

### J. FRASER GREGORY THE ONLY WITNESS

River Commission Resumed  
This Morning

Hear Evidence Regarding Driving Conditions on the River—The Jam at Grand Falls.

J. Fraser Gregory, president of the St. John Log Driving Co., was the only witness at this morning's session of the St. John River Commission.

The commission resumed its session here at 11.30 with all the members and their counsel present.

After straightening out some trouble that had arisen owing to exhibits not being properly marked for identification, Mr. Gregory was called to the stand and under examination by Hon. W. P. Jones continued his evidence which he had commenced at a previous session at Van Buren.

He had a general knowledge of the river since 1867 and had never known any logs except cedar to be sorted above Grand Falls until the sorting camps were established at Van Buren.

He described the driving conditions between Grand Falls and Fredericton, saying that it was worse than above the falls owing to the difficulties in the gorge below the falls, the jagged rocks, the rapids, the Freque Isle bar and other obstructions.

On June 1st he was at Van Buren and saw the jam at Grand Falls, which contained from 15 to 20 millions of logs. They had the appearance of having been there while the water fell 15 feet. No work was being done there. There were ten millions in the sorting booms at the same time.

On the 17th of June he travelled down the river and found that the river was in better condition for driving than he had ever seen it before.

The quantity of logs coming over the Grand Falls for past three years was as follows: 118 millions in 1907, 84 millions in 1908 and 97 millions (estimated) in 1909.

After some delay the commission was called to meet at eleven o'clock came to order at 11.30.

Hon. W. P. Jones, counsel for the Canadian Commissioners, submitted as evidence the charter of The Madawaska Log Driving Company, with its subsequent amendments.

The commission spent some further time in identifying documents that had previously been put in evidence.

J. Fraser Gregory was then called to the stand. He told of a large quantity of logs having been hung up last year. They were stranded and during the spring freshet were forced higher up the banks. The contractor for the Madawaska company had to remove them as his first duty this year. Most of the logs were caught in the booms at Fredericton.

In reply to Mr. Jones the witness said that he never knew of any spruce logs sorted on the river after the year 1895. A certain amount of cedar had been sorted there, chiefly for the use of the mills at St. John dated from his first connection with the business in 1881.

As president of the St. John Log Driving Co., the witness was familiar with the chief difficulties of driving from Grand Falls to Fredericton which he enumerated, saying also that the whole distance of the river was cluttered with islands and bars which made driving difficult at low water.

Describing the difficulty at Munichkash he said it was a frightfully jagged course with rocks showing up several miles. At high water the water good driving, but a fall of a foot might make it very bad. The fall was enough to save the rocks uncovered. His knowledge of the difficulty, with which the water fell was only that acquired in his office.

The Munichkash Rocks were regarded as their Waterloo, the most difficult spot on the river after they got away from Grand Falls. At Presque Isle the bar was broad and when the water began to fall it caught the logs very quickly.

Discussing the difficulties at Grand Falls, the witness said that the pitch of the falls was not a great hindrance but often the logs got over the falls there was a gorge about a mile long lined with jagged rocks and filled with whirlpools. The logs jammed here very rapidly and it was necessary to keep a force of men and horses there with ropes suspended from each side of the banks to assist in twisting the logs out of the jam. They did not use dynamite to break up the dams. The number of logs broken in this passage increased very rapidly as the water fell. They could not get past at all at extreme low water. The average width of the gorge would be about 400 feet, but about three-quarters of a mile in the pitch of the falls to the lower basin. The river at Fredericton is about three-quarters of a mile, at Woodstock about half a mile, at Van Buren about 300 feet, at Port Kent 300 feet at low water. In the opinion of the witness the difficulties below the Grand Falls were much greater than those above. A new start for driving purposes was made at the falls and conditions above and below might be quite different.

On the upper reaches of the river the driving ceased early in the year and did not return during the summer, but from St. Francis river to the falls a rise in the water might occur during the summer that would improve the driving.

At Grand Falls the water was usually about May 24th up higher than it might be at the first of May. At St. John the highest water might occur from the first of May to the first of June, according to the way the snow melted.

### MOORS PUT UP A DESPERATE FIGHT

Repeatedly Attacked the Spanish Position

Heavy Losses on Both Sides in Series of Violent Assaults on Saturday and Sunday.

MELILLA, Morocco, July 20.—The attack by Moorish tribesmen made on the Spanish forces here last Saturday afternoon was executed under cover of a feint on the front against the Spanish flank. The first charge was repulsed but in the evening a more violent assault was made for the purpose of capturing the Spanish battery.

The Moors displayed great courage and skillful tactics during the engagement. They rushed in small squads and many of the tribesmen succeeded in breaking through the barbed wire entrenchments where they fell at the mouths of the canon after hand to hand fighting. It was 3 o'clock on Sunday morning when the Moors finally retired. The Moors numbered 6,000 while the Spaniards and French force was composed of 2,000 men.

General Marina, commander of the Spanish force in Morocco, was in the thick of the struggle encouraging his men who fought heroically. Capt. Guler, and Major Rios were both killed while defending a battery. The Moors broke off several bodies with the intention of burning them but the Spaniards made a sortie and re-captured the bodies.

Continuing witness said that the St. John Lumber Co.'s works men were at work sorting the logs day and night, taking off only the time required to eat. He estimated that it would take at least a month to complete the sorting. This detention had a very serious effect on the driving. He was informed later that the jam was cleared on June 18th.

Witness took another trip to Fort Kent on 17th June and followed the river from that point to Woodstock and had never seen better driving conditions. He thought then that the drive would get down all right as it subsequently has. As far as he knows, only two or three millions have been held up this year.

Witness then gave the figures of the quantities of logs coming over the Grand Falls as follows: In 1907, 118,000,000; in 1908, 84,000,000; and for the present year, estimated 97,000,000.

In identifying documents that had previously been put in evidence.

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### THE MEN OF LUNENBURG ARE GREAT FISHERMEN

It is recognized that the fishermen of Gloucester have long monopolized fiction and poetry as being the real catchers of cod, and the most picturesque of those who make their living on the Grand Banks.

If you ask a Lunenburg, that is a resident of Nova Scotia, who are the real bankers, he will tell you "the men of Lunenburg." Lunenburg is the rival of Gloucester in the hunt for cod, and a pretty husky rival, too, for fishermen from that seaport on the south shore of Nova Scotia are the backbone of that industry that is valued well over \$1,000,000 a year.

The Lunenburg fishermen spend about half the year at home, but they do not use this time sitting around their fires smoking yams. They are busy with lobster catching or in the woods. When March comes around they begin to make ready for the sea. The schooners are put in order and stocked with provisions. On the Sunday nearest March 1st the churches hold special services, and prayers go up for the safe and prosperous voyage. They are devout, these Bluebonnet fishermen, but they keep an eye on the profits, too.

The fishing schooners are small, rarely reaching 100 tons. The law requires that they have a compass and a dipsey lead the master of a banker can find his way in any weather.

The start from Lunenburg is like the start of a yacht race. Most of the bankers go out on the same day, and there is good-natured rivalry among the skippers as to who shall first anchor on the fishing grounds.

When a skipper makes a berth in a likely place real work begins. The dories, flat-bottomed boats about fifteen feet long, which are very seaworthy but don't look like anything, are anchored at each end and are set like the spokes of a wheel whose hub is the schooner. The dories make out the fish and the trawls are set. It sounds easy, but in a heavy sea it is ticklish business.

When a schooner has loaded full with fish, cut and salted down, she steals away from the fishing medley of foghorns and makes for Lunenburg. It is a lucky ship which enters port without her colors at half mast, which would indicate that one of her crew has gone. The fleet gets back from the fishing trip about the end of May, unloads and sails back again on the summer trip which lasts until autumn.

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### Glass Preserving Jars

Most Reliable—Air Tight  
Ball Mason—Celebrated American Jar, one piece, porcelain lined top  
Improved Corn—Glass top, best quality,  
Lightning—Glass top patent spring fastener requiring no screw band  
Lowest prices in the city

O. H. WARWICK CO. LTD.,  
78 to 82 KING ST.

We own and offer \$20,000  
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4 1/2 per cent BONDS due 1929  
Price 96.80 and interest to yield 4.75 p. c  
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J. M. ROBINSON & SONS, BANKERS,  
St. John, N.B.

### DOCTORS HERE IN ANNUAL SESSION

26th Convention of the N. B. Medical Society.

Addresses of Welcome This Morning—  
Interesting Papers Read—Sessions Continue.

The twenty-ninth annual meeting of the New Brunswick Medical Society opened in the council chambers of the court house this morning.

His worship Mayor Bullock in a few happy remarks extended a welcome to the visiting delegates. An excellent address was delivered by Dr. J. R. McIntosh, president of the society. Thirty-five delegates from various sections of the province attended the meeting.

The gathering was called to order at 10.15 o'clock with the president, Dr. J. R. McIntosh, in the chair. He called upon Dr. S. Bentley to read the minutes of the last annual meeting at St. Stephen on July 21-22, 1908. On motion they stood as recorded.

Dr. McIntosh then proceeded to address the meeting. He expressed his gratitude at being elected head of the profession. With the honor of office there came a number of duties and he had endeavored to work for the good of the society.

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### BIG VOTE POLLED IN COUNTY ELECTION

Candidates are Running Well Together and Both Parties are Still Confident of Success.

Reports received in the city this morning indicate that a heavy vote is being polled in the St. John county by-election. Both Mosher and Broderick are running well together and keen interest is being manifested over the result. At St. Martins, the men are running closely together. About 400 votes will be polled in this parish.

### TWO LARGE TOURIST PARTIES IN THE CITY

Two tourist parties arrived in the city this morning on the Eastern liner Calvin Austin, and will tour the Maritime Provinces.

The Raymond and Whitecomb party, numbering seventeen ladies and gentlemen are registered at the Royal as follows:—Thomas H. Durfee and wife, Robt. N. Haycock and wife, W. W. Bailey and wife, S. Blake Wilson and wife, Mrs. Ida E. McAfee, Dr. A. N. Sargent, Francis E. Ballard and wife, Mrs. D. Carey Keith, Miss M. E. F. Fairbanks.

The Beckman party from Boston, numbering 17 persons, are registered at the Victoria and are on a tour of the provinces. They are as follows:—Mrs. C. B. Johnston, Boston; Dr. M. E. Pond, Mrs. A.