

# EX-MAYOR ROBERTSON Submits His Trans-Atlantic Mis- sion Report to Common Council.

A special meeting of the Common Council was held on the 8th instant. Mayor Sears was in the chair and there was almost a full attendance of members.

Ex-Mayor Robertson read the following report:

To His Worship the Mayor and Common Council of the City of St. John:

Gentlemen—At a meeting of the Common Council, held at the City Hall, in the city of St. John, on the 9th day of April, A. D. 1898, a communication was read from certain citizens and ratepayers of the city of St. John, in which they stated that they felt it would be in the best interests of the city that his worship the mayor should proceed to Great Britain to lay before the British government, shipping men, merchants, and all others interested whom he may be able to reach for the purpose of discussing with them such matters as may pertain to the advancement of the port of St. John, etc., etc.

It was resolved that the council request his worship the mayor to make a visit to Great Britain in the commercial interests of the port of St. John.

On the 21st of April last your commissioner sailed from this port in the R. M. S. Lake Superior, of the Beaver line, for Liverpool, and after a pleasant passage arrived there and immediately proceeded to London, and presented a letter of introduction from the premier of the dominion to the high commissioner of Canada, through whose kindly efforts he was enabled at a later date to have the honor of an interview with the right honorable secretary of state for the colonies.

Your representative placed before him very fully the importance of the port of St. John in relation to the development of the trade of the empire, especially referring to the growing importance of the port and the need in the near future of a "graving dock" to meet the requirements of the great steamship lines, already established, and the further lines of larger and more modern freight carriers to be engaged in the development of the trade of Canada with the mother country through the port of St. John in the winter season, and that the dock could be used as an auxiliary by the navy, and its dimensions would be equal to accommodate the largest naval or mercantile vessels afloat.

The right honorable gentleman, after receiving the statements of your representative with the kindest attention, stated that the proposition was one for the admiralty rather than the colonial office, and suggested to Lord Salisbury, who was present, that he might see the Right Honorable Mr. Goschen, the chief lord of the admiralty, and, if desired, he would be pleased to meet you again.

Subsequently, after the return of the chief lord of the admiralty from Gibraltar, your representative was granted an interview with the right honorable gentleman, and the proposition was fully discussed—the size and character of the dock, its probable cost, plan for repairing financial assistance, etc., etc. The chief lord of the admiralty requested that plans, notifications, and a complete report be placed before the admiralty. The interview was a most satisfactory one, and in compliance with the request your representative felt it to be his duty (that no time should be lost) to consult with one of the most eminent dock engineers in Great Britain and provisionally arrange for a stated sum for him to visit St. John and consult with the city engineer, report on the site, draw plans, give specifications, complete all necessary documents and information required by the British admiralty.

It is now for the Common Council of the city of St. John to consider what steps, in any, should be taken in equipping the port with a graving dock and repairing plant must have important bearings on the future history and welfare of the port of St. John.

Your representative discussed the question with many of the leading steamship men in Great Britain, and without a single dissenting voice they all expressed themselves strongly in favor of the enterprise. Every port that he visited in Great Britain is equipped with two graving docks, and in the great ports—like London, Liverpool and Glasgow—were numbers of graving docks, without which they do not consider a port at all equipped for modern commerce. Many aspects of the question that came up in the discussion of both local and imperial concern cannot be conveniently included in this report. Your representative will be pleased to more fully enter into the different phases of the question before a special committee of the council.

It is perhaps needless to take up the valuable time of the council by referring at any length to the several addresses made by him before the chambers of commerce in the different ports of Great Britain, that have already been so fully noticed in the press of Great Britain and Ireland, and also in some of the continental papers as well. The first was given before a special meeting of the London chamber of commerce on the 24th of May, by Sir Albert K. Rolitt, D. C. L., M. P., president in the chair. Great interest was taken by the influential gentlemen who were present. At the close of the address, the president stated they thought they would all agree that the meeting had served a very useful purpose, for, while it had enabled them to learn something of St. John, it also gave them an opportunity of assuring Mr. Robertson that they would recip-

rocate with the imperial sentiments he had expressed. He hoped Mr. Robertson would take back with him to his city the message of sympathy and goodwill, and an opportunity to convey the assurance to his brother admirers that this country was determined to do everything it could, either by way of steamship lines or otherwise, to promote the interests of the colonies, as part and parcel of the interests of the mother country.

Your representative afterwards received many letters from important commercial houses in the great city expressing a deep interest in the port of St. John and what had already been accomplished in developing Canadian trade through our port. Some of these letters might not be uninteresting for publication, although not specially intended for the public.

Canadian wood pulp is attracting attention in Great Britain. The Paper Makers' association appointed a committee to wait on Lord Strathcona and presented a memorial setting forth their views, which has been sent to the dominion government. I had the opportunity of meeting with a number of these gentlemen and others in London, Manchester and in the Lancashire district, and fully discussed the possibilities of our province supplying the demand for wood pulp in the British market. The rapidly increasing importance of the Canadian trade in wood pulp for paper manufacture has been engaging the attention of the paper manufacturers in Great Britain for some time. This is an industry well worthy of the earnest consideration of our city and province, for there is an almost unlimited and ever increasing demand for wood pulp. To give you an idea of the extent of the business for news purposes alone in the Lancashire district, medicinal pulp to the extent of 150,000 tons a year is used. The proprietor of one of the mills told me that in his mill alone he used 20,000 tons of sulphate and 10,000 tons of other kinds. I am pleased to report that I had the pleasure of meeting one of the largest representatives of the pulp and paper trade in Europe in one of the proposed mills in the county of St. John. Our open harbor all the year around, shipping facilities and unlimited supply of the best spruce wood for pulp making to be found in the world, places St. John in the very first position to succeed in this great industry. What is needed is sufficient capital and technical knowledge of the manufacture to make success certain. All of these are within the reach of our people, and every effort should be made to encourage and develop the industry, which may be carried on successfully in many parts of our province. The time is ripe for action and the opportunity should not be permitted to go by.

The next important city visited was Bristol, where your representative had the honor of addressing on May 26th the Bristol Chamber of Commerce, Joseph Holman, president of the chamber, presiding.

The meeting was a very large and representative one. The address was listened to with great interest, and some points were very freely discussed by the members present. Bristol is one of the most important commercial cities in Great Britain. She holds the seventh place for area, the sixth for population, and fifth in respect of rateable value and the third in her contribution to the national revenue and custom house levies, and is very deeply interested in the development of trade with Canada. He was invited before leaving Bristol to see the Avonmouth docks and the modern appliances in work there. The invitation was readily accepted, and in a steamer replaced at his disposal for the purpose, went to Avonmouth, accompanied by a number of the gentlemen connected with the chamber of commerce and port of Bristol. He was shown over the docks by the traffic manager, and viewed the commodious warehouses, the lads and other places for receiving cattle, the cold storage rooms and refrigerating chambers, shown the pontoon dock and all the modern equipments with which Bristol had supplied their docks at Avonmouth. He saw 325 head of cattle just landed and being converted into dressed beef on the spot; also Canadian wheat, cheese, bacon, etc., landed from a Montreal steamer, shipped at the port of Montreal, was particularly interested in the new cold storage warehouse, which is said to be one of the most perfect in Great Britain, and it would be a good model for St. John. Through the courtesy of Mr. Harvey of the Bristol docks your representative was furnished with a number of plans, pamphlets, etc., etc., relating to docks, warehouses, cold storage, shipping facilities and general port equipments, etc., that will doubtless be of value to our city. The foreign cattle trade of Bristol is a very large one, as in 1896 there were 9,000 head imported; in 1896, 16,000; and in 1897, 20,000. The imports of foreign grain are also very large—about 30,000,000 bushels. To show the increased development of the trade of Bristol, she imports of fruit, butter and cheese and grain, the timber merchants, the users of different classes of wood goods for packing cases and the innumerable variety of uses to which our New Brunswick woods are put, it can only give the opinion that in Manchester and the Lancashire district alone there is a field for not only all the energies of the city of St. John, but for our province of New Brunswick, as there is hardly a product of our province that you do not find a market in Manchester. They are eager and willing to do business with us, and it is for our people to use the best available means to secure the

largest possible share of that immense business.

Your representative hopes to address your own board of trade on this very important question and trusts that even from the limited amount of information that he has acquired, information may be received that will be of advantage to the manufacturers and producers of our city and province of New Brunswick. The extent of the work done in the port of Manchester necessitated five or six visits to that city during his stay in Great Britain. To his lordship the mayor, the members of the council, the president and members of the chamber of commerce and the directors and manager of the dock company your representative is deeply indebted for the many courtesies extended.

Glasgow was the next great city visited. Owing to the absence of the president of the chamber of commerce and the short time at the disposal of your representative no address was given, but visits were made to the representatives of some of the great steamship lines, the Messrs. Allan and Donaldson and other great steamship companies connected with the trade of Canada. In company with Mr. Donaldson, who is a member of the Clyde Trust and the harbor master, the Clyde was visited. The great extent of the docks, warehouses and shipping facilities that have been furnished by the Clyde Trust, and under the management of that great corporation (one of the most successful in the world) must be seen to be understood and appreciated.

Mr. "Great" Dock opened on the 27th April last was visited. It is said to be one of the largest and most perfect docks in the world. It is 850 feet in length, over 81 feet at the bottom and 115 feet wide at the top, and is divided into two basins by a pair of steel gates. From the inside of the caisson at the outer entrance to the all gates at the inner entrance 400 feet, and from the apex of sill over gates to head of dock 420 feet, so that two large vessels can be docked at the same time. This is the third graving dock provided by the Clyde Trust in Glasgow harbor. The great docks and piers up and down the Clyde are all built of solid granite, the same as in the other harbors of Great Britain, with hydraulic cranes for loading and unloading of enormous power, and every facility that could be imagined for business. Iron ship building along the Clyde is now an enormous industry, probably the largest of all the ports of the world in iron ship building. Nature has done little for Glasgow, but the pluck and energy and enterprise of her citizens have overcome what seemed to be stupendous obstructions, and as the saying is "Glasgow made the Clyde, and the Clyde has made Glasgow." There is a lesson in this for our city of St. John. It is a great market, and doubtless the trade that has been so successfully opened up in the winter season by the Donaldson line can be developed to very large proportions, and our city and province can also find a splendid market in Glasgow.

The next two important ports visited by your representative were Belfast and Liverpool. It did not permit him to address the chambers of commerce in those two great cities, but in the former port he saw a number of leading shipping people, especially the managers of the Head Line, and they were most anxious to see him, and they were most enthusiastic over the development of Canadian trade, not only in the summer from Montreal, out through the port of St. John in the winter season. Your representative regretted that his time in Belfast was so limited, and that he had not a greater opportunity to get information with respect to markets in that wonderful and progressive city. He had the opportunity of visiting one of the greatest Workmen, Clark & Co. There were some ten or eleven very large iron steamship building there, some of them for the Canadian trade, some for one country and some for another. Landing for the world's iron and steel is in importance. The Harland & Wolff yard, that he had not time to visit, is noted for the magnificent vessels they turn out, and their enormous size—one of their vessels now building is considerably over 400 feet in length. This industry has been built up in Belfast without any local advantages—neither coal nor iron, as all the iron and coal and the material for building these vessels is imported into Belfast. It is a fact of which we should be proud, that the people of Belfast—without any local advantages—have built up a comparatively small town—now a city of some 400,000 people and one of the great cities of the empire. Your representative's visit to Dublin was an exceedingly pleasant one. Several of the leading shipping houses and business men were visited, and the question of developing Canadian trade through the port of St. John with Dublin was very fully and freely discussed. He was received with great kindness, and while the present trade between Canada and Dublin is confined largely, i. e., the steamship trade, through the efforts of the Head Line, still it is growing, and doubtless material development in the trade between Canada and Dublin through the port of St. John in the winter season. The city is a most interesting one, and in some respects one of the most beautiful that your representative visited.

A word or two with respect to iron ship building. After having been shown through one of the noted yards on the Clyde, and having seen the scientific skill, the machinery capable of doing almost everything, the vast army of mechanics and skilled artisans employed building vessels for the British navy, for the navies of the world, you may say, that the world should not be citizens of this great industry and prosecuting it with success? It is along the line of the past history of our city and the genesis of our people, and the need for ships (the ever increasing ocean commerce of the world can only be carried by iron steamships now and in the future). It is not a mere day dream. It is not an impossibility, it is not something that we cannot hope to

attain because we have neither the material resources, or the trade, but it is well within the legitimate hope and aspirations of our people, and it only requires a beginning—a beginning made by determined men, men of enterprise and pluck, to make iron ship building in the port of St. John a success, and doubtless the results in time, say, maybe in a very short time, would not be less than the results that have already accrued on the Clyde and in Belfast and at other great centres of the great officers, and such business as may be presented. Members are requested to attend in the uniform of the order.

By request of the most eminent the supreme grand master, the ceremonies of the order will be exemplified before the members of great priority by the officers of the following preceptories:

3.30 p. m.—The Illustrious Order of the Red Cross, by Sir Simon of Cyrene's Preceptory No. 37, of Sarria, Ont.; 5 p. m.—The ceremony of the Novitiate and Installation, by Richard Coeur de Lion Preceptory No. 4, of London, Ont.; 7.30 p. m.—Consecration of a Knight of the Temple, by Richard Coeur de Lion Preceptory No. 4, of London, Ont.; 9 p. m.—The Order of Malta, by Richard Coeur de Lion Preceptory No. 7, of Montreal.

The members of Godfrey de Bouillon Preceptory No. 3, Hamilton, are making arrangements for a parade of Canadian Knights Templar, an excursion to the beach, and other entertainment, on the following day, September 7th, and invitation is extended to all the preceptories in Canada to take part.

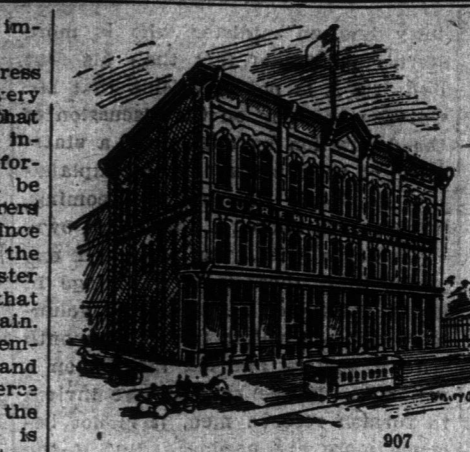
Railway Arrangements.—The dates for the meeting have been fixed with the special object of securing advantage of the low excursion fares which will be in force on the different railways to Toronto for the exhibition at that point, from all principal portions of the dominion. A rate will then be arranged for, from Toronto to Hamilton and return.

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**WOODSTOCK**  
A Five Year Old Son of Rev. J. E. Flewelling  
Had a Narrow Escape from Drowning.  
WOODSTOCK, N. B., Aug. 10.—  
Sterling Flewelling, about five years  
old, son of Rev. J. E. Flewelling of  
Centreville, narrowly escaped drown-  
ing this afternoon. He fell off the  
mill dam and was in the water some  
time before being rescued by Mr.  
Turner, painter of Centreville. The  
little fellow was brought back to life  
after long use of restoratives.

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**MASONIC KNIGHTS TEMPLAR.**  
The fifteenth annual assembly of the Sovereign Great Priory of Canada will be held in the Masonic hall, in the city of Hamilton, Ont., on Tuesday, the 6th day of September, A. D. 1898, at 8 o'clock, commencing at 10 a. m., sharp. The annual meeting of the grand council will be held at the New Royal hotel on Monday, the 5th September, commencing at 8 p. m., for the consideration of the reports of the grand officers, and such business as may be presented. Members are requested to attend in the uniform of the order.

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