POOR DOCUMENT

MC 2033

MARITIME BOARD OF TRADE.

ANNUAL SESSION OPENED WITH A GOOD REPRESENTATION.

A Roll Call Shows Delegates Present from Fifteen Boards of Trade—Retiring President Jarvis Made an Able and Comprehensive Address.

About 60 of New Brunswick, Nova Scotia and P. E. Island's prominent business men gathered in the Church of England Institute rooms Wednesday at the opening session of the Maritime Board of Trade. Fifteen boards from the 30 which exist in the provinces were represented and the number of delegates and boards represented will be increased today on arrival of the trains.

The delegates assembled about 8 o'clock and after a few minutes hand shaking and conversation settled down to business, President W. M. Jarvis in the chair. The roll was first called and the following responded to their names:—

Berwick—W V Brown and J D Clarke, jr.

Bridgetown—John Ervin.

Charlottetown—H Hazard, George Hughes.

Chatham—D G Smith, W S Loggie.

Dartmouth—J B McKenna.

Fredericton—William Lamont.

Halifax—J E deWolfe, C M Creed.

Kentville—C L Dodge, M James Sealy, G E Calkin, M J deWolfe.

Wolfville, and Kings county, N S, Fruit Growers' Association—Peter Innes.

Middleton—O E Rogers and F E Cox.

New Glasgow—G F Conrad, D McDermott, J M Carmichael.

St John—W M Jarvis, S Schofield, D J McLaughlin, W S Fisher, W F Burditt, George Robertson, J A Likely, T H Estabrooks, W F Hatheway, F A Dykeman, C E Macmichael, T H Somerville, T H Hall, H A Harvey, Jas Jack, T B Robinson, F L Potts.

St. Martins—W H Moran.

St. Stephen—G W Ganong, M P; A I Teed.

Sussex—C G Armstrong, J D O'Connell, W B McKay, Murray Huestis.

Woodstock—Alex Henderson, James Carr, T C I Ketchum.

Among the citizens in attendance were Ald Macrae, Ald John McGoldrick, F W Daniel, John E Irvine and A L Spencer.

Mr. William L. Edmonds, editor of the Canadian Grocer, Toronto, was present watching the convention in the interests of his paper and the other publications of the McLean Publishing company.

Editor D. G. Smith of the Chatham World, and Mr. J. S. McKenna of the Halifax Herald, are delegates to the convention.

Mr. Jarvis said it was a subject for congratulation that more boards of trade were represented than at any previous session of the Maritime board.

The minutes of the last annual meeting, and also of the meeting of the board's council were read and adopted.

The secretary, Mr. F. O. Allison, then presented his report for the year as follows:—

After the close of the last annual meeting, which was held at Truro, on 17th, 18th and 19th August, 1898, the late secretary, Mr. G. A. Hall, handed to me the books and papers of the board of trade of the maritime provinces, together with a financial statement for the fiscal year 1997-98, showing a balance in favor of the board of $36.35, which amount was also paid to me by Mr. Hall

I here with beg to hand you separately my account for the past year, showing a balance of $67.80 in favor of the board.

On the 15th September, 1898, a meeting of the council was held at St. John, which was attended by delegates from the boards of trade of Halifax, Kentville, Sussex and St. John, at which, in addition to other business, it was decided to hold the present annual meeting at St. John.

The following is an alphabetical list of the boards of trade now established in the maritime provinces: Amherst, Berwick, Bridgetown, Charlottetown, Chatham, Dartmouth, Fredericton, Halifax, Kentville, Kings Co, Londonderry, Lunenburg, Middleton, Moncton, Newcastle, North Sydney, New Glasgow, Parrsboro, Pictou, St Andrews, St John, St Martins, St Stephen, Springfield, Sussex, Sydney, Truro, Windsor, Wolfville, and Woodstock.

The following subjects stand over from last annual meeting for consideration at this meeting: Canadian copyright law; the lobster industry and its protection; shorter terms of credit; the law affecting the weight of goods canned or in packages; subsidies for the Atlantic mail service on a basis of speed. This subject was ordered by the council to be referred to the board at this meeting.

The report was on motion received and referred to a committee.

A telegram was read from the Sydney C. B., board of trade stating that the delegates from Sydney were unable to attend. An invitation was extended for the maritime board to meet next year at Sydney.

The Kentville board sent best wishes and an invitation to meet at Kentville next year.

A letter was read from the Ottawa Board of Trade and the Montreal Board acknowledging the receipt of invitation to be represented at this annual meeting. A similar letter from Kingston Board of Trade was read. Invitations had been sent to the presidents of six Upper Canadian boards.

The chairman appointed a committee of one member from each board represented to arrange the order of subjects for discussion. Mr. deWolfe, of Halifax, was named convener of the committee.

On motion of Mr. Ervin it was decided to appoint a committee to nominate officers. The committee named on the order of subjects was appointed also to conduct the nomination,

Mr. W. M. Jarvis, who has served as president of the maritime board during the past year, made a splendid speech on the year's work.

Mr. Jarvis said:—

It will be five years next October, since the conference to which the board of trade of the maritime provinces owes its existence, was held at St. John. Upwards of 20 years ago a dominion board of trade was established, and in July, 1874, its annual meeting was held in this city, and the St. John board gladly welcomed their friends from other parts of Canada. But the difficulties of maintaining so extended a connection proved too great, for the time at least; and, finally, the meetings of the Dominion board were discontinued.

When the conference in October, 1894, was proposed there was very little thought of its expansion into a maritime board of trade. But the president of the Halifax board was able to attend the meeting. He was warmly welcomed. It was felt that benefit could not but result if such gatherings could be held from time to time. In August, 1895, the Maritime Board of Trade was organized at Halifax. In 1896 a constitution and rules were formally adopted at St. John; and it has since met at Charlottetown in 1897 and at Truro in 1898.

Perhaps it may be well at the outset to admit that even yet the maritime board has hardly passed beyond the experimental stage, while with the local boards it is different.

The maritime board has a wider field, and that very circumstance deprives it in some degree of the interest which attaches to the local boards. It appeals to us as dwellers in the maritime provinces of Canada. We find in the existence of this maritime board the expression of a desire for yet closer union. Its well-being can be threatened only if it is found to be in advance of the general desire for such union that exists.

The Maritime Board of Trade was formed to strengthen the ties that bind these provinces together. It furnishes a means through which questions of extended interest may be brought into more general notice by the local boards. It is intended to bring together delegates from all parts of the maritime provinces, and to enable them to enter into each others circumstances and each others wants. A legislative union of the three provinces has often been thought of as a means of harmonising divergent interests and enabling them to present a united front. The difficulties in the way of such an union have proved insuperable. But the Maritime Board of Trade, if it can be maintained, may furnish a field where such wider questions can be considered, information can be extended, local jealousies removed and a more united action encouraged and even secured.

And the Maritime board may well prove useful too in extending through the rest of Canada the more intimate acquintance with the varying interests of Nova Scotia, New Brunswick and Prince Edward Island, which it promotes at home. It is impossible to pay an extended visit to the upper provinces or the west without realising how little is known of Maritime interests there. Our summer visitors come very largely from the United States. We gladly welcome our cousins from the south, but we have ample room also for our brethren from the west. Trade relations are slowly extending, but very much remain to be done.

Year by year, if these meetings can be maintained, the benefit must increase. We have much to interest us. The coal and iron interests of Sydney, North Sydney, New Glasgow and Pictou; the lumber industries of the Miramichi; the commercial activity and growth of Truro; the manufactories of Moncton, Woodstock, and almost every other town; the wonderful recuperative power which Windsor has shown since the devastating conflagration in 1897; the summer attractions of Fredericton, Wolfville, Kentville and the many other points of beauty in a fair country which is a tourists paradise throughout; the growing traffic at Halifax and St. John, mines being developed, factories starting into existence, fisheries prospering, agriculture and commerce extending. Such topics are coming to have more than a local interest, and, as each new development is heard of, it should be felt that wherever within the three provinces it may have its place, it cannot but contribute to the good of all.

He referred comprehensively to the growth of the maritime provinces and pointed out many avenues for further development and progress as well as to the hindrances which have visited in the past and will have to be overcome in the future. The present condition of the provinces was referred to in hopeful terms. In a reference to preferential trade he touched upon steamship and railway connections and reviewed the possibility of an increase in commerce for maritime ports. Fire insurance problems were elucidated, and marine insurance rates, just now in a most unsatisfactory condition, were discussed.

The question of municipal taxation in reference to industry and manufactures was thoroughly gone into.

In conclusion he said: "We have a common end in view, the development of the Maritime Provinces of Canada, in which we have our home. It is not, I think, altogether a selfish one, although we all hope, and we may legitimately hope to gain as the general interests advance. The Boards of Trade ask for no financial help outside themselves. If their members give their time to the consideration of public questions, it is done without charge. If they gather information, or even venture to send delegations where personal contact with the central authorities may be required, it is at their own expense. The great principle which underlies this maritime board is that the maritime provinces can prosper only with the growth of each of the parts of which they are composed. I have pointed out some of the advantages we possess. I have ventured to speak of what seem to me to be stumbling blocks in the path of future progress. If I have done so it only with the hope that the existence of those hindrances, if such they be, may be considered, and steps taken that in course of time such they may be removed. I am no advocate for the mere selfish accumulation of wealth. But for the progress of the community capital is an absolute necessity. Of the three requisites of production we have the land in abundance. It is in many parts of these provinces a fertile land, and it is a land too which teems with mineral wealth. We have our rivers giving a ready access to the interior. We have commodious harbors on our coasts. If we are to have the labor and capital through which only our natural resources can be developed we must encourage them to continue with us, and be very watchful of whatever may tend to drive them away. We must not give way to the feeling that our advantages exist only for those who may now be resident among us. We must endeavor to encourage immigration of the kind we need. We should join hand in hand, not merely in advancing such interests as we may have in common, but in helping each other as occasion may arise."

Mr. John Ervin, of Bridgetown, paid a high tribute to Mr. Jarvis' address, and moved that it be published and circulated through the provinces. He moved a vote of thanks to the president for his address and that the council be authorized to have it published in the three provinces.

Mr. deWolfe of Halifax, seconded the motion, supporting it briefly in praise of the address which he said was most exhaustive and full of information.

The motion was put by the vice-president, Mr. Hazard, Charlottetown, and carried unanimously.

At the Maritime Board of Trade meeting Thursday morning Messrs. W. H. Thorne, St. John; E. G. Vroom, St. Stephen, and R. S. Eaton, Kentville, were added to the delegate list.

The election of officers resulted as follows:—

President—M. G. DeWolfe, Kentville.

Vice-Presidents—D. J. McLaughlin, St. John; W. J. Aitken, Charlottetown.

Secretary-treasurer—G. E. Calkin, Kentville.

The new chairman and the retiring one made brief addresses. A vote of thanks was passed to the retiring secretary, Mr. F. O. Allison, and the usual grant voted him. A standing vote of thanks was passed to Mr. Jarvis for his able filling of the president's chair.

Mr. W. S. Fisher of St. John, and Mr. G. E. Calkin of Kentville, were appointed an audit committee.

Mr. A. I. Teed gave notice of motion that a permanent secretary be appointed.

A vote of thanks to Mrs. W. S. Fisher for buttonhole bouquets was passed.

Mayor Irvin, of Bridgewater, gave notice of a motion to amend section 8 of the constitution, so that the tax per capita required from affiliated societies be reduced from 15 to 10 cents.

Mr. S. Schofield moved that when the council consider expenses they take into consideration the desirability of publishing an annual report, containing also the constitution and by-laws. This motion was seconded by Mr. D. G. Smith of Chatham, and carried by a large majority.

Mr. Jarvis extended the hospitality of the Union Club to visiting members.

The Increase of Maritime Insurance Rates in Connection with Canadian Atlantic Ports was taken up by J. E. DeWolfe, of Halifax, who moved the following resolution:—

"Whereas, the rates of marine insurance from Maritime provincial ports are higher than from St. Lawrence ports and from the Atlantic ports of the United States, thereby discriminating inequitably against the interest of shippers from said Maritime Province ports; therefore resolved, that this board enter a protest with Lloyds against such discrimination as being arbitrary and unwarranted, and urge on the committee of Lloyds the early removal of any such discrimination."

Mr. W. M. Jarvis seconded the motion.

Mr. Samuel Schofield complained that the resolution was not fortified by statistics, and after several had spoken on the subject the resolution was withdrawn and J. M. Carmichael, W. M. Jarvis, S. Schofield, H. Hazard and J. E. DeWolfe were appointed a committee of five to prepare a paper on marine to be forwarded to the British underwriters, giving reasons why discrimination should not be made by them against risks in the trade from the maritime provinces, such paper to include statistics of casualties happening to vessels running between the maritime provinces, as distinct from other Canadian ports, and transatlantic points. The paper to be forwarded by the president and secretary of this board to the British underwriters.

The minister of trade and commerce was telegraphed to for information on the result of the recent call for mail service tenders and the board adjourned until this morning at 9 o'clock.

Yesterday afternoon the St. John Board of Trade entertained the maritime board to a sail on the river and dinner on board the steamer Victoria. The day was an ideal one for such a trip, the weather being perfect, the sun warm and the water as smooth as glass. The steamer was to have left Indiantown at 3.30 p. m., local time, but it was 4.06 which is 3.30 standard, before a start was made. The following visiting members of the maritime board and residents of St. John were present:—

Berwick, N S—W V Browne, J D Clarke, jr.

Bridgetown—John Ervin.

Charlottetown—H Hazzard, George Hughes.

Chatham—D G Smith, W S Loggie.

Dartmouth—J B McKenna.

Fredericton—Wm Lamont.

Halifax—J E DeWolfe, C M Creed.

Kentville—C T Dodge, M G Seely; G E Calkin, M G DeWolfe.

Wolfville and Fruit Growers' Association—Peter Innes.

Middleton—O E Rogers, F E Cox.

New Glasgow—G F Conrod, J M Carmichael, D McDermott.

St Stephen—G W Ganong, M P; A I Teed.

St Martins—W H Moran.

Sussex—C G Armstrong, J D O'Connell, W B McKay, Murray Huestis.

Woodstock—Alex Henderson, James Carr, T C I Kitchen.

ST. JOHN.

W G McFarlane, F A Peters, John K Story, J Willard Smith, R Cruikshank, C F Kinnear, W G Brook, W S Fisher, A R Campbell, R W W Frink, Dr Daniel, A B McLean, O H Warwick, A E Williams, J F Merritt, Geo McKean, R O'Brien, Barton Gandy, Thos Gorman, Mayor Sears, R Keltie Jones, W G Scovil, H B Schofield, C A Phillips, W M Jarvis, A C Currie, P W Snyder, James Jack, C H Peter, W F Hatheway, F W Daniel, S Schofield, T H Somerville, A G Schofield, J A Estey, F O Allison, G L Rising, T H Estabrooks, W F Hatheway, Ald MacRae, R G Haley, C E Laechler, J D Sealy, Chas Dammery, C A Everitt, J A Manchester, American vice-consul, F A Foster, Geo B Hegan, Ralph Humphrey, W H Barnaby, W F Barnhill, J A Likely, G A Goodwin, F A Jones, W W Hubbard, D J McLaughlin, T B Robinson, F O Allison, W H Thorne, J W Roop, John A McAvity, G E Bartow, W H Moran, Chas H Drury, F A Dykeman, J A Tilton, C N Skinner, Isaac Northrup, G Morris Robinson, Geo Robertson, Jas Hannay, Col Markham, David Lynch, C M Boatwick, T R Jones, T H Bullock, H A Harvey, W Turnay, A M Belding, H J Anderson, Charles D Shaw, W A Lockhart; J P Cale, St Pierre.

The band of the Victoria Rink was on board and furnished excellent music during the sail. The Victoria put on her best paces, reaching Oak Point in in one hour and twenty minutes and Wickham in less than two hours and a half. A turn was made at the latter point just opposite the place where the late George F. Baird lies buried. The visitors expressed themselves in most enthusiastic terms in regard to the beauty of the scenery on the river.

At 6.30 dinner was served and the repast was a most excellent one as may be seen from the annexed bill of fare:—

SOUP.

Consemme of Chicken. Cream of Celery.

FISH.

Boiled Salmon. Egg Sauce.
Baked Halibut, Bernoise Sauce.
Queen Olives. Radishes. Lettuce. Celery.

BOILED.

Leg of Mutton, Caper Sauce.
Corned Shoulder, with Jelly. Corned Beef.

ROASTS.

Sirloin and Ribs of Beef,
Brown and Dish Gravy.
Spring Chicken, Bread Sauce.
Spring Lamb, Mint Sauce.
Loin of Pork, Apple Sauce.

ENTREES.

Escalloped Oysters. Chicken Salad.
Boiled Rice, with Apricots
Macaroni and Cheese.

COLD DISHES.

Boiled Ham. Ox Tongue.

VEGETABLES.

Boiled Potatoes in Jackets.
Green Peas.
String Beans. Green Corn. Squash.

RELISHES.

Mixed Pickles. White Onions.
Sliced Tomatoes.
Pickled Beets. Sliced Cucumbers.
Harvey Sauce. Tomato Ketchup.
Worcester Sauce.

PASTRY.

English Plum Pudding. Brandy Sauce.
Coffee Jelly with Cream.
Apple Pie. Raspberry Pie.
Squash Pie. Blueberry Pie.

DESSERT.

Pears. Plums. Apples.
Peaches. Bananas. Almonds.
Raisins. Walnuts.
Canadian Cheese. Cream Sodas.
Plain Cake. Fruit Cake.
Vanila Ice Cream. Chocolate Ice Cream.
Tea. Milk. Coffee.

Mr. D. J. McLaughlin, the president of the St John Board, presided, having Mr. M. G. DeWolfe of Kentville, the president of the Maritime Board on his right, and U. S. Consul Myers, on his left. Owing to the number on board being too large to be accommodated at one time in the dining room, a second table was necessary, and the speech making was postponed until all had denied. The dinner reflected much credit on the management of the Star Line.

President McLaughlin, at 9.30, after all the table had been served, proposed the first of the toasts to the queen. This was honored by the singing of God Save the Queen by the company. The next toast was to the governor general, who was declared to be a jolly good fellow. The toast of the President of the United States was responded to by Consul Myers in eloquent terms. He paid an eloquent tribute to Canada and its resources and to the Anglo-Saxon race. He thought no little differences as to territory ought to be allowed to estrange the United States and Canada.

The toast of the lieutenant-governor was responded to Mr. George Robertson, M. P. P., in highly eloquent terms.

The Board of Trade of the Maritime Provinces was responded to by the president of the board, Mr. M. G. DeWolfe, in an excellent speech. Mr. H. Hazzard, of Charlottetown, also responded.

Our guests was the next toast, and it was suitably responded to by Mr. J. M. Carmichael, of New Glasgow, and Mr. J. E. DeWolfe, of Halifax.

The steamer reached the wharf at Indiantown at 10.30, thus bringing to an end one of the most delightful outings of the year.

You can buy Eave Troughs and Conductor Pipe

from us—cheaper than you can make them, and you're always sure of perfect quality and fit.

We use only the best brands of Galvanized Steel Plate, and in addition to our many stock lines will make any special pattern to order.

Our Corrugated Expansion Conductor Pipe is ahead of any other pipe made—it allows for contraction and expansion and comes in 10 feet lengths without cross seams.

Why not write for our Catalogue and Price List?

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MANUFACTURERS, TORONTO.

W. A. Maclauchlan, Selling Agent, St. John

Tupper and Bell Again.

PICTOU, Aug. 17—The remnants of the Tory party in Pictou county met today to nominate candidates for the next election to the house of commons. Messrs. Tupper and Bell have again been chosen as such, and the fiasco is over for the time. Whether Sir Chas. Tupper is satisfied or not remains to be seen, but without him the average Pictou Tory would feel uneasy; as for Bell, he was chosen because no one else sought the place. It is said the meeting of delegates was quite harmonious for they knew not what else to do. Few delegates were in attendance, and the gathering was in marked contrast with those of former years, when the "old flaggers" were thoroughly imbued with the idea that they owned the county. "Not a drum was heard," nor did they hold a public meeting to enthuse the few that gathered in to make a pretence that the party is united and anxious for a contest.

WINKING AT SMUGGLING.

A LIGHT SENTENCE IMPOSED ON AN OFFENDER AT ST. STEPHEN

And a Man Who Acted As An Accomplice Has Not Even Been Arrested—The Attempt at Smuggling Resulted in the Paralysis of a Faithful Officer.

ST. STEPHEN, Aug. 16—It will be remembered that about three months ago Customs Officers Hitchings and O'Shaughnessey captured Harry Haley and Henry Barry of Milltown, while in the act of smuggling American goods across the Union bridge in a team which was seized by Officer Hitchings. Haley, who owned the team, at once gave it up to the officers, but he took the bits out of the horse's mouth, at the same time striking the animal which, of course, started into a run. The bits having dropped across the horse's chest Hitchings was unable to control him. However, the horse after running to Milltown Corner stopped when the officer put the bits into the horse's mouth and started back towards St. Stephen to look up Shaughnessey who had captured a barrel of beef and took the same to St. Stephen.

On account of the excitement and being of a nervous disposition, Officer Hutchings was stricken with paralysis in the wagon. It was claimed by him that he retained consciousness and that the two, Haley and Barry, boarded the team and dispite his feeble protests, he being unable to speak, they drove him across the river to the American side, lifted him out of the wagon and put him into a carriage at same time leaving the seized horse, wagon and one barrel of beef on the American side. They then drove him to his home on the Canadian side, where he has since been confined to his room unable to perform his official or any other duty. The collector laid a charge against the two smugglers before Police Judge Crilley, who issued warrants for their arrest. Although both men remained at their homes in Milltown, N. B., up to a few days ago, no arrests were made; finally Haley has been arrested and taken before the judge, where he pleaded guilty and a small fine imposed, which of course he gladly paid, thus escaping the heavy punishment many supposed he would have received. Barry, has as yet not been arrested, and is now working in Calais. It will probably be a long time before either of these customs officers will attempt the stopping of night smuggling across the Union or Milltown bridges, as they often have had to defend themselves against bodily harm from men caught in the act of smuggling.

DEALT IN LARGE STOCKS.

William George Riggs, Well Known, Under Arrest.

William G. Riggs, who gained some notoriety at one time recently through his connection with the prosecution of parties for illegal liquor selling in the country districts, is under arrest on suspicion of stealing. A 60 foot smokestack is the article, the theft of which is charged to him.

When the Star Line Company was building their steamer Victoria, as will be remembered, they utilized part of the machinery of the old St. Laurence. Part of the old steamers fittings which they did not use were a smoke stack and boiler. These were allowed to lie in the yard at Courtenay Bay, where the Victoria was built. Only a few days ago it was found that the smoke stack had been taken away. Chief Clarke was notified and on Wednesday afternoon he put Detective Ring on the case. The detective rounded the matter up quickly and the result is that he arrested Riggs yesterday afternoon.

It appears that on May 26 Riggs took Nathan Jacobson, a junk dealer of Pond street, to the shipyard and negotiated with him the sale of the smokestack for $5, receiving $2 in cash and bargaining to get the balance when he would produce an order from the owners that the sale was all right. Riggs produced an order of some kind later, evidently, and received the balance. Then, on June 30, he offered to sell Jacobson the boiler for $40 and the deal was concluded, Riggs receiving $5 on account, the balance to be paid as before. He never came back, though, with an order to collect the remainder. Jacobson had meantime sold the smokestack to the Coldbrook rolling mills concern for $10, and it has probably been used up in the works. The boiler is still at Courtenay Bay.

LOCAL NEWS

MR. WM. SOMERVILLE, of Codys, Queens Co., is authorized to collect dues and give receipt for the SEMI-WEEKLY TELEGRAPH Co. in Queens county.

THROUGH NEW BRUNSWICK.—Mr. T. W. Raineford, canvassing and collecting agent for THE TELEGRAPH, is at present traveling in Madawaska and Victoria counties, N. B. Subscribers are asked to pay their subscription to him when he calls.

NEW MAIL ARRANGEMENTS for Kings county have been secured by Col. James Domville, M. P. New post offices are to be opened at Southfield, Woodman, Damascus, Knightsville, Long Cove, Baxters and Ogilvies. There will be a daily mail from Sussex to Sussex Corner, a dail service from Norton to Hatfield's Point, and a weekly service to Damascus.

FOR DETECTION OF DISEASE—Culture outfits to develop and determine the germs of disease, more principally those of diphtheria have been placed by Provincial Bacteriologist Dr. G. A. B. Addy in the drug stores of Messrs. George Hoben, S. Hawker, G. A. Moore, James McKinney, jr., A. Chipman Smith & Co., and W. C. Rudman Allan, Carleton. In cases of throat diseases having any symptoms of diphtheria, the physician will inoculate one of these sets and develop the germs. They will then be sent to the hospital for examination by Dr. Addy.

THE ELEVATOR—Good progress is being made in the erection of the framework for the new I. C. R. elevator, and the framework will be all up in three weeks.

ST. JOHN MAN'S SUCCESS.—Mr. Fred W. Campbell, of New York, has won the diamond medal awarded by the Window Artists Association of America. There were between 600 and 700 competitors. Mr. Campbell was born in St. John, and is nephew to Mrs. Henry Graham, Union street. He has won nine medals in all.

BOY SINGER DEAD.—Master Freddy Uiley the talented boy soprano who sang at Centenary church here last year, died Saturday after a brief illness of typhoid fever at the Montreal homeopathic hospital. He had a very fine voice and sang with wonderful expression for one so young. His last appearance in public was on Sunday, July 30, when he sang the offertory solo, "Where is heaven" at the St. James Methodist church, Montreal.

A. M. E. CONFERENCE.—The annual convention of the Nova Scotia conference of the A. M. E. church, which includes New Brunswick, will be held this week at Halifax, beginning Thursday next. Rt. Rev. W. B. Derrick will preside. Presiding Elder Kersey, who arrived here from Fredericton Saturday night will attend as also will Rev. B. H. Miles, the new pastor of St. Philip's church. The congregation of this church will petition the conference to have Rev. Mr. Miles re-appointed pastor. Bishop Derrick is expected here this evening or tomorrow on his way to the conference.

Save Your MONEY.

To save your money, by getting more for it, ask your dealer in medicine to show you the new 50 cent size bottle of JOHNSON'S ANODYNE LINIMENT. It contains over three times as much as the old 25 cent style, which is a great saving to those who use this valuable family medicine. The superior quality of this old Anodyne has never been equaled.

JOHNSON'S ANODYNE LINIMENT

Fifty years ago this month, Dr. Johnson left with me some Johnson's Anodyne Liniment. I remember him distinctly, and could tell you just how he was dressed on that day. I have sold Johnson's Liniment ever since. Can truly say it has maintained its high standard from that time to this. No medicine today possesses the confidence of the public to a greater extent. JOHN B. RAND, North Waterford, Me., Jan., 1891.

As a family remedy it has been used and indorsed for nearly a century. Every Mother should have it in the house for many common ailments, Internal as much as External.

Our book on INFLAMMATION free. Price 25 and 50c. I. S. Johnson & Co., Boston, Mass.

Intercolonial Railway.

ON and after MONDAY, the 19th June 1899, trains will run Daily (Sundays excepted) as follows:—

TRAINS WILL LEAVE ST. JOHN.

Suburban Express for Hampton	5.30
Express for Campbellton, Pugwash, Pictou and Halifax	7.25
Express for Halifax, New Glasgow and Pictou	11.50
Express for Moncton	16.45
Suburban Express for Hampton	17.40
Express for Quebec and Montreal	18.10
Accommodation for Moncton, Truro, Halifax and Sydney	22.30

A sleeping car will be attached to the train leaving St. John at 18.10 o'clock for Quebec and Montreal,

A sleeping car will be attached to the train leaving St. John at 22.30 o'clock for Truro and Halifax.

Vestibule Dining and Sleeping cars on the Quebec and Montreal Express.

TRAINS WILL ARRIVE AT ST. JOHN.

Suburban Express from Hampton	7.15
Express from Moncton	8.35
Accommodation from Moncton	13.55
Express from Halifax	17.00
Express from Halifax, Quebec and Montreal	19.17
Suburban Express from Hampton	21.50
Accommodation from Pt. du Chene and Moncton	1.35

All trains are run by Eastern Standard time. Twenty-four hour notation.

D. POTTINGER,
Gen. Manager.

Moncton, N. B., June 14, 1899.

CITY TICKET OFFICE
7 King Street, St. John, N. B.

FOR BELLEISLE.

Steamer Springfield

having been rebuilt under the supervision of the most practical government inspectors, will leave North End, Indiantown, every TUESDAY, THURSDAY and SATURDAY, at 12 o'clock, local time, until further notice, for the BLUE WATERS of the BELLEISLE, scenery unsurpassed, calling at the intermediate points on the river and Belleisle, returning on alternate days at 1 p. m. Freight and fare low as usual. Good accommodation. Meals at all hours. Waiters in attendance and a good time may be expected.

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