

Sydney-S. Shover, A. W. Cruise, Digby-C. Jamison. Yarmouth-E. H. Armstrong. Summerside-J. Read, J. E. Lefurgey.

Several letters regretting inability to be

Shocked as one may be by the bishop's ntensity in aid of the subway liquor saforeign ports, to the detriment of Canoon, it is well to pause before throwing Be it Therefore Resolved, That the gov-

stones at him. Bishop Potter is not a man to be taken lightly, nor is he one ernment of Canada be asked to apply the rebate only to goods coming direct to Can adian ports, so that our own ports and force in his church is not of thoughtless g-doing. He is not by accident a force in his church, in the community where he lives and in the country; he is where he is because of his large intelli-gence, his courageous independence and his devotion to the causes which he as-sists or which he leads. He did not indorse this subway saloon carelessly, by reason of good fellowship or through friendship for Joseph Johnson, the head Hot Debate Over Competing Express Com-panies on I. C. R. The main subject up for discussion at tonight's session of the board was the tonight's session of the board was the express business on the I. C. R. presented al intelligence and with exceptional experthe year three boards had been formed in Nova Scotia-at Antigonish, Chester and Mahone Bay. The affiliated boards now number 35, unaffiliated, 12. President Wood submitted his report. nal classes in city politics. To jump at the conclusion, therefore that such a man has done wrong in speaking well of the subway saloon is not the tune come to them. mark of an open or fair mind. No on has the right to make such a generalization except one who has determined, once for all, that the selling of liquor under any said the whole of the Nagara district had passed resolutions in support of the gov-ernment granting the Dominion Express Company the same rights as Canadian over the Intercolonial and no good argucircumstances is immoral and, therefore irreligious. The truth is that this saloon which Mr. Johnson has started, and which Bishop Potter has endorsed, is an attack ments could be advanced against the pro-posal. The Grand Trunk would natural-Bushop Potter has endorsed, is an attack on one of the most hideous evils in the municipal life of New York. It is per-fectly true that the bishop in this in-stance is inseparable from the man; but being the head of his church in the city, and, perhaps, it may be said, confidently, the intellectual head of it in the coun-try. Bishop Potter has also here one of ly oppose it, as it had a monopoly at pres-ent. There was nothing in the argument of loss of revenue or increased car service. The Dominion Express Company would give a guarantee to the government that there would be no loss of revenue. J. T. Hawke moved an amendment to the effect that such extension to the Dotry, Bishop Potter has also been one the foremost good citizens of New York and has there been an immense force for minion Express Company be granted only on condition that the C. P. R. grant to all other express companies the same ex-He is now helping on a war agains on condition that the C. P. R. grant to all other express companies the same ex-tension over its lines in the maritime prov-inces and Quebec as is granted by the I. C. R. to the Dominion Company. This was seconded by Senator McSweeney. Mr. Hawke argued that Moneton had experience with the C. P. R. diverting traffic years ago and they did not want that experience repeated now in the exthat experience repeated now in the ex-press business. It meant a loss of revenue it is the worst enemy that the poor car it as the worst enemy that the poor can bave, and yet it is their master; and i have, and yet it is their master; and i is the enemy of the city itself. The Mr. Dewolfe of Halifax read a number of letters from fish exporters and fruit importers in Canso, Halifax and other points urging the maritime board to pass a resolution in favor of competing express compranicis on the Intercolonial. Companies on the Intercolonial. Mr. Dewolf, Kentville; Schafer, Sydney, Capt. Read, Acorn (P. E. I.), and Wm. it the club of the poor, but he probably means that this is what it ought to be Capt. Read, Acorn (P. E. I.), and Wm. Jarvis of St. John supported the resolution tion, the latter referred to the resolution of the poor, and, through them, of the political life of the city. It is a place passed by the St. John board in favor of passed by the St. John board in tavor of kept by the Tammany leader of the dis it and considered that benefit must ac-crue from giving two companies equal hopes to be the leader. He is a criminal rights over the Intercolonial. Mr. Hawke, W. S. Loggic, Chatam; A. W. Cruise, Sydney, spoke in favor of leaving things as at present. The island men made a strong plea for the island men made a strong plea for as of the vicious. We are told of the "decent poor" who better express service. On the matter being put to vote the resort to these saloons. The decent poor do not go there at all, or, if they begin amendment was lost, 41 to 11. The origin-

the resources of the province mean Everything is on such a tremendous scale magistrate, and the King of England would not dream of trying to assert such The description would not, perhaps, ap-ply to the rate of wages, but nevertheless clerks, mechanics, tradesmen and laborers power if an English magistrate could be all command wages much higher than what is paid here." und to yield to him.

tuel needed, clearly prove that the manufacture of time is destined yet to be an important industry in this community. Fifteen years ago the industry rapidly developing, when the McKinley tariff and the Dingley bill completely cluded the St. John manufacturers from the United States market which passed the hands of their rivals of Rockland, Maine. It is, however, only a question time when there will be a removal of the prohibitive tariff in the interests of the lates approximate and this will be bestered as the densities of kinestone at R ted States consumers, and this will be hastened as the deposits of limestone at Ro-land are exhausted. This circumstance, together with the increasing demands of t Canadian market, will cause the manufacture of lime at St. John to become ever ry as great as that of shipbuilding in its palmiest days. About the year 1888 the prospects of the St. John lime burners seemed partic larly bright. Extensive operations were being carried on at Randolph, Robertson Point, South Bay, Glencoe, Adelaide Road, Brookville and Drury's Cove. Probal at least 400 men were employed and a dozen draw kilms and twenty square ki were in operation. In order to show the prospective development of that whi in the time of Simonds & White was an infantile industry, it may be stated that t in the time of Simonds & while was an infantite infastry, it may be twenty-four hou capacity of the draw kiln is from 70 to 100 barrels of lime every twenty-four hou while that of the square kiln is about 400 barrels per week. The draw kiln is me expensive in construction than the other, but its capacity is greater ,and it is I necessary to extinguish the fire, the lime being drawn out as it is burned a fresh stone put in. At several of the lime kilns at the Narrows, above Indiantov The stone is quarried from the cliff a few rods fr tresh stone put in. At several of the stone is quarried from the cliff a few rods fr the facilities are unrivalled. The stone is quarried from the cliff a few rods fr the kilh, dumped in at the top by cart or wheelbarrow, drawn out at the bottom the water's level and loaded on scows. The wood for the kiln grows on the sa rounding hillsides or may be obtained from the saw-mills in the vicinity at nomin-rounding hillsides or may be obtained from the saw-mills in the vicinity at nomin-At the time the manufacture of lime was interfered with by the McKin cost. At the time the manufacture of time was interfered with by the McKin' bill, the following persons were actively concerned in the development of the ind try: Hornbrook and Wm. Lawlor & Son at Brookville, Jewett & Co. at Drur Cove, Isaac Stevens and A. L. Bonnell at South Bay, Frank Armstrong and J. F. Armstrong at the Narrows, Hayford & Stetson at Glencoe above Immanto Charles Miller at Robertson's Point, Randolph & Baker at Randolph, W. D. Morr Charles Miller at Robertson's Point, Randoph & Baker at Randoph, W. D. short and Purdy & Green on the Adelaide Road. It is impossible with the data on hand to form any proper estimate of quantity of lime manufactured by these firms, but it may be stated that in the y 1887, Hayford & Stetson alone expected to burn 50,000 barrels in their draw ki at Indiantown and 30,000 barrels in their square kills. In the work of quarry the use of the steam drill was then being introduced. Perhaps there is no better of contrasting modern methods with the primitive methods of those who first barked in the industry one hundred and forty years ago, at the same time show the difficulties with which the pioneers of the induction had to contend, than giving the following extracts from James Simonds letters to Hazen & Jarvis. St. John's River, 27th May, 1765. Gentlemen:—I Rec'd yours of 3d. of April the 1st inst., and of the 18th on 9th inst. [The letters came by the schooner "Polly" and the schooner "Wilmot. The schr. Polly was dispatched immediately fishing: she is now near loaded. I at sorry the same dispatch could not be made with the schr. Wilmot. A cargo (Lime could not be prepared before hand for want of Oxen to draw wood. Hav had bad luck in burning the Lime, the wood being wet, as the snow was but just off the ground. One-third of the kiln is not burnt. * * If you can get freight to this place, we believe it will be best to keep the schooner [Wilmot] con-stantly running between here and Newburyport. If the Lime answers well can burn any quantity whatever. The want of Hhds, is the greatest difficulty, the want of a house to cover it the next. the difficulties with which the pioneers of the induction had to contend, than of a house to cover it the next. "I doubt not of your making the greatest dispatch in all business relating to this concern, and wish I could make you sensible of the disadvantages we are under to do the same. I thank you for the willingness you express to relieve me and that of a house to cover it the next. do the same. I thank you for the winningness you express to releve me and that you think there is any difficulty to go through in these parts. You may depend upon it that no pains will be spared in this quarter to make the Concern advantaze-ous. * * * I shall be extremely glad to wait upon Mr. Hazen when the schooner "Have been obliged to credit the inhabitants up the River to the amount of a considerable sum, which is to be paid part in funs and part in lumber (the lumber is not brought down). The Officers and Soldiers supplies and wooding the garrison is to be paid by a draft on the pay-master at Halifax. * * * Since the lime is all put in hogsheads I find there is near seventy (empty) hogsheads remains. They chiefly want one head each—twenty or thirty more will be sufficient for another kilu. If you send the Schr. directly back, boards must be sent for heads, and should think it would be best to send 100 refuse shook hogsheads for a third kiln with boards for heads and hoops, as they cannot be had here, also 5 M. boards to cover a frame that is now decaying and will serve for a Lime House and Barn. Have borrowed 12 C. boards of Mr. Green (of the garrison). Shall have a kiln ready to set fire to in three weeks after the Schr. sails. Dispatch in shipping can never be made without a Lime house to have it ready when any vessel arr "Have been obliged to credit the inhabitants up the River to the amount of a returns.

present were received from upper province transportation companies may be built up by the business of our country. The resolution was seconded by Mr. A motice of motion made at the Syd-

adian commerce;

ney meeting in 1902 to amend one of the by-laws was brought up by the secretary. Mr. Smith, Chatham, moved that a com-Campbell, of Halifax. H. J. Logan, M. P., for Cumberland, spoke strongly in sup-port of the resolution, which was unanimittee of two be appointed to vary the constitution, so that the council should arrange the order in which various submously adopted.

jects were to be discussed in committee; seconded by Mr. Bell, of Halifax, and car-Hot Debate Over Competing Express Com-

C. M. Creed, secretary-treasurer, submitted his report. It showed that during the year three boards had been formed in

number 35, unaffiliated, 12. President Wood submitted his report. points east of Truro was moved by Mr. Rice of Canso and seconded by Mr. De-wolfe of Halifax. A lengthy discussion fol-He referred to Moncton's growth, dealt with the great increase in the trade of the the marked increase in the lumber business, and the G. T. R. rail- lowed. Mr. Smith, M. P., of Winona (Ont.),

fruit shipper, was present and addressed the board on the question by request. He said the whole of the Niagara district had The dumping clause in the tariff was considered and a resolution carried expressing dissatisfaction with the adminisration of the law.

Favor Daily Service St John to Digby.

This afternoon the first subject taken up was "a daily steamer between St. John and Digby. A resolution asking for an in-creased subsidy from the dominion govern-ment was moved by Mr. Jamieson, of Digby. The company was willing to run a daily service for a pro rata subsidy. At present the subsidy is \$12,000 and the in-crease asked for is \$17,466. The resolution was seconded by Mr. Armstrong, of Yarmouth, and the proposal was supported by W. M. Jarvis and W. S. Fisher, St.

John, and the resolution adopted. The acts of Nova Scotia, with referen to the protection of forests against fire was introduced by the Annapolis board A resolution bearing on the question ask ed the Nova Scotia government to appoin fire rangers in every county in the pro-ince. The value of forests from man standpoints was discussed at length by S B. Oakes, Wolfville; W. S. Loggie, M. P. P., Chatham; W. M. Jarvis, St. John; D. G. Smith, Chatham; Prof. Andrews, Sackville, and Mr. Dodge, Kentville. At the instance of W. M. Jarvis, a rider

was attached to the resolution memorial-izing the New Brunswick government to adopt the Nova Scotia system for the protection of forests against fires and also to enact legislation similar to that in force in Westmorland county, for the whole province. The resolution under the rider passed unanimously.

A resolution was introduced by the Wolfville board asking the government for better steamboat service in Minas Basin, which was adopted. The matter was presented by I. B. Oakes. Wm. Lewis, Louisbourg, called attention

to the falling off of the shipping industry in the maritime provinces, and said the shipping trade was being done largely by foreign vessels. He asked for the appointment of a committee to draft a reso-lution memorializing, the federal governal motion carried 39 to 6. ment to urge on the Imperial government To Advertise Maritime Provinces Better. to cancel the treaty with foreign countries in reference to shipping. He though Can

adians couldn't compete with Norway and Sweden who are doing much Canadian The chairman appointed Mr. Lewis and Captain Reid of P. E. Island, and Captain Allan, Nova Scotia, to take the mat-

ter up. Winter Route to P. E. Island.

Captain Thomas Anderson, of Sackville, introduced a resolution in favor of the government maintaining communication between the mainland and P. E. Island by ifferent provincial governments. The lobster fishing industry was disthe Cape Tormentine route. The resolu tion expressed the opinion that the most feasible route for winter between the isl-and and mainland would be between the southern coast of the island at or near ster hatcheries. Carleton Head, and Cape Tormentine. The meet next year at Yarmouth. resolution asked the government to con-struct a pier and provide safe terminal fa-

struct a pier and provide safe terminal fa-cilities at Carleton Head. The govern-ment was further asked in the resolution to put a steamer upon the route between Cape Tormentine and Summer navigation. Labeleccasis, was struck by lightning and plose of summer navigation.

to go, they are soon debauched in one way or another. The poor who habitually Maine Central. go to the saloon are either too stupid to be criminals, except when drink leads them suddenly to commit crimes of vio-lence, or they lack the need. A dissi-The question of best way to advertise naritime provinces whereby a desirable class of British immigrants may be secur-ed was introduced by the Kentville board. ed was introduced by the Kentville board. W. S. Fisher spoke at length on the necessity if the provinces preparing suit-able literature for distribution in Great Britain, and Mr. Campbell, Halifax, and others talked along the same lines. It was decided to refer the matter to a com-mittee composed of the mover and sec-onder, W. S. Fisher, Campbell of Halifax, and Dodge of Kentville to prepare some-thing definite for precomputation to the Firemen on

mittee composed of the mover and sec-onder, W. S. Fisher, Campbell of Halifax, and Dodge of Kentville to prepare some-thing definite for recommendation to the frequenters of the saloon, who are class-ed as the "poor" might, however, be much better with decent surroundings.

The saloon in New York is a stubborn cussed, the question being brought up by the Island delegates and a resolution was passed[•] favoring the establishment of lobhe Island delegates and a resolution was passed favoring the establishment of lob-ter hatcheries. The board accepted an invitation to shelter and society. There the news of the day is learned and talked over. There Erection will be commenced at once; two

The saloon's quarters of the city "What about the living expenses? Are ly govern. The saloon keeper is the local

eader, and his "place" the local head-uarters. He does what he is told to do. they correspondingly high?. "A man can't live under \$1 a day. The cheapest he can get along on is at \$7 week-ly. But you can save money there easily. A skilled workman receiving \$4 a day and board ought to be able to lay up some-His orders come from Fourteenth street, and he receives from there sums of money for purposes of corruption. He buys the A skil votes necessary to his leader. He and his "gang" of thugs and criminals thus rule the solition of the solition

"Is there much difficulty in finding he politics of the city, and the government of the city, if it be Tammany, is un work?

der the deepest obligation to the saloon and to the criminals who keep it and who he hasn't a trade and is willing to take advantage of the first opportunity, why I feel safe in saying that he won't be long practically live there, for that is their home from noon of every day until the small hours of the morning of the next day. Thus it is that the rule of Tammany idle. If he understands some particular line, why he's just so much the better off. But everybody's expected to work. If he is the rule of the vicious, and that the saloon is also the degrader of the poor, who look to it both for the light and true bar or the west is a busy

warmth and gossip of society and for ma-terial aid when the cold days of misfor-Mr. Robinson is connected with the Big Ben Lumber Company, and as soon as the mill construction work is finished in Rev tune come to them. Bishop Potter, recognizing the saloon as a fact, has been pleased to indorse. Mr. Johnson's application of an English ex-Johnson's application of an English ex-

for those men who think that a saloon and some drink are necessary, where they may take their families, where they will not associate constantly and familiarly with the vicious and the criminal, and where they will not be under the domination of the vicious and the criminal, and where they will not be under the domination of the Tammany captain, the living leader of all kinds of work is carried through with the organization whose power is based on crime and on debauched poverty. Since the experiment has a worthy object and and kinds of work is denoted bustle. The population is made up chiefly of young men from the middle and lower provinces, but it only needs a the experiment has a worthy object and the means to be employed are intelligible, it may be well not to cast stones at the experimentors.—Henry Loomis Nelson 'n Bostan Herald. Fishermen's Luck. R. H. Armstrong was up at the camps

be obtained anywhere than the kind you'll R. H. Armstrong was up at the camps last week and landed about twenty grilse and two salmon. Edward Johnston and James Miller of Chatham were up at Gallar weik and landed about twenty find there now. I occasionally fall in with fellows from St. John. Last winter, at Arrowhead, I met Fred Kirkpatrick, whose father, I understand, lives here, I Call's pool last week and landed twenty-one grilse. Dr. Day and Mr. H. E.Goold was to see me, for the last time we'd met one grise. Dr. Day and Mr. H. E.Goold was to see me, for the last time we'd met of Sussex were at the Pabinean Falls Camp last week for a few days and had excel-lent luck in getting eight or nine grilse and many trout. They were joined dur-big part of the west. He may come east before long. Another fallow. I met were ing their visit by Doctor McNicol and Conductor John Sproul of the Sussex train, who is a very enthusiastic angler.— Will Morey, who used to be in Kerr & Robertson's, here. He is clerking in Ar-Newcastle Advocate. Mr. Sturgess, of Boston, passed through brook, but I understand that he's been visiting home.'

Of late, according to Mr. Robinson, there has been an influx of American labor into British Columbia, due to busi-St. John on Tuesday evening, returning from a fishing trip on the Metapedia. The party, which included J.Murray Kay, Bennett and Pickering, of Boston, had poor ness inactivity pending the United States sport, catching only twenty-five salmon during their stay. The fishermen, with the exception of Mr. Sturgess, returned elections. The men were not welcomed and as an alien labor law exists in the province, steps were taken to make con ditions duly discouraging to them. A fea-ture of the law is that a British Columto Boston via Montreal. General and Mrs. Weld, who, accom panied by their two sons, have been on a ishing excursion to Bathurst, left on Tuesbian contractor could hire in his own ter ritory a workman hailing from Washing day for Boston by way of Montreal. The general's sons passed through St. John on Turesday, returning to the Hub by the ton or Oregon. If he hired him on Am ican soil, he would be flagrantly vioatin the labor law, and even though the did en-gage him to work, the agreement being duly entered into within the province boundary, there could be yet found legitimate means whereby the American could be sent back to the United States.

who "works" in the fullest sense of th terms, has evidently agreeable social sur roundings in the west. He is looked u omething which, Mr. Recoinson pointe out, is lacking in the more leisurely an

"and the boom is but commencing. Why there's more work out there in a town of 6,000 than there is here in a city of 26,-

Mr. Robinson, who is a guest at Mrs Spencer's, Kennedy street, w west by the end of September. will return Seven car loads of material have already

> The Lancaster councillors met on Mon day to consider the matter of gates at the Fairville and Milford C. P. R. cross-

In Great haste, I am, Gentlemen, Yr. Most Obedient & Humble Servit,

To Messrs. Hazen & Jarvis. In the year 1769 the company built a wharf and warehouse at Portland Portland Portland results are now, being exceedingly variable. Mr. Simonds writes, under date M

'Have had but little snow this winter, but few days that the ground has covered. Have got to the water side a large quantity of wood and wharf logs; a 300 Hogshead Lime Stone to the Kiln, and should have had much more if there 300 Hogshead Line Stone to the Kill, and should have had much more if there been snow. Our men have been so froze and wounded that we have not had a than three men's constant labour to do this and sled sixty loads of hay from marsh, saw boards for casks, look after cattle and draw firewood. Shall cont drawing or draging wood and stone as long as the ground is frozen, and then the timber for a schooner and boat stone for a Lime Kiln, which with the w will take 400 ters." will take 400 tons.

The next winter was of a different sort, for Mr. Simonds writes on May 1770, "This spring has been so backward that there has been no possibility of b ing any lime. The piles of wood and stone are now frozen together." The winter was extremely mild, and Mr. Simonds writes on February 18, 1771, "T wanter was extremely mild, and Mr. Simonds writes on February 18, 1771, "I has not been one day's sledding this winter, and the season is so far adva there cannot be much more than enough to get the hay from the marsh; shall haul logs to finish the wharf and for plank for Fish Cisterns if it can by means be done.

The popular idea that the climate of this Province was much more seven The popular idea that the climate of this Province was much more seven ancient than in modern days is not borne out by the correspondence of Sim & White with Hazen & Jarvis. From it we learn that 140 years ago the naviga of the River St. John, as now, opened early in April, and that the river could relied on as a winter route of communication to St. Anns "only between the of January and the last of February and then many times difficult." In the tracts just quoted Mr. Simonds states that during the winter of 1769 there had 1 but few days that the ground was covered with snow, and two mers have here here but few days that the ground was covered with snow, and two years later he that up to the 18th of February there had not been a single day's sledding. that up to the 18th of February there had not been a single days steading. I testimony does not at all accord with the popular idea of an old-fashioned win It is not likely that there have been any material changes in the climate of region since the days of Champlain, and this conclusion is strengthened by the that the weather reports made to the Dominion government since the time of (federation do not indicate any alteration in our climatic conditions during her 25 years last 35 years, and a series and a series

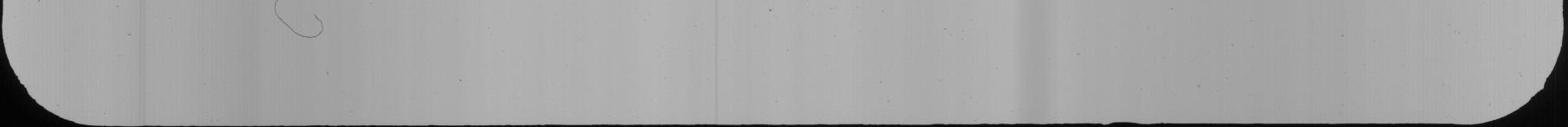
6 1769:-

Bathurst Water Supply. A Bathurst correspondent writes to the Neweastle Advocate: "A meeting was called by the Board of other at Both The man who wears overalls-the man Tuesday, Aug. 9th, at Bath-

"It's a great country," he concluded

their town. Certain plans were submit ted by which it may be possible to secur ted by which it may be possible to secure a crater system which can be used for fire purposes. Mr. Clinch will submit the in-formation received to the St. John Board."

Firemen on Tuesday, Aug. on, as the secretary urst, to meet Mr. Peter Clinch, secretary of the St. John Board of Underwriters, who came here to discuss certain proposi-tions for more adequate fire protection in



Buctouche Bridge.