

MARITIME BOARD OF TRADE UNANIMOUS ON PREFERENCE ONLY TO CANADIAN PORTS.

Resolution That Dominion Express Company Should Have Use of Intercolonial Carried by Large Majority After Hot Debate—Daily Service to Digby at Increased Subsidy Passes—Other Important Business—Next Meeting at Yarmouth.

Moncton, Aug. 17.—The annual convention of the Maritime Board of Trade opened this morning in Oldfield's Hall at 10 o'clock with a large attendance. The proceedings opened with an address of welcome by Mayor Ryan. This was followed by the roll call and the following responded: Sackville—Josiah Wood, Chas. D. Stewart, J. M. Baird. Halifax—G. S. Campbell, A. M. Bell, J. E. Dewolf. Kings County, N. S.—James A. Kinsman. Kentville—E. J. Ward, C. W. Webster, C. O. Allan, G. M. Dewolf, W. Gould, B. H. Dodge. Wolfville—J. B. Oakes, R. W. Starr. Annapolis—A. E. Alder. Pictou—J. D. McDonald, A. J. Craig. Amherst—J. A. L. Canso, J. A. Morgan, H. A. Rice. Alberton, P. E. I.—J. E. Birch. Digby—O. Jamieson. Yarmouth—E. Armstrong. Summerside—J. Read, J. E. Lafargy. Several letters regarding inability to be present were received from upper province business men. A notice of motion made at the Sydney meeting in 1902 to amend one of the by-laws was brought up by the secretary. Mr. Smith, Chairman, moved that a committee of two be appointed to vary the constitution, so that the council should arrange the order in which various subjects were to be discussed in committee; seconded by Mr. Bell, of Halifax, and carried. C. M. Creed, secretary-treasurer, submitted his report. It showed that during the year three boards had been formed in Nova Scotia—Antigonish, Chester and Mahone Bay. The affiliated boards now number 35, unaffiliated, 12. President Wood submitted his report. He referred to Moncton's growth, dealt with the great increase in the trade of the Dominion, the marked increase in the lumber business, and the G. T. R. railway. A dumping clause in the tariff was considered and a resolution carried expressing dissatisfaction with the administration of the law. Favor Daily Service to Digby. This afternoon the first subject taken up was "a daily steamer between St. John and Digby." A resolution asking for an increased subsidy from the Dominion government was moved by Mr. Jamieson, of Digby. The company was willing to run a daily service for a rate of \$12,000 and the increase asked for is \$17,400. 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 reference to the protection of forests against fire, was introduced by the Antigonish board. A resolution bearing on the question asked the Nova Scotia government to appoint fire rangers in every county in the province. The value of forests from many by B. Oakes, Wolfville; W. S. Logie, M. 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 memorializing the Nova Brunswick government to adopt the Nova Scotia system for the protection of forests against fire 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 resolution memorializing the federal government to urge on the Imperial government to cancel the treaty with foreign countries in reference to shipping. He thought Canadians couldn't compete with Norway and Sweden who are doing much Canadian shipping. The chairman appointed Mr. Lewis and Captain Reid of P. E. Island, and Captain Allan, Nova Scotia, to take the matter 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 the Cape Tormentine route. The resolution expressed the opinion that the most feasible route for winter between the island and mainland would be between the southern coast of the island at or near Carleton Head, and Cape Tormentine. The resolution asked the government to construct a pier and provide safe terminal facilities at Carleton Head. The government was further asked in the resolution to put a steamer upon the route between Cape Tormentine and Summerside at the close of summer navigation.

SALOON KEEPER NEW YORK'S KING

Nowhere Else on Earth is Such Privileged Character.

THE SALOON AS A FACT.

To Ameliorate Its Debauching Influence on the Poor, Bishop Potter Aids Mr. Johnson's Experiment—Best to Withhold Stone-Throwing.

New York, Aug. 10.—Bishop Potter has indulged a "hunger" for some time in much criticism and there is some amusement. The criticism comes mainly from good people, and the amusement is expressed by cynics who are lazily inclined to think that it is also expressed by some hardened saloon keepers, bartenders, criminals and semi-criminals who constitute the backbone of Tammany Hall.

Canadian Goods Through Canadian Ports. W. S. Fisher, St. John, introduced the following resolution: Whereas, Under our present tariff the preference of 30 per cent. on British goods applies to merchandise imported via foreign ports as well as to goods coming direct through Canadian ports in connection with goods destined for Canada under this law, and in order to give preference to goods coming direct through Canadian ports, so that our own ports and transportation companies may be built up by the business of our country.

Hot Debate Over Competing Express Companies on I. C. R. The main subject up for discussion at tonight's session of the board was express business on the I. C. R. presented by the Canso board.

Fishermen's Luck. R. H. Armstrong was up at the camp last week and landed about twenty grise. Dr. Day and Mr. H. E. Good had poor luck in the Painswick Falls Camp.

Bathurst Water Supply. A Bathurst correspondent writes to the Newcastle Advertiser: "A meeting was called by the Board of Firemen on Tuesday, Aug. 9th, at Bathurst, to meet Mr. Pater Clinch, secretary of the John Board of Underwriters, who came here to discuss certain propositions for more adequate fire protection in their town. Certain plans were submitted by which it would be possible to secure a crater system which can be used for fire purposes. Mr. Clinch will submit the information received to the St. John Board."

Buctouche Bridge. Seven car loads of material have already reached Buctouche from the Dominion Bridge Co., of Montreal, for the superstructure of the steel bridge at Buctouche. Erection will be commenced at once; two months being required to complete the bridge. This will be one of the finest steel bridges in the province. The stone piers were built by Messrs. Burpee and Simons of Fredericton.

which is sold over the bar, make the saloon the centre of life on the East side and on the West; in the Bowery and in the "Tenderloin." Mingling with those who may be termed the "innocent poor" are the heroes of the quarter—generally the successful prize fighter of the moment, or some criminal who has just "done his time," or some gambler who has just won a pot of money and has, therefore, become a "good spender," some Tammany politician who has just become a lawmaker, or a judge of the criminal court and with whom, therefore, it is well to have a "put."

He Tells the Telegraph of Conditions in the Pacific Province, and Declares It is the Young Man's Country—Everything is on Tremendous Scale.

An ordinary clerk receives from \$45 to \$60 per month and board. A man with knowledge of a trade is paid \$1 daily, and found," said Walter Robinson, of Cambridge (Quebec county), Tuesday, in getting it; sometimes he is even paid in kind by the employer, the work being done in Democratic Jersey City or in Republic Philadelphia.

Walter Robinson Concludes That British Columbia is the Place for Him. AN ENTHUSIAST.

Rev. W. O. Raymond Continues His Narrative of the Old Days—One of the Documents Which Throws Light on the Doings in 1764.

W. O. RAYMOND, LL. D. CHAPTER XX.—(Continued 3).

THE FIRM OF HAZEN, JARVIS, SIMONDS & WHITE.

One of the indentments that led James Simonds to fix upon the harbor of John as a place of settlement was the abundance and excellent quality of the limestone there and its convenience for shipment. The license of occupation given under the hand of Governor Montagu Wilmot on the 8th of February, 1764, was the terms following:

"License is hereby granted to James Simonds to occupy a tract or point on north side of St. John's River, opposite Fort Frederick, for carrying on a fish and for burning limestone, the said tract or point containing by estimation acres." Soon after the formation of the trading company in the course of the year, the manufacture of lime became an object of consideration. Some reference has been made already in these chapters to the progress of the industry.

The company had four lime kilns, the situation of which will be best understood by reference to modern landmarks. The first was at the base of Fort Hill at the head of Portland street, a second near the site of St. Luke's church near the present suspension bridge, and a fourth on the road leading to the kilns. The wood needed for burning green stone and hauling it to the kilns, and its cutting served to clear the land as well as to provide the necessary fuel. In the course of ten years Simonds & White shipped to Newbury more than 3,500 hogheads of lime for which they received four dollars per cask; they also sent lime to Halifax, Cornwallis and other places in Nova Scotia. The facilities for manufacturing in those days were very inadequate, the kilns were built of stone, and for a time the lack of a wren lacked experience, casks were hard to get, and for a time the lack of a wren caused much delay in the shipment.

And now a word as to the present condition of the lime industry at St. John. It cannot be questioned that the splendid quality of the limestone, its vast abundance, its convenient situation for shipment and the abundance and cheapness of fuel needed, clearly prove that the manufacture of lime is destined yet to become an important industry in this community. Fifteen years ago the industry rapidly developing, when the McKinley tariff and the Dingley bill completely excluded 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 of time when there will be a removal of the prohibitive tariff in the interests of United States consumers, and this will be hastened as the deposits of the Rockland are exhausted. This circumstance, together with the increasing demands of the Canadian market, will cause the manufacture of lime at St. John to become eventually an industry as great as that of shipbuilding in its palmiest days.

About the year 1888 the prospects of the St. John lime business seemed particularly bright. Extensive operations were being carried on at Rockland, Robert's Point, South Bay, Glencoe, Adelaide Road, Brookville and Drury's Cove. Probable 400 men were employed and a dozen draw kilns and twenty square kilns were in operation. In order to show the prospective development of that which in the time of Simonds & White was an infantile industry, it may be stated that while that of the square kiln is about 40 barrels per week. The draw kiln is more expensive in construction than the other, but its capacity is greater and it is necessary to extinguish the fire, the lime being drawn out as it is burned in fresh spots put in. At several of the lime kilns at St. John, the kilns are built on the hill, dumped in at the top by cart or wheelbarrow, drawn out at the bottom of the water level and loaded on scows. The wood for the kiln grows on the hill, and is cut by the saw-mills in the vicinity of the kilns, and is hauled to the kilns by the McKinley coast. At the time the McKinley tariff and the Dingley bill completely excluded the following persons were actively concerned in the development of the industry: Hornbrook and Wm. Lawlor & Son at Brookville, Jewett & Co. at Drury's Cove, Isaac Stevens and A. L. Bonnell at South Bay, Frank Armstrong and Charles Miller at Robert's Point, Randolph & Baker at Randolph, W. D. Morr and Purdy & Green on the Adelaide Road.

It is impossible with the data on hand to form any proper estimate of the quantity of lime manufactured by these firms, but it may be stated that in the year 1887, Hayford & Stetson alone expected to burn 50,000 barrels in their draw kilns at Indiantown and 20,000 barrels in their square kilns. In the work of quarrying the use of the steam drill was then being introduced. Perhaps there is no better example of contrasting modern methods with the primitive methods of those who were barked in the industry one hundred and forty years ago, at the same time, than the difficulties which attended the pioneers of the industry had to contend with, giving the following extracts from James Simonds' letters to Hazen & Jarvis, St. John's River, 27th May, 1765:

Gentlemen—If you'll excuse me, I am sorry to hear that the schooner "Polly" and the schooner "Wilmot" are not yet ready to be dispatched immediately fishing; she is now near loaded. I am sorry the same dispatch could not be made with the schor. Wilmot. A cargo of lime could not be prepared before hand for want of Oxen to draw wood. If you had had luck in burning the Lime, the wood being wet, as the snow was 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] constantly running between here and Newburyport. If the Lime answers well, we can burn any quantity whatever. The want of Hinds, is the greatest difficulty, the want of a house to cover it the next.

"I don't not of your making the greatest dispatch in all business relating to this concern, and wish it 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 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 advantageous. I shall be extremely glad to wait upon Mr. Hazen when the schooner returns.

"Have been obliged to credit the inhabitants up the River to the amount of a considerable sum, which is to be paid part in furs 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 hogheads I find there is near seventy (empty) hogheads ready. They chiefly want one head each—thirty or thirty more must be sent for heads, and kilns. If you send the Schor, directly back, boards must be sent for heads, and 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 Schor sails. Dispatch in shipping can never be made without a Lime house to have it ready when any vessel arrives.

In great haste, I am, Gentlemen, Your Most Obedient & Humble Servant, JAS. SIMONDS. To Messrs. Hazen & Jarvis. In the year 1769 the company built a wharf and warehouse at Portland. Their work was often interrupted by the nature of the season, the winter then, as now, being exceedingly variable. Mr. Simonds writes, under date M. 6, 1769:—

"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; 300 Hoghead Lime Stone to the Kiln, and should have had much more if there had been snow. Our men have been so froze and wounded that we have not had more than three men's constant labor to do this and sled six loads of hay from marsh, saw boards for casks, look after cattle and draw wood. Shall cut drawing or dragging wood as long as the ground is frozen, and then the timber for a schooner and boat stone for a Lime Kiln, which with the water 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 burning 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, "I had not been one day's sledding this winter, and the season is so far advanced that there cannot be much more than enough to get the hay from the marsh; 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. My testimony does not at all accord with the popular idea of an old-fashioned winter, but few days that there have been any material changes in the climate. It is not likely that there have been any material changes in the climate of the region since the days of Champlain, and this conclusion is strengthened by the fact that the weather reports made to the Dominion government since the time of federation do not indicate any alteration in our climatic conditions during last 55 years.