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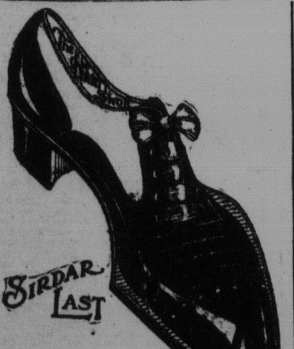
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REPRESENTATIVE OF POTATO, HAY AND LUMBER SHIPPERS MAY GO TO CUBA--HON. J. K. FLEMING DISCUSSES THE SPLENDID MARKET THERE

Pursuing the appointment of himself and the Commissioner of Agriculture as a committee to deal with the furtherance of commercial communication between New Brunswick and the West Indies, Hon. J. K. Fleming conferred yesterday with Mr. F. Williams, consul for Cuba at this port, and a great deal was done toward putting the plans of the Government upon a practical basis.

Mr. Williams is but a week returned from the West Indies, where he spent a month in making the present commercial conditions and in ascertaining the prospective market for the products of this province. In addition to having been the Cuban representative here for a number of years, Mr. Williams has traded extensively with the West Indies in the way both of export and import, so that he is one of the best fitted men supplying information on the subject of the Government's activities.

At the close of his meeting with Mr. Williams, Mr. Fleming spoke to The Standard most enthusiastically and hopefully of the prospect for big and beneficial work by the committee on behalf of the province.

The Potato Trade.
"Potatoes," was the constantly recurring theme of Mr. Fleming's remarks. The potato he saw it was the biggest thing which could come up in the view of the New Brunswick farmer; and the West Indies constituted the one best bet in the way of a steady and capacious market.

Situation is Ideal.
"My opinions are those of a protectionist," said Mr. Fleming, "I believe too, in reciprocity, but to suit me it must be reciprocity of a certain brand. A reciprocal arrangement between two countries is only good when it is founded upon the natural basis of one country's inability to produce that which is a staple article in the other. In this regard New Brunswick and the West Indies are ideally situated."

"The way has been opening up very rapidly for the accomplishment of the work which our committee has been appointed to do on behalf of the Government and of the people of New Brunswick. Mr. Williams has confirmed me in the opinion that Cuba and the other West Indian islands afford special markets for our potatoes, hay and lumber, and markets which have been neglected altogether too long. The province of the committee extends to dealing with means systematic and reliable transportation for our products to the markets under discussion, and today that feature has also resolved itself into a much more simplified form."

Steady, Good And Reliable Markets.
"Mr. Williams' inquiries during the course of his trip have satisfied him that there is a steady market for potatoes, a good market for hay, and a

reliable market for lumber. This latter article is preferred by the West Indian buyers in small lots such as can be used to fill in cargoes of the other staple articles. The Cubans prefer to buy in this manner rather than by schooner loads of lumber entire, as they can save handling in the way of freight. A very fair price for lumber can be secured, and the market is so arranged. There is at present a 20 per cent. preference for American products entering Cuba, but as potatoes are from 50 cents to \$1 a barrel cheaper in New Brunswick than across the border while the haul from Aroostook county to New York is much more expensive than that from up-province to St. John, the difference will be more than overcome and New Brunswick potatoes will be favored.

Small Steamers Available.
"I learn that small steamers are easily available, and can be chartered without difficulty in numbers sufficient to handle the traffic. Potatoes for shipment south have to be barreled, and the most which must be pursued is that of shipping them to St. John by car lots, for barreling here. They will have to reach the city about a week before the sailing date."

The Potato Is N. B.'s Greatest Asset.
Mr. Fleming spoke of potato cultivation as the salvation of New Brunswick farms. To use his own expression, "he has never got away from the stumps," and is well qualified to speak upon agricultural matters. "The potato," he remarked, "is New Brunswick's most important asset. In many sections of the province and particularly in York, Carleton and Victoria counties, the farmers are now realizing that the more extensively they engage in potato raising the better it will be for their land."

"Aside from the excellent profit which there is in potato raising, great benefit from the soil must accrue from this branch of farming. For years past Carleton county agriculturists have been raising and selling hay and grain and have rendered their soil a little less productive year by year."

"The cultivation of potatoes means the purchase of fertilizer, without which potatoes cannot be successfully grown. This use of fertilizer leaves the soil in fine shape for a grain crop and for two good crops of hay and grass. Extensive cultivation of potatoes will restore the fertility of the soil. Potatoes have been cultivated in Aroostook county until the farms have been brought up to the highest state of fertility. At the same time this good work is going on, the farmers are taking from the land one of the most remunerative crops which they can grow. One leading farmer said to me recently, 'Even if I couldn't make money on my potato crop I would still raise them for the advantage it gives in raising wheat and good crops of hay when the land is seeded.'"

"As I see the situation, it is an absolute necessity for us to bring our dealers into close relations with the market down there, and in addition to securing satisfactory communication, potatoes are being brought to Cuba from points as far away as the Canary Islands, France and Scotland. Beside these countries we should be the strongest kind of competitors."

One was also built on the Allegheny. Witness knew of nobody taking rocks from the river from the mouth of the St. Francis river to the mouth of the main river.

Witness drives logs for Mr. Gregory, of St. John. They are all cut in Canada.

They turn the logs over to the Madawaska Log Driving Company. The price was the same as four years ago. The Fredericton Boom Company control the rafting. The booms stop the logs at Fredericton, regardless of who the owner may be, and sort them. This year the logs are not all sorted there at the present time. There are at least twenty million not sorted at the Fredericton booms, which belong to persons all along the river.

Witness sold logs to Murray and Gregory for twenty-nine years.

Witness heard that the logs were delivered at Grand Falls a week ago Thursday. The cause of the delay this year was the fault of the upper contractor. The cause of the logs not arriving within two weeks last year was due to the fact that it is difficult to have sufficient men, sufficient help, and sufficient heads. The methods of carrying on the lumber business, manufacturing lumber, and the situation of the places of manufacturing had all changed within the last forty years.

Witness described the methods of sorting at the Fredericton booms. He thought they were modern.

The people who have driven the river for all these years have never put a stake at Grand Falls. Witness never knew of one being expended to facilitate driving from Fredericton to the mouth of the St. Francis river.

Wages A Third More.
Mr. Fellows asked: "What are the wages of river drivers now compared with what they were ten years ago?"
Witness replied: "A third more."

"In the last six years?"
"One quarter."

The increase in the price of supplies was not as much. There was considerable increase in the cost of the driving.

The whole increase in the cost of driving logs from Grand Falls to Fredericton would not be attributable to one cause. The increase in the price of supplies and the increase in wages were also causes. Witness is a director of the Madawaska Log Driving Company. Directors are elected by the proxies of the lumbermen from St. John up. The directors of the St. John Log Driving Company are elected in the same way. The majority of the directors are the log owners, who direct the directors of the Madawaska and St. John log driving companies live in St. John.

Logs Arrive Later.
Since the corporation have been driving the logs they did not arrive at Grand Falls until the first of July, whereas before that time when they drove their own logs, they would arrive at Grand Falls about the middle of May.

Above Grand Falls the river is only used for lumbering purposes. At Van Buren the channel is on the east side of the river. The St. John Log Driving Company have placed sheer booms, between Grand Falls and the Fredericton booms, for the purpose of facilitating driving. Three of the five directors of the Madawaska Log Driving Company live above Van Buren.

Continued on page 6.

EXTRA EXPENSE GETTING OUT THE LOGS, CHIEFLY DUE TO HOLD-UP AT VAN BUREN

The International Waterways Commission was in session all day yesterday, and they expect to close the session here today. Messrs. Morrison and J. Fraser Gregory are the witnesses who will be examined at today's session.

Yesterday morning Messrs. George C. Rainboth and J. V. Baylor, the Canadian and American surveyors and civil engineers respectively, who went over the boundary line, gave evidence concerning the result of the survey.

Yesterday afternoon Mr. John Kilburn, of Fredericton, was the only witness examined. His testimony went to show that he was very familiar with driving on the St. John River, as he had been operating on some parts of the river for fifty years. His evidence also was to the effect that the Canadian lumbermen had done nothing to facilitate driving on the St. John River from the mouth of the St. Francis River to the Fredericton booms. They had not expended money to improve the facilities, and they had attempted to excavate the rocks, which have been for years extremely detrimental to the driving operations. It was also added that the expenses in getting out the logs was due almost entirely to the Van Buren hold-up. The wages and cost of supplies, however, had increased slightly.

It also appeared that the river below the Grand Falls was not easily driven, owing to the fact that there were several large rocks which caused the logs to get stranded if there was not a very good driving pitch, while above the falls the river was easily drivable. Sheer booms have, however, been placed above Grand Falls, to facilitate the driving.

The session was interesting throughout and the developments were noteworthy. The interrogations were sharp and to the point; and the arguments were at various times rather heated.

Mr. John Kilburn
Mr. John Kilburn, the only witness in the afternoon was called about 2:30 o'clock. Mr. Kilburn has been engaged in lumbering on the St. John River and its tributaries for the past fifty years. He had considerable experience in driving both above and below the Grand Falls.

Witness was familiar with the driving of the river during that time. The quantity of lumber that have been getting out for some years is between 7 and 8 millions. About the first of June witness would get his drive to the big rapids.

The water reaches its greatest height from the 6th to the 15th of May. The water would fall two or three feet from the extreme height before he would get his drive from the brooks into the river. The fair driving pitch maintains till about the 16th of May in certain parts of the river. Witness drives from daylight until dark, on Sundays as well as other days in order to get the logs down the river as fast as possible. When the snow falls about the 20th of May, the

water falls rapidly. It falls about an average of twelve inches a day from that time. This year there was a very good driving pitch, last year pretty good, and the year before not so good.

The distance of river between the big rapids and the Grand Falls, is about ninety miles. Below the falls there are some pretty hard places to drive, but none above.

Where Driving is Difficult.
Witness proceeded to name several of the places where driving was difficult. All these spots are places where logs are stranded unless they come down the rocks at a fair pitch of the water. Logs would float down with a fair pitch of water from Grand Falls to Fredericton, which is 134 miles in 36 hours. A rise of three feet in the water of the upper stretch would be about the same as a 1½ foot rise on the lower stretch. Logs getting in the upper stretch would float to Fredericton in sixty hours, with a fair pitch of water. One-third of a drive of logs would float to Fredericton in a fair pitch of water without expense. One-third of the drive would reach the Fredericton booms in sixty hours if the pitch was good.

Witness was familiar with the logs going over Grand Falls. It was desirable that the logs should be high there. If logs were not stopped for the purpose of sorting they would go over Grand Falls at a medium driving pitch. Witness was a member of both driving and operations and a director in the upper one. Messrs. Connors, Moore, Heikman, Morrison, and Scott were the driving contractors in the order mentioned. Mr. Scott is the present contractor. 14 cents was paid to Mr. Morrison and 14½ cents was paid to Mr. Moore. The corporation today is paying 26 cents.

Increased Cost Due to Van Buren Holdup.
The principal cause for the increase is the Van Buren holdup.

Mr. Fellows thought that this statement was a voluntary one and should be stricken from the records. Mr. Gregory agreed to this and it was stricken out.

The increased cost is attributable to one main cause, the detention of logs for some time above Grand Falls. The stopping of the logs is a detriment to the driving. By reason of the water dropping, the logs are stranded as the various places which were mentioned are difficult to pass.

Witness was familiar with the river from Fredericton to the mouth of the St. Francis for the last twenty years. Above the river above Grand Falls for eleven years and about the same number of years from Grand Falls to Fredericton. He was familiar with the Fredericton booms. Previous to 1904 there were no logs of any great quantity shipped out on the railroad above Fredericton, from any of the mills that manufactured it. Nothing was done in the way of taking out the rocks to facilitate driving above Grand Falls. Witness knew that a dam was built on Baker branch by Mr. George Cushing to retain the water.

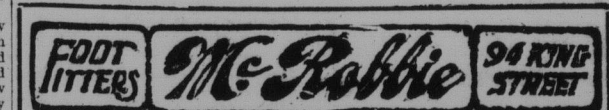
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