

Chas. Sikes' institutions, which compete with the banks, and the Yorkshire penny banks with 1,100 branches in the north of England, have 11,500,000 of deposits—another competing force. On the other hand we pay our way. Our shares, which were 20 in your days, are now what corresponds to 140; we have 2,600 shareholders, and 50 full branches, with 50 attendances. When I came into the bank in 1852 we totalled £1,000,000 only, when I followed Mr. — it was £1,750,000, and now £10,000,000. The policy of extension has certainly answered.

THE MARITIME BOARD OF TRADE.

Few people are now to be found to dispute the usefulness of boards of trade, even though there is a standing joke about the proclivity of such institutions to pass "resolutions." The resolutions, if wise, have their sure if not always immediate effect.

Some five years ago, representatives of the boards of trade of New Brunswick met in St. John to discuss affairs of interest to the province. It was then proposed to form a provincial board, but after discussion a still more sensible decision was come to, and it was resolved to constitute a Board of Trade of the Maritime Provinces. Nova Scotia and Prince Edward Island were as favorable to the idea as New Brunswick, and the result was that in Halifax, the following year, the Maritime Board was formed. Under its constitution each affiliated board may elect one delegate for each ten members, to have a seat in the councils of the larger body, to meet once a year. The Maritime Board has met successively in Halifax, Charlottetown, and Truro, and its fourth meeting has just been concluded in this city. St. John is really more centrally situated than any town in the province for such a gathering. Easy of access from all parts in New Brunswick, it is, as reference to a map will show, not an inconvenient rendezvous for delegates from Nova Scotia and the Island.

The convention of 1899 has been well attended, and by representatives of all sections. Moreover, the personnel of the delegates was strong. Charlottetown sent two admirable representatives. Berwick, Bridgetown, Dartmouth, Kentville, Middleton and New Glasgow, thriving Nova Scotia centres, had their delegates present; Halifax, of course, was on hand. From New Brunswick, beside the St. John members, there were representatives from Fredericton, Sussex, St. Stephen, Woodstock, St. Martins and Hartland. While certain boards in the province failed to put in an appearance, no section of any province can be said to have been unrepresented. It is conceded to have been the best meeting of the Maritime Board since its organization.

Of Mr. W. M. Jarvis, the past president, opening address, it would be difficult to speak too highly. He dealt with subjects of undeniable interest to all dwellers by the sea, and his appeal for union, if not on legislative lines, at least on lines for the general welfare and advantage of the Maritime Provinces, met with unanimous approbation. His well-worded warning that the upper provinces are apt to watch with jealous eyes the granting of Federal assistance to the development of Maritime ports, was sufficient hint to the delegates that an united front in all reasonable demands must be presented. Hitherto we may have appeared to our inland fellow-subjects as three small provinces with clashing interests. As a matter of fact we are, practically, one province, and had not Confederation been a bit rushed would have been legislatively one people. We are "Acadians" as well as "Canadians."

Striking features of the convention were the presence of leading business men in various lines, the practical nature of the subjects discussed, and the business-like way in which they were handled. There were comparatively few long-winded orations, and of the questions originally placed on the order paper, preference was given to those the most pressing and the most practical.

"Preferential Trade within the Empire" was No. 1 on the printed programme, but, great and interesting as this subject is, the convention recognized that it is one that we cannot decide ourselves, so it was given "a back seat," as politely as possible, while practical and urgent matters such as Improved Telegraphic Connection between Prince Edward Island and the Mainland, Freight Rates on Railways and Steamships, Marine

Insurance Rates in connection with Canadian Atlantic Ports, were carefully and thoroughly considered. Yes, and the feature in the discussion is worthy of note. Persons laboring under a grievance real or fancied, rarely do themselves justice in arguing their cases. Their indignation overcomes their discretion. In several instances resolutions more noted for vehemence of language, than for convincing force, were modified by the good sense of the convention, on the principle, no doubt, more or less, that "you can catch more flies with molasses than with vinegar." Thus it was decided to approach Lloyds in the matter of the discrimination against the Maritime ports, in marine insurance, with arguments and figures rather than with an indignant outcry, however natural such an outcry would be. Why, indeed, should Eastport, Maine, be considered a safe port to visit, while St. Andrews, N.B., is dangerous? or what can make Calais, Me., on the St. Croix River, a sure haven, while St. Stephen, N.B., directly across the narrow river, is considered unsafe? Well might one of the wiser delegates remark, in effect: "Inform Lloyds of the exact state of affairs, and the grievance will be remedied." A competent committee to deal with this subject was appointed. They are Messrs. J. M. Carmichael, W. M. Jarvis, S. Schofield, H. Hazard, J. E. DeWolfe, W. S. Loggie and G. H. Dobson.

When Mr. Hazard of Charlottetown introduced the question of better telegraphic communication between the Island and the mainland, he found many delegates unaware that the Anglo-American Company is giving the people of the Island no better service than they had thirty years ago. After 8 o'clock in the evening, Prince Edward Island is dead to the outside world. Dreyfus may go hang, Labori may be shot, our Ottawa rulers may push the electric button which sets all the political machinery going, but if any of these events occur after 8, the people of the Island know nothing of it. The board did not think it unreasonable to urge the Government, who can demand a better service, to see that the Prince Edward Islander gets his news with the rest of us.

Our old friend the railway commissioner came up, and he was well received. It is surely no unworthy argument that as similar bodies exist and are found desirable in the older countries of England and the United States, one of such would be useful in Canada. The matter of excessive railway and freight rates, as bearing particularly on the Nova Scotia apple shipper, was discussed at length and with some warmth. Mr. Peter Innis, of the Nova Scotia Fruit Growers' Association, championed the cause of that body, and metaphorically speaking, he sailed into the Furness line of Atlantic steamers, subsidized by the Government, for charging excessive rates, as compared with rates on lines from Boston and Portland, but the steamship companies had a strong defender present in Mr. S. Schofield, of St. John. The board approved by a vote of 14 to 5 of a resolution in which the principle of the railway commission was expressed. Not quite so favorable was the board to another resolution of which Mr. Innis had charge, practically censuring the Furness line. The board wanted to feel quite satisfied that there was a genuine grievance before they committed themselves in this matter, and the result was reference to a special committee, which may or may not meet, but, in the meantime, the steamship company is evidently considering, and the ultimate outcome may be some compromise satisfactory all around.

The board showed excellent discretion throughout in their determination to commit themselves to no expression of opinion unless it was almost conclusively proved to be right. Local affairs were quite a bit pressed in several directions, but they generally received scant consideration. Matters to be approved of this board must have some indirect bearing on the provinces at large. Henceforth, in order to get a hearing at the board it will be necessary that boards and their delegates have not only live questions to submit, but also, that these questions be supported by forceful arguments.

The encouragement of the tourist traffic formed the subject of an interesting debate. It was announced by one delegate that the town of Digby, N.S., had benefited in one year to the extent of from \$20,000 to \$30,000 by this kind of travel. Another delegate said that the State of Maine estimated an expenditure within its boundaries, annually, of some \$8,000,000 from tourists. No wonder it is considered an item worthy of debate in the Maritime Board.

The milling dealers of the upper provinces forwarded a