. John.

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"Now you have got discouraged and down-hearted, and it is no wonder you cannot make sales."

"The salesman must have lots of energy and vigor as well as confidence in himself and what he has to sell."

"But you cannot have confidence in anything so long as your nerves are weak and you spend the nights worrying instead of getting good, refreshing sleep."

"Take my advice, boy, and go straight to the drug store and get half a dozen boxes of Dr. Chase's Nerve Food. Then make up your mind that while you are using this you will get out into the fresh air all you can and forget to worry."

"Now, you may feel pessimistic after all the treatments you have been taking, but I know what I am talking about."

"My nerves were in a worse condition than yours ever were. I could scarcely get a wink of sleep, and did not care whether I got anything to eat or not."

"Besides, I got so irritable and down-hearted that nothing seemed to go right."

"The experience that I had enables me to sympathize with you now, and also to say that I am certain that Dr. Chase's Nerve Food will help you."

"It is entirely different to most medicines used for the nerves, because instead of merely stimulating the tired nerves to over-exertion, it nourishes them back to health and vigor."

"Now, Jack, you must give the Nerve Food a trial, and I know you will consider me your best friend for telling you about it."

Here is an interesting letter from another business man who had a similar experience with Dr. Chase's Nerve Food:

Mr. W. J. Wilson, Grocer, Perth, Ont., writes: "In fitting up this building for a grocery business I worked very hard, and after putting in my stock I continued plugging away, good and hard, too. I commenced to feel myself going down—my weight went from 180 pounds down to 154 pounds. My appetite began to fail, and, of course, upon retiring I could not get a good night's rest. Sometimes after going to sleep my nerves would twitch, and I would wake up with a start, and then lie awake for hours. I remembered having used Dr. Chase's Nerve Food before, so I started in again, and took a good treatment, using about half a dozen boxes. I soon felt my appetite returning, I could sleep well, and commenced gaining in weight, until I felt like a new man. From the benefits I have received from the use of Dr. Chase's Nerve Food I cannot speak too highly of it."

Dr. Chase's Nerve Food, 50c a box, 6 for \$2.75, all dealers, or Edmanston, Bates & Co., Limited, Toronto. Look for the portrait and signature of A. W. Chase, M.D., the famous Receipt Book author, on the box you buy.

