# POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., AUGUST 23, 18992

the Lobster Regulations-Shortening of the Season Favored-

The Maritime Board of Trade was in ession morning, afternoon and evening Friday and dealt with a number of important subjects. In the morning Mr. F. M. Murchie, of St. Stephen, was added to the de'egates present. The subject of improved telegraphic communication was brought up by Mr. H. A. Hazard, of Charlottetown, and spoken to by Mr. S. Schofield and Mr. W. M. Jarvis. Messra. Hazard, J. deWelte and S. Schofield Hazari, J. deWelfe and S. Schofield

government to exercise supervision and control over the rates charged by subsidized steamers, so that at no time they shall exceed corresponding rates from competing Atlantic, Portland, Boeton and New York ports, and further that the government appoint inspectors to superintend the loading of apples in such steamers and ase as to their ventilation and general suitability for carrying the freight offering."

and general suitability for carrying the freight offering."

Mere discussion followed in which Mr. Schofield said the trouble did not come from the steamship agents, but from the middle men. He thought it a pity that the Furness line should be singled out for attack. He submitted a statement showing the freight earnings of four Furness line boats in the summer season of 1899, as compared with the Cherones, Plates, Cunaxa and Leuctra of the Battle line. It showed the latter averaged a freight rate of £1 14s. 6d. per ton register, and the Furness line £0 18s. 8d., a difference of £0 15s. 8d. per ton register. The average freight rate per ton register on average freight rate per ton register. The average freight rate per ton register on Furness boats freghts St. John and Halifax to London was: April to August exsive £0 18s. Sd.; September to March, £1 6t. Sd.; January to December, £1 3s. 6d.; apple shipping season is September to March.

others spoke to the subject, On resuming in the afternoon Mr. C. L. Dodge spoke. He touched on another point, claiming the apples were badly handled at Halifax. There should be some supervision of the loading of the boats.

J. E. deWolfe said the middlemen justly earned the rebates they received.

Mr. Innes, in closing, said the whole difficulty was in the rebate to middlemen. Fitteen cents a barrel meant a lot in the season. There was nothing to hinder the subsidized line in taking off this rebate.

hinder the subsidized line in taking off this rebate.

Mr. W. M. Jarvis suggested the following as the best plan for adoption in the matter. He moved in amendment:

"That the resolution already passed be referred to a committee to carry the same into effect and that such committee be further requested to take into consideration the resolution now preposed and to take such steps as may lead to the arrangement of fair and equitable rates of freights and proper provisions for the handling of apples by any scheidized steamship line."

Mr. Ervin seconded the resolution and it was passed after some discussion.

Mr. D. G. Smith moved that in the event of the committee not arriving at

Mr. D. G. Smith moved that in the event of the committee not arriving at an unanimous conclusion on the second resolution, that the committee report back at the next meeting of the board.

Mr. Dodge felt this would shelve the question. He would rather have an adverse vote than this, for he would know just where the fruiters stood, and they would use their own efforts.

Mr. Innes said he would withdraw as convener, for he felt the committee was unworkable; they could not be got together.

MARITIME BOARD OF TRADE.

I to grant no extensious but shorten the season by say five days each year for several years and thus save the industry. It was admitted on all hands that protection was a necessity. He moved—Whereas a very large amount of capitals invested in the lobster packing industry, which cannot be withdrawn therefrom without serious loss to the investors thereof; and without serious and thus route from western Nova Scotia. The mail question was still wider. The New Brunties and thus route from western Nova Scotia. The mail question was still wider. The New Brunties and western Nova Scotia. The mail question was still wider. The New Brunties and western Nova Scotia. The mail question was still wider. The New Brunties and western Nova Scotia. The mail question was still wider. The New Brunties and western Nova Scotia. The mail question was still wider. The New Brunties and western Nova Scotia. The mail question was still wider. The New Brunties and western Nova Scotia. The mail question was still wider. The New Brunties and western Nova Scotia. The mail question was still wider. The New Brunties and western Nova Scotia. The mail question was still wider. The New Brunties and western Nova Scotia. The mail question was still wider. The New Brunties

therefrom without serious loss to the investors thereof; and

Whereas, The record of declining catches and total extinction of the industry in localities where it formerly flourished lead to the conviction that the present regulations as to length of open season and size of lobster which may be legally taken are calculated to destroy the industry in the maritime provinces of Canada, and

Whereas, It is an established fact, that if a legal size of 29 inch and larger only, was permitted, or made as it is on the New England coast, in order to save the industry from extinction, it would be impossible to carry on the industry, and

Whereas, The extension granted the

Schofield and Mr. W. M. Jarvis. Meserr.

Hasari, J. de Welle and S. Schofield were appointed to prepare a communication to Oitawa asking the authorities to lake action to Oitawa asking the authorities of lake action to Oitawa asking the action of Oitawa asking the authorities of lake action to Oitawa asking the authorities of lake action to Oitawa asking the action of Oitawa action to Oitawa act

ing till well on to the end of May and sometimes the first of June.

Mr. Loggie said he was willing to change the resolution so as to apply to shortening the season only next year and 1902. This was done and carried.

Mr. John Ervin, of Bridgetown, brought his subject on now—the Railway Line from Victoria Beach. For 30 years the building of this had been hoped for. There were prospects of realization now for capital was involved. He believed the proposed line would lead to a reduction of freight on apples for it would mean a shorter line of transportation from his county. As another result he hoped to see a line of atsamers ruening to the port they hoped to establish. In reply to Mr. Schofield he spoke of the D. A. R. as one of the best paying roads on this continent. He moved

Whereas, the board having considered the memorial of the Bridgetown board of trade the proposal to build a line of railway from Victoria Beach to Middleton, and

come in connection with the lines of railway now built, or in course of building, will therefore give a through line from the Annapolis Valley to the city of Helifax.

Therefore resolved, that this board approves of the construction of such line.

proves of the construction of such line of railway and is deserving of such govrailway and is deserving of such government aid and encouragement as is usually given to railways intended to serve the public interests.

Mr. F. E. Cox seconded the motion, speaking personally and not as representative of Middleton board, for he had not instructions on this point.

Messrs. S. Schofield and W. F. Hathewey supported the motion and it was

Messre. S. Schouleid and W. F. Hatheway supported the motion and it was adopted.

Mr. W. F. Hatheway brought up th next subject and moved that

Whereas, The want of uniformity in the weights of canned fruite, provisions, etc., is unfair to the consumer and is also hurtful to the true interests of trade; therefore

also hurtful to the true interests of trade; therefore
Resolved, That in the opinion of this Martime Board of Trade all canned meats, vegetables, fruits, fish, packets of tea, tins of lard should show in plain lettering the weight of contents; that penalties should be imposed upon all packers and canners who do not so stamp their goods; and also that penalties should be imposed on all dealers and traders who expose such unstamped goods for sale.

Mr. Innes said he would withdraw as convener, for he felt the committee was unworkable; they could not be got together.

Mr. Schofield said he had word from Halifax that it was in contemplation to do away with the system of rebates, and to have each shipper pay his own railway fare.

Mr. Jones seconded Mr. Smith's motion, and it was carried; Mr. C L Dodge, on request, taking the convership. The others of the committee are three members of the Halifax board; S. Schofield, D. J. McLaughlin, W. S. Fisher, of St. John; F. S. Cox, R. S. Eaton and C. S. Parker.

The next subject was the construction

John; F. S. Cox, R. S. Eaton and C. S. Parker.

The next subject was the construction of a railway from Victoria Beach to connect at Middleton and proceed via New Germany to Halifax. This was from the Bridgetown board and the representative, Mr. Ervin, agreed to let Mr. W. S. Loggie, of Chatham, introduce his subject, as he wished to go away in the afternoon.

Mr. Loggie's subject was the lobster industry. It was not possible to carry on the business of canning lobsters and stay to a limit of 9 or 9½ incher. What next government be earnestly requested to make such increase in the subsidy as will secure such daily service.

Mr. Cox said the route was an important on the subsidy as will secure such daily service.

Mr. Cox said the route was an important on in trade and passenger travel between St. John and western Nova

be taken up, the meeting adjourned till 8 p. m.

At the evening session a petition was read which was handed in by Mr.James D. Seely. It was from Upper Canada milling companies and firms in the Annapolis to Sir Louis Davies, requesting that top wharfage charges at the government pier at Digby be abolished. They say the charges prevent the shipment of goods through St. John and Canadian ports, as a cheaper way is via Boston, as against the Bay route.

Mr. Conrod, of New Glasgow, moved, seconded by F. E. Cox, that the board commend the matter to the favorable consideration of the government. Carried.

The Sussex delegates sent an expression of thanks for Thursday's pleasant excursion and enclosing a resolution, which was asked to be put to the meeting for the packing and branding of apples for the local trade.

it was carried.
Tourist travel was introduced by J. D.
McKenna, of Halifax, who moved

That this meeting views with favor the earnest efforts of the many towns of the provinces to encourage the coming of tourists, and would impress on delegates the importance of the construction of summer notels, and the more general advertisement of the natural beauties and advantages of Nova Scotia, New Brunswick and F. E. Island, from a tourist's standpoint, and that special attention should be directed to the encouragement of this class of travel from Quebec and Ontario.

whereas, the postad having considered the memorial of the Bridgetown board of trade the proposal to build a line of rail way from Victoria Beach to Middleton, and

Whereas such railway will open up a thickly settled and fertile section of Western Nova Scotia which is now without any railway facilities, and Whereas such railway will also afford a convenient and short route of transportation to a shipping port for the large fruit production of the county of Annapolis, and

Whereas, such line of railway will come in connection with the lines of railway now built, or in course of building, will therefore give a through line from the Annapolis Valley to the city of Halifax.

Therefore resolved, that this board appropriate to the last subject, and was allowed to pass.

M. D. Melevas, Since the last meeting of this board staturory conditions for fire insurance companies to confer with the fire in

the exports have been 4,924 302 bushely, against 9,870,302 last year.
Failures for the week have been in the United States, 156, against 154 last year, and in Canada 24, against 17 last year.

Helen Keller's Examinations Miss Helen Keller, having completed:

under the tutorship of Mr. Merton S.

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not known; it is only known that she passed them.

Hellen Keller is now ready for matriculation as a student of Radeliffe College. Her passing of the examinations, especially under such circumstances, is in itself a wonderful achievment. No particle of its severity was abated for her because she is deaf, dumb and blind, and no precautions were remitted because she is known to be incapable of deceit. She sat in total darkness and alone, without the touch of any friendly hand. A alippricked with unfamiliar characters was put before her, and her typewriter clicked out its quick and true response to the hard questions. That was all. Will any other human being, living in such as world of silence and darkness, ever do the precent of the passed them.

Halifax People Want Stephen to Win a Championship—A Steel Company Amalgamation Story Contradicted.

HALIFAX, N. S., Aug. 18—Frank Stephen, the Wanderers' champion sprinter, leaves for Boston via Yarmouth Wednesday next, where he will compete in the sprinting events at the American championship meeting to be held on Saturday, 26th August. In view of his performances here his chances for

## A NEW SCHEDULE

of Pay and Promotions for Operators Had Been Adopted by the

operators have been endeavoring to have adapted on the Intercolonial has been practically agreed to, with the exception of a few minor details which will be submitted to the minister. The schedule is the same as in operation on the Grand Trunk and provides for better salaries, promotions on seniority, merit, etc. The increases granted under the schedule will be substantial in some cases and will date from July I last. The Order of Railway Telegraphers has had this matter in hand for the last four years and only now are they beginning to see their hopes realized. The schedule adopted on the I. C. R. will apply to operators on the P. E. Island road after matters on that branch are arranged. The operators returned home tonight well satisfied.

There is not a word of train in the story.

Graham Fraser, manager of the Nova Scotia Steel Company, has been in England for several months, but his business was of such a nature as would not permit it to be made public.

A POLITICAL PICNIC.

Arrangements Being Made to Hold a Big One at Amherst on Labor Day, in Honor of Mr. H. J. Logan M. P.

AMHERST, N. S., Aug. 18—Big preparations are being made for a political picnic in honor of Mr. H. J. Logan, M. P. operators have been endeavoring to have

The Canada Eastern Has Another

the Face of Small Shipments.

The question may well be asked, will Helen Keller now take the regular college course? Who will interpret to her the lectures in foreign languages which she cannot hear? Fo one can do this. No lecture, even in English, can be translated to her in the manual alphabet as rapidly as it is spoken. Her usual interpret to her in the manual alphabet as rapidly as it is spoken. Her usual interpret to her in the manual alphabet as rapidly as it is spoken. Her usual interpret knows no foreign tongue. Who will read to her all the required matter of the courses of reading, none of which has been put into raised print? It is beyond mechanical possibility to give her all this through her fingers. The college courses of residing, none of which has been put into raised print? It is beyond mechanical possibility to give her all this through her fingers. The college courses of reading, none of which has been put into raised print? It is beyond mechanical possibility to give her all this through her fingers. The college course of reading, none of which has been put into raised print? It is beyond mechanical possibility to give her all this through her fingers. The college course of residing none of which has been put into raised print? It is beyond mechanical possibility to give her all this through her fingers. The college course of residing none of which has been put into raised print? It is beyond mechanical possibility to give her all this through her fingers. The college course of restore to the course of residing none of which has been put into raised print? It is beyond mechanical possibility to give her all this through her fingers. The college course of residing none of which has been training Stephen; also by Vice-President Robertson, M. Morrow and several other prominent Wanderers, On Stephen's return he will compete at the Canadian characters. Considered to the characters of the Canadian there will be great interest shown in Halifax as to his several only to the championship as considered President Robertson, M. Morrow and several other prominent Wanderers.
On Stephen's return ne will compete at Maritime championship, Moncton, September 2, and later at the Canadian championships to be held in Toronto during the big fair. Stephen is today the fastest sprinter in Canada and there will be great interest shown in Halifax as to his success. Last year when he raced at Montreal at the Canadian championship, was the first time he ever competed against big men and he was naturally timid. He then won a second, but it is hoped by all Haligonians that he will this year secure one or more firsts and the championship of America.

Intercolonial.

Moncton, Aug. 18—A committee of I. G. R. telegraphers from the Order of Railway Telegraphers, closed a very satisfactory conference with the management today and the schedule which operators have been endeavoring to have

story.
Graham Fraser, manager of the Nova

pienic in honor of Mr. H. J. Logan, M.P., on Laborday, September 4. It has been decided to hold the picnic on the grounds of Broderick's Summer Hotel, Parreboro. The Canada Eastern Has Another Accident—No Lives Lost, But a Train Damaged.

Train Damaged.

France; Dr Borlen, minister of militia, Premier Mnrray; Hon D C Fraser, M. P. Foreman McClure, M. P. Hon W. T. Pipes, Hon T. R. Black, McNeill died at his home at Nashwaak yesterday, of pneumonis. He was 25 A. G. Blair, minister of railways, and Premier Emmerson.

