RIA ALWAYS ture of

Always Bought 30 Years.

LING-In this city, to the wife V. H. Stirling, a son. ENEY-At St. John, August 7th, and Mrs. Geo. M. Blakney, of ridge, Mass., a daughter.

MARRIAGES

H-SCHOFIELD. - At Trinity h, on Wednesday, 7th instant v. A. W. Daniel, assisted by R. A. Armstrong, Donald A. th of Montreal to Florence Daniel,

-HAGUE.-On Tuesday, Augus at Saranac Lake, N. Y., by the W. H. Larom, rector of St. 's Church, Harry Elbridge Hall. erly of St. John, N. B., to Agnes ia, daughter of the late John and Jane Hague of Montreal.

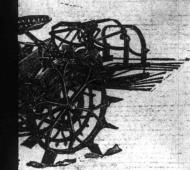
#### Bordering and Overlooking

ng machine, horse rake, cultiva horse cart, dump cart, sleigh, ridd with this 40-acre farm; sell milk with water in sink; barn 36x42, ed walls; hen house, work house new stable built last season; fine and boating. Owner must make change and \$2,000 takes all. alone is worth \$2,500 if a cent o 12,634, page 7, "Strout's List, " just out; copy free. E. A. UT CO., 88 Broad street, Boston

cure headache in ten minutes use

aad of Cole's Island. The bride ed very charming in a muslin dress hat to match. The ceremony was y morning for their new home at s Island. The bride will wear a

ated



potatoes is known all over leading machine of the kind. tested it fully say it works

se machines in New Brunswick nplaint. This year I am handsay to all intending purchasers

sehind in the Hills, and erate Price

hine, satisfy yourself that it is any further inquiries you may

BENN. Brunswick, Woodstock, N. B.

# The Dews.

ST. JOHN, N. B., FRIDAY, AUGUST 23, 1907.

# FAMOUS FRENCH GENERAL

Formerly Head of the French Army in Algiers, a Victim of Pickpockets

credit he went to the Bank of Montreal | pocket, their only booty being the

VOL. 31.

MONTREAL, Aug. 21.—General De a street car for the Windsor Hotel. Negrier, of Paris, who for some years had command of the French troops in Algiers, is at present a visitor to Montreal. Today he had a rather disagreeable experience. Taking his letters of bank notes which were in the sam and drew out a large sum of money on ter of credit which is not negotiable. his letter of credit. Placing the money Detectives are looking for the men. The as well as the pocketbook containing General left tonight for Niagara Falls, the letter of credit in his pocket, he the money he had drawn being suffiof Victoria Square where he boarded on this side of the Atlantic.

### ST. JOHN BY-ELECTION PROBABLY SEPT. 18th or 19th

that the by-elections to fill the vacan-cies in the House of Commons will Wellington, caused by the death of Thomas Martin; and London, vacated All Red Line Resolution be held about the middle of September by the resignation of Hon. Charles Hyprobably on the eighteenth or nine- man, Nominations will be a week

OTTAWA. Aug. 21.-It is probable A. A. Stockton; Northumberland, caus-

It is probable that the final fixing earlier.

There are four vacancies. They are St. John City and County, where the vacancy was caused by the death of will go out early next week.

### INDUSTRIAL CONDITIONS IN EVERY WAY SA IS ACTORY

hicago National Bank in Its BAPTIST WOMEN IN in a Healthy State

NEW YORK, Aug. 22.—The Times says:—The Commercial National Bank of Chicago, in its summary of financial and commercial conditions, compiled The matter was most impressive. says:-The Commercial National Bank of Chicago, in its summary of financial

the thousands of replies there is scarce-ly a reference to the present position Honorary President, Mrs. J. W. Manning, St. John; President, Mrs. J. W. Manning, St. John; President, Mrs. David Hutchinson, St. John; Cor. Sec., Miss Clara Fullerton, St. John; Mrs. Mary this the bank says, is acknowledged by it, the thirty satisfaction. On the crop outlook the bank reaches the conclusion from the data gathered by it, that this year's wheat crop will amount to 640,000 million bushels. The corn crop, 2 billion, 60 million to 2 billion, 6 million bushels.

The corn crop, 2 billion, 500 million bushels, the oat crop will be deficient by perhaps as much as 150 million bushels.

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The names of sisters deceased during with special reference to the crop outleok, to be issued today, drew the conclusion from the 3,000 replies received from its correspondents that the overwhelming preponderance of evidence is that the business situation is sound and satisfactory.

The names of sisters deceased during in Prince Edward Island, Cape B of the year were read and prayers were of those present.

At 10.15 o'clock the committees on programmes, mission band lessons, bureau of literature, and Maritime Baptist column of Tidings met. At 11.15 intercolonial Express Service. sound and satisfactory.

The bank comments on the fact that in the election of officers took place. The

following officers were chosen for the

Regarding the financing of the crops, convention were sent by the corresthe Bank says that though the yield pending secretary to Mrs. J. M. Gunn, may be deficient in quantity as well as of P. E. I., to Mrs. J. J. Wallace, of in quality, there will be required prac- Moneton, upon their departure for tically as large a volume of funds for Summerland, B. C., and the consequent financing the crops as was needed last loss of these workers to the conven

#### Wedding Present from Thorne's

Is Guarantee that the Make and Quality of the Article is Exactly as Represented

Our Assortment of

Sterling Silver, Cut Glass, Electro Plate and Cutlery

Is Extensive and Well Selected. Try It

W H. Thorne & Go., Limited. Market Square, St. John, N. B.

## C. P. R. RUNNING RIGHTS OVER THE I. C. R. DISCUSSED BY THE MARITIME POARD OF TRADE

Board Passed the Resolution--- Urged Purchase of Rolling Stock--- Want Steel-Coal Case Settled---Endorsed Tunnel Scheme---Favor Bonus for Steel Shipbuilding---Elected Officers---Arranged to Meet Next in Halifax, and Adjourned.

minister had told the Island Boards of Trade that whereas the government had a very large share in the receipts of the Canadian Express Co. they would have none in those of another company, consequently they keep up the oppressive monopoly.

Wilson of the Halifax Board of Trade said Nova Scoila had had a good deal to complain of in the matter of express tates. The D. A. B. had a more segments.

doing business in Chatham, and they

H. B. Short relterated what Mr. Wilson had said with reference to the D. A. R.'s Express Company in the val-

til the afternoon at 2 o'clock, when as well served in the matter of freight the first matter to come up was a re-"This convention of the Maritime strong, the clever young local representative for Yarmouth county, favor-high class mail, passenger and express freight services between the British ways in western Nova Scotia by the

FATHER BURKE.

"This, of course, involves the exten-

Western Nova Scotia, he said, is

served by two railways, the D. A. R.,

Mr. Armstrong thought that Western

The I. C. R. was built originally to

connect the Atlantic Provinces with

juncts for the system.

sion of the I. C. R."

Line' project, proposed by the people of Canada, and unanimously adopted at the recent Imperial Conference held n London, and urges the Canadian Sovernment to take all possible step fax Board of Trade, A. M. Bell, of Halifax, and Georg's Robertson spoke strongly in favor of it

Board of Trade was brought to a clos

The "All Red Line" project was the

first matter taken up. The following resolution was moved by G. M.

Campbell, of Halifax, and seconder

possessions would be of immense ma-terial and political advantage to Can-

ada and all parts of the Empire

by M. G. DeWolfe, of Kentville:

Cold Storage on Steamers.

by Hon. George Hughes of Charlotte-town, and seconded by Father Burke, was then discussed, and after a number Pugsley, H. J. Logan, M.P., J. E. De-Wolfe, had expressed their views, was passed:

"Resolved, that any steamer subsi-dized by the Federal Government to carry on a direct service between ports in Prince Edward Island, Cape Breton Hen, George E. Hughes then moved

all express companies may have same and the South Shore, which is part privileges over all railways in Canada, of the Mackenzie & Mann system.

Truro eastward in Cape Breton and in P. E. Island, there is only one express mutter up. I take it, however, that ompany permitted to do business, and the spirit of the people is to retain "Whereas. The shippers of fish and the I. C. R."

This sentiment was greeted with apother merchandise from Eastern Nova Scotia and P. E. Island and shippers of fruit from Western Canada to points on the I. C. R. east of Truro are Nova Scotia had not been dealt with handlcapped by being shut out from a quite fairly. They had as little to competing express service and cempelled to pay extra rates of carriage, part of the Maritime Provinces by

"Whereas, Numerous resolutions have from time to time been addressed to the government asking that the Dominion Express Company be granted same privileges over government railways as are granted to the Canadian Express Company; therefore Scotia have paid for more than their "Resolved, That this Maritime Board proper share, and they think their of Trade endorse said resolutions and claims should now be favorably heard. urge upon the government the early

The principle of extending the I. C. granting of said privileges to other R. has been applied to other parts of companies than that one now having the province, but Western Nova Scothe monopoly of the express business; tia has been ignored. Mr. Armstrong

"Resolved, That copies of this reso- Pictou, Oxford, Mulgrave and Sydney. lution be forwarded to the Minister of It was not necessary to cement the Rallways and Canals, Minister of Finance and Maritime members at Ot- was made for business purposes purely

in doing so he complained of the ex- not extend it to the western part of essive express rates charged by the the province? Canadian Express Co., in P. E. I. This If these lines were absorbed by the company had a monopoly and the peo- I. C. R. they would be profitable adple wanted opposition.

Father Burke seconded the resolu-Father Burke seconded the resolu-tion and gave some figures to show how impossible it was for the fish

or business. tions of the Father Burke said that the deputy low rates?

press rates. The D. A. R. had a mon-+ C. A. CREED, Permanent Secre-

> Mr. Armstrong, who is an excellent speaker, made a very clear cut and duced. forcible presentation of his case, and he was warmly applauded when he took his seat.

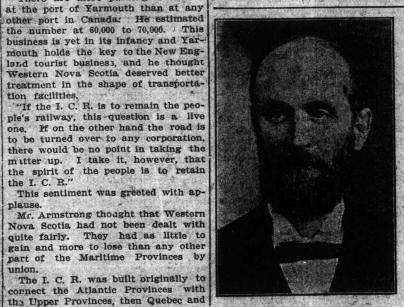
H. B. Short of Digby seconded the solution, and said it was unquestion able that Western Nova Scotia was not

the resolution, and said that he thoroughly agreed with the previous speakers. He was glad that such a strong tion of the people's railway. The question was not a sectional one, but was one of broad interest. He made a strong plea for government ownership, and expressed the belief that the rates on government owned railways were cheaper than those owned by private

H. J. Logan suggested that the resolution include not only the D. A. R. and the South Shore, but all the other branch roads of the Maritime Prov-inces as well. He could think of a few branch lines in No Brunswick, that he thought the land living along then, would not object to be taken F. A. Dykeman also spoke in favor of the proposition. The only way to methods of these local railways was bygovernment ownership. He was in hearty favor of the government ac-

W. B. Snowball, of Chatham, was pleased that the suggestion had been made that the resolution be enlarged. We have had some experience with the Canada Eastern, which has been a paying investment since acquired It had been improved and the business had been greatly enlarged. He was in favor of the resolution.

Frank B. Black said it was impos sible for those interested in the branch roads to give the service they should He referred to the aCpe Tormentine road, which performed a fairly satisfactory service, but he would rather see it taken over. He thought the re solution at present was too local.



W. S. LOGGIE.

The I. C. R. has cost about \$50,000 a mile and the people of Western Nova Scotia have paid for more than their Hon, Dr. Pugsley said it was not de sirable to pass this resolution in the present form, as it seeks to commit the roads in the Maritime Provinces, no and simply. Then in that case, why

Ald. J. B. M. Baxter asked if the re-

\* part of their transcontinental system, the government could not reasonably, be asked to acquire it. Dr. Pugsley then said he thought it

would be a mistake for the government to pass a bald resolution like that, . It might cause adverse com-H. J. Logan said they needn't ge alarmed, the Maritime Provinces made no howl when millions of dollars were

spent for the lands of Upper Canada (Applause.) It was then agreed to let the matter stand over until this morning at ten o'clock, when a resolution that will satisfy all the members will be intro

Canadian Atlantic Fisheries.

"The Canadian Atlantic Fisheries' question was then taken up. A H. Whitman, of Annapolis, introduced the resolution on this subject arguing for the appointment of a Fishery Commission to take the matter out of the hands of the Government. He spoke in

The administration of the Canadian fisheries is in the hands of the Marine and Fisheries Department, and is car-



M. G. DeDWOLFE.

ried out through inspectors and overseers appointed by the government. These inspectors and overseers in addition to their other duties supply the figures which appear as the fisheries statistics in the annual fisheries Bluebook. They do not in our opinion give the accurate and desirable information which the importance of the fishing industry demands. At various times the carry herring and mackerel, owing government has appointed special com- to the impossibility of guardmissions to investigate conditions, in certain localities, relating to various from leaky packages. At the present time even if the fishermen wanted far however as the Maritime Provinces good packages, they are unobtainable are concerned, matters have been allowed to drift along without much attempt to improve the conditions or conserve the various branches of the lished to put on the market a full supindustry for our fishermen and mer-chants, and it is felt by everyone interested in the welfare of the fisheries that it is time something was done to remedy the present most unsatisfactory THE FISHERY BOARD IDEA AND state of affairs. THE SERIOUSNESS OF THE SITUA.

TION. The government's establishment of

fish hatcheries, bait freezers, dog fish

reduction works, demonstration of the Scotch method of curing herring, etc., are certainly to be commended. They have, however, been more or less abortive, owing to lack of system, the only partial carrying out of the various things attempted, and the seeming impossibility of eliminating politics. Twenty-five years ago-lobsters were so government to take over all branch plentiful on our shores that fishermen were making good wages catching matter what their earning power, or them at fifty cents per hundred count. what the government would have to During the early part of the present pay for them. He thought the resolution should be medified to read that men were unable to make living wages men were unable to make living wages providing the roads could be acquired with the price at \$40 per crate in Bosat a fair price, and with respect to ton. This condition has been brought their earning power. This was the about by the illegal wholesale destruction of the New Brunswick govern-tion of the small sized and seeded lobsters by the fishermen and packers, bring the Dominion Government to see in consequence of the law not being wick, he said, which if taken over at enforced by the officers of the departtheir cost, would involve the expenditure of a great deal of money.

The conditions in regard to the could be worked out to better advant ture of a great deal of money.

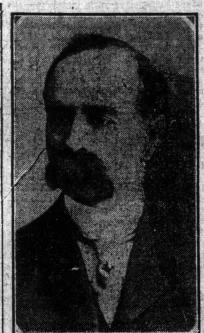
Could be worked out to better advant age to all concerned, by the appointsolution simply involved the general being exterminated. Practically no-principle of government ownership or thing is being done to prevent the de-fisheries board, which has control of how impossible it was for the fish ness. The C. P. R. only carry 800 per mile, and is a very paying some index of relief might be found.

The challenged statement that the I. C. R. which is to apply only to roads with the supply of these valuable shell fish. The clam beds in various parts if the supply of these valuable shell fish. We stern now a statement that the I. C. R. where giving lower freight rates than whether it is to apply only to roads that connected with the L. C. R. or all whether it is to apply only to roads the supply of these valuable shell fish. The clam beds in various parts if the supply of the seventhent of the conditions. A fisheries the supply of the seventhent of the conditions of the Atlantic fisheries. A fisheries to apply the seventhent and the supply of the seventhent of the conditions of the supply of the seventhent of the conditions of the supply of the seventhent is to apply only to roads the supply of the seventhent is to apply only to roads the supply of the seventhent is to apply only to roads the supply of the seventhent of the conditions of the supply of the seventhent of the conditions of the supply of the seventhent of the conditions of the supply of the seventhent of the conditions of the supply of the seventhent of the conditions of the supply of the seventhent of the conditions of the supply of the seventhent of the conditions of the supply of the seventhent of the conditions of the supply of the seventhent of the conditions of the supply of the seventhent of the conditions of the supply of the seventhent of the conditions of the suppl wr. F. Hatheway inquired if the gov-ernment had ever been asked to allow wre found in any part of the world any other company to enter the Island for business.

Whether I is to apply only of the world were found in any part of the world and why should not the western por-for business.

What connected with the L. C. R. or all branch roads without regard to their location. If Mackenzie & Mann intend building a road down the St. John Val-low rates?

Whether I is to apply only only on the terminal part of the world were found in any part of the world that connected with the L. C. R. or all maritime Provinces are being depleted, in many cases to supply bait for for-location. If Mackenzie & Mann intend building a road down the St. John Val-laws properly carried out, a continu-



NO 34

GEORGE E. HUGHES, Vice Presiden

advantage of all concerned. Unless in the near future, therefore, some radical change is made, these valuable branches of the fishing industry will practically cease to exist. New and stricter regulations are required as well as effective means of carrying them

THE LOSS ON BARREL FISH.

erned in the fish trade of Eastern Canada, that the existing in 1903, J. J. Cowie, the Scotch expert was employed to demonstrate the fact that the herring caught on our shores could be made to give much better re-turns if cured and packed under the

recognized standard, practically no good was accomplished. The pickled fish industry has continued to be handicapped by the use of trashy packages, with the resulting low standard of the pack, and consequent loss to all concerned. This condition of affairs not only means loss and endless trouble to the merchant and his customers, but unquestionably means a loss to the fishermen. It would be a conservative estimate to put the annual loss to the pickled fish at \$100,000. Not only is there the actual loss on account of the loss to the wholesale dealer, jobber and retailer. Time and again Halifax wholesale houses have received letters ing against the loss which results

WHAT HAS BEEN DONE IN

that these should be helped by govern

SCOTLAND. The idea of a fishery board for the proper preservation, protection and development of the fishery industry, is hundred years ago the pickled fish industry of Scotland was in practically position as is that of the Maritime Provinces today. A popular agitation brought about the appointment by the government of Great Britain, of Royal Commissioners for the betterment and control of the industry in Scotland. judged by results, is the best and most tration in the world.

THE SCHEME FOR US. It is now desired by concerted ac tion on the part of those interested to that their present progressive policy for the encouragement of the fi

than those under which the lobsters are ment of a Canadian Atlantic fisherie