

but that harvested later was housed in fine condition. The growing of tobacco is confined mainly to Essex and Kent in the West, and to one or two counties in the East along the St. Lawrence. Although the plant suffered considerably from wet weather early in the season, it made good recovery, and its general condition is classed as good by most of those who reported on it. A large yield of potatoes is promised, and of good quality. Some of the seed rotted on low land, owing to the wet weather just after planting, but comparatively few correspondents anticipate rot in the new crop. The scarcity of labor and the crowding of harvesting forced a number of farmers to neglect their roots, and some fields are rather weedy. Nevertheless, all classes of roots promise a good yield, especially mangels and sugar beets, which are doing better than turnips.

Referring to fruit crops, all varieties of berries have yielded well, and grapes also promise well. Apples will be poor in point of yield, but the quality will be rather above the average. In many sections there will be barely enough for local consumption. Peaches have done better and may be classed as from fair to good. Some correspondents report good yields of plums, while others claim an almost complete failure. The common red cherry did well, but other varieties were a disappointment. The reports regarding pears, as in the case of plums, vary much, but they have done better than apples. Correspondents account for the rather poor orchard crops, first, from lack of pollenization, owing to the wet and cold weather prevailing during the blossoming period, and, secondly, on account of many trees failing to fully recover from the effects of the severity of the last two winters.

MARITIME BOARD OF TRADE.

On Wednesday of this week there takes place at Yarmouth, Nova Scotia, an event which is as important in its way as the recent gathering of North-West Boards of Trade at Regina. We refer to the annual meeting of the Maritime Board of Trade, a body of representative men who bear a relation to our Atlantic Provinces similar to that occupied by the Associated Board to the North-West. And to a certain degree, the work which they are called upon to do bears some marks of similarity. The North-West Board met at a time when two new western provinces were just in course of formation, while a prominent subject to be discussed, we understood, by the Easterners, is the amalgamation of the three Atlantic Provinces into one, and under one Government.

Through a natural tendency, perhaps of Canadians as well as other people, to "look West, young man," our Eastern Provinces have not been receiving the attention they should and do deserve, and for this reason, as well as several others, we trust that the convention will be a very great success. As a matter of fact, the Maritime Provinces are full of resources, not only of the resources of nature which mean wealth to their uplifters, but full of what we may call human resources also, for the people who inhabit them are without a doubt the peers of any in the Dominion. Indeed, without an undue attempt at flattery, they are classed by a good many judges, as being just a little bit ahead of those in other sections, in intellect and general ability. This, of course, is mere matter of opinion or taste, but it serves to draw attention to the fact that our Atlantic Coast people ought to be better known by Ontarians, Quebecers, and other Canadians than they are at present. Such a convention as that being held this week is sure to do something in this direction.

We append a programme of the proceedings:—

Nova Scotia Boards.—Annapolis, the inspection of Cooperage stock, a standard apple barrel; Amherst, the advisability of uniting the three Maritime Provinces under one Government, the question of the advisability of advertising by literature the advantages of the Maritime Provinces as a desirable place of settlement; Berwick, the necessity of an improved railway train service between Halifax and that portion of the Annapolis Valley west of Kentville; Halifax,

protection of Inland Fisheries is it advisable to place the Intercolonial under a Commission, what can be done to investigate and make better known the resources of these Provinces, fast Atlantic steam service, steel shipbuilding; Kentville, should not incorporated towns have representation in the council of municipalities, municipal ownership of electric light plants; Parrsboro, diversion of the Intercolonial by building a loop from Truro to Amherst, via Parrsboro, improved steamboat communication between Parrsboro and Wolfville; Wolfville, abolition of statute labor in Nova Scotia; preservation of historic grounds; Yarmouth, the advisability of the Government of the Maritime Provinces assisting local associations or Boards of Trades in promoting tourist travel, the advisability of the Dominion Government taking over the railways of Western Nova Scotia and making them a part of the Intercolonial system.

New Brunswick Boards.—Sackville, that the Maritime Board of Trade urge upon the Governments of New Brunswick, Nova Scotia and Prince Edward Island the importance of improvement in the common roads of the Provinces, and to take steps to diffuse information on the subject, especially by the distribution of literature and the appointing of an official who shall confer with the County Councils and lecture on the subject in the various communities throughout his Province; St. John, daily steamship service between New Brunswick and Nova Scotia via St. John and Digby, improvement in the London steamship service, prohibition of export of pulp logs, co-operative efforts on the part of the Governments of the Maritime Provinces to promote desirable immigration from Europe, union of the Maritime Provinces, re-coinage by the Government of worn and mutilated Canadian silver coins.

Prince Edward Island Boards.—Southern Kings, Montague, tunnel under the Northumberland Straits connecting P. E. I. with the mainland; Souris, better winter communication between P. E. I. and the mainland; Summerside, the tunnel from P. E. I. to the mainland; West Prince, Alberton, subsidy for steamship to ply between ports on the north side of P. E. I., Miramichi, Magdalene Islands and Sydney, daily winter communication with the mainland.

Cape Breton Boards.—Sydney, the desirability of wider publication in Maritime press of reports of Canadian commercial agents abroad, night express train between Sydney and Halifax.

OF INTEREST TO MERCHANTS.

A company has been organized under the name of the Canadian School of Scientific Salesmanship, Limited. Its capital is \$90,000 and head office Winnipeg. Its purpose is to teach the science and art of scientific salesmanship and to carry on schools adapted to this end. Eben O. Weber, of Winnipeg, and I. S. K. Weber, of Berlin, Ontario, are members of the corporation.

Credit Clearing House, Limited, Ottawa, is the name of a new concern which recently obtained a charter from the Dominion Government, and the aim of which is to collect and distribute to interested parties the credit experiences of the company's subscribers, and to establish, maintain and conduct a general mercantile agency and to carry on every branch of business usually transacted in connection therewith; also to conduct a general collection business. J. A. Ritchie, of Ottawa, and J. W. Campbell, of New York, are prominent in its interests.

Mr. Edgar Tripp, Canada's commercial agent in Trinidad, draws attention to a trade trick emanating from the United States, which is calculated to do considerable harm to Canadian interests. Among Canada's standard products, he says, oats have always borne a good name, and deservedly so in the West Indies. A very inferior oat, however, is now being offered as "genuine heavy Canadian," which is not a Canadian oat at all, being what is termed in the United States "clipped American No. 2." These oats are put up in imitation Canadian bags, and the deception is completed by each bag being marked "entered for drawback," this

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