

UNWITTINGLY REEPIING TO BOOM THE MARITIME PROVINCES

Board of Trade Convention Favors Government Placing Advantages of This Section of the Dominion Before Immigrants--Maritime Union Resolution Passed--Abrogation of Fishery Modus Vivendi Tabled After Hot Debate--Other Important Matters Dealt With at Wednesday's Sessions.

Amherst, August 15--The twelfth annual session of the Maritime Board of Trade opened in the Paris Hall this morning with about fifty delegates in attendance. President Reed, of Summerside was in the chair. Flags are flying along Main street and Amherst has made arrangements to give the visitors a good time. Mayor Silliker heartily welcomed the board on behalf of the town council and citizens. The visitors were free to visit all the industries and would be cordially received.

President McKean, of the Amherst Board of Trade, also extended a welcome and expressed great pleasure at the large attendance. He regretted that the weather was somewhat hampered for hotel accommodation on such occasions but the citizens had loyally come to the rescue. In ten years Amherst's population had doubled. Over seven hundred had been added in a year and two thousand in four years. House building has not kept pace with the growth of the population. There was much therefore the visitors must overlook. He hoped, however, they would get some inspiration in the manufacturing lines from what they saw in Amherst. Delegates responded to the roll call from St. John, Charlottetown, Summerside, Westville, Annapolis, Amherst, Berwick, Canoe, Halifax, Kentville, Kings Co., N. S., Yarmouth and Sydney. Many others will arrive on the forenoon train.

The following committee on resolutions was appointed: W. S. Fisher, W. H. Thorne, Capt. Elderkin, Rev. Father Burke, G. A. Calkin, W. H. Stearns, S. P. Chalmers and Hector McDermott. They retired to arrange a programme of subjects for discussion from the large numbers submitted by the various boards.

Secretary Creed read letters of regret at non-attendance from the local boards of Summerside, Premier Murray and others. He also read his own report. Mr. DeWolfe of Kentville paid a warm tribute to Secretary Creed for whom the confidence of the board was largely due. The report was adopted.

A resolution was adopted that the president hereafter should name the local boards which shall appoint a joint committee to act with the officers of the Maritime Board and select topics to be discussed at the next annual meeting. Much time was now lost in waiting for the report of the committee on resolutions which has today to select topics from a list of over forty sent in by the various boards. This report was largely wasted on account of waiting for something to do. Tomorrow the delegates will be taken in carriage and automobiles to Chignecto Mines to see the source from which Amherst and perhaps Moncton industries will be given power. They will then visit the Experimental Farm where a picnic supper will be served by the ladies.

The noon train brought a large delegation from Sackville, Moncton, Chatham and P. E. Island. Others, including those from Halifax, are yet to come. A very large attendance is assured. The weather is fine and cool.

H. A. MacDougall, of Sydney, seconded the resolution pointing out how hard it was to get immigrants in these provinces when so much greater inducements would be offered by transportation companies and others to go west. He appreciated the advantage of having eastern people settle in the west, but was impressed upon the federal and provincial governments the need of getting immigrants brought here under as favorable auspices. The growth of the west at our expense should be compensated by special inducements to immigrants to come to the maritime provinces. The I. C. R. should be made a factor in this work. The immigrants should not be allowed to go to St. Lawrence, and ticketed for the west. Mr. MacDougall's forcible address was heartily applauded.

Mr. Beah, of Halifax, read a paper on the same subject. After reviewing the efforts to advertise the maritime provinces, this paper contended that funds and officials were necessary for effective work. The board should take definite action to advertise the resources and industries of the province. The system should be adopted and the government by steps engaged in carrying it out. The press should preach faith in the provinces and the schools should teach it. The newspapers would do much to give more confidence in the provinces. The schools do not devote enough attention to maritime province history, geography, statistics, literature, etc. There could also be systematic advertising abroad. This plan had proved its value in American cities. Some Canadian cities are providing publicity departments. Similar work was made to the result of publicity campaigns by railroad corporations to attract settlers to the region traversed by them. The maritime province governments should do the same and establish publicity departments well supplied with funds to attract settlers and industries and summer tourists and sportsmen. The work of publicity carried on by boards of trade and tourist associations should be greatly extended in the United States. The provinces should have a bureau and exhibition of natural resources in New York where official information could be distributed. Canada is becoming popular as a field of investment and these provinces should be placed prominently before those capitalists. The governments should take a hand and provide funds liberally. The press and citizens should aid.

Amherst Progress Cited. Mr. McKean said the tide from the west would in time set back to the east, but the aim of these provinces should be to become the New England of Canada, manufacturing for the western market. We should look to that more than to discussing such resolutions as were before the board. Mr. McKean referred to the enterprise of St. John and other centres to develop industries. Amherst last year made and sold outside her own bounds goods valued at \$3,500,000, shipping clear through to Vancouver. That was the secret of Amherst's growth. The problem in these provinces is low to better and cheaper manufacture for the western market. He was opposed to those who would discuss Amherst's growth. He asked how we could do it when it cost more at the mouth of the pit than at the end of the shaft.

development of provincial industries and the importance of the Maritime Union in these provinces of only goods of the highest classes to obtain the British markets. The report was adopted with applause. Mr. DeWolfe also read a paper on the subject of the B. S. Act which would have to be changed to secure such proportionate representation in parliament as President Reed had claimed. The board should bend its energies in that direction. President Reed replied that P. E. Island would not have entered into confederation but for the B. S. Act. He understood that she would have at least six representatives for all time. The report of this committee on resolutions having been adopted, Rev. Father Burke moved the first resolution as follows:

Federal Aid for Maritime Provinces.

"Resolved that in view of the fact that the upbuilding of the west has entailed a tremendous drain on the population and resources of Maritime Canada, the time has arrived when the general government should devise some efficient means of re-compense by encouraging immigration of immigrants to the development of the fisheries, agriculture and mines of these provinces, and by such bonuses or other fiscal treatment of prime importance as may be necessary to give the impetus to trade and commerce within them."

Father Burke's resolution was adopted. Hon. Mr. Reed, of Berwick, referred to the importance of sheep raising, and A. E. Atley read a report prepared at a session of the Maritime Board of Trade in Annapolis to consider the interests of the industries of the provinces. It was urged in this paper that fishing and fishing rights of Canada should be preserved, that forests should be better preserved, that the iron and gypsum mines of Annapolis and other provinces be developed and action taken to encourage immigration. Reference was made to employment of province men in Maine fisheries and lumbering.

W. S. Fisher an Optimist.

W. S. Fisher stated as an encouraging fact that there are in the maritime provinces and Quebec nearly 100 manufacturing industries shipping goods to the far west. Nearly half of this developed in the last five years. Mr. McKean had told them what Amherst had done. Half dozen other centres had as good advantages and could do as well. Mr. Fisher said that in London, Liverpool, Glasgow and Manchester, Canadian agents complained that they cannot get matter relating to the maritime provinces to distribute. The fault is largely our own in this respect. These agents say they would be glad to distribute literature if the governments of the provinces would supply it.

The Modus Vivendi.

The modus vivendi was the next subject of discussion introduced by Senator Reed. He said that the modus vivendi is a subject which is being introduced to the Maritime Board of Trade. He said that the modus vivendi is a subject which is being introduced to the Maritime Board of Trade. He said that the modus vivendi is a subject which is being introduced to the Maritime Board of Trade.

St. John Delegation the Largest.

About seventy-five delegates in attendance this afternoon. St. John has the largest delegation, but all parts of the provinces are well represented, and Sydney especially. Before the board adjourned for dinner a very interesting debate arose on the method of selecting topics for discussion. At present each local board sends in a list and these are referred to the committee on resolutions at the first session of the Maritime Board. They eliminate some and group others and submit a list and these are referred to the committee on resolutions at the first session of the Maritime Board. They eliminate some and group others and submit a list and these are referred to the committee on resolutions at the first session of the Maritime Board.

President's Report.

The president in his annual report referred to the report of the transportation committee and urged the board to emphasize those portions which related to the nationalization of ports, including Sydney, Halifax and St. John, and government support to steel shipping and a fast Atlantic service. He spoke of the P. E. Island tunnel and said he learned, on the best authority, that the premier is convinced of its necessity and feasibility, and the board should urge haste in its construction. He referred to attacks made on the I. C. R. by political demagogues and voted interests and especially by the ungrateful people of Ontario, which derived the most benefit from the low rates and also had benefited by the abolition of the canal tolls. Ontario gets a rate to the West Indies seven times that it gives to Prince Edward Island.

Union With West Indies.

W. S. Fisher introduced the question of a union of Canada with the West Indies. The board had last year adopted a resolution in favor of union, and he asked that it be reaffirmed. He stated that the West Indies, one country was the complement of the other. Each produced what the other required; as it was a growing market, and each was the best customer of the other. The trade all round would pass smoothly through the maritime provinces. He quoted from a spokesman of the West Indies, Mr. Lyman Abbott and other travellers who said that the United States were alive to the idea of securing control of the West Indies. There is interest in the West Indies. Will the people turn to Canada or the States? This question must be answered within the next twenty years. Let us foster a feeling in favor of union with Canada; discuss it and make it a live issue. Such union would give us a greater and grander dominion.

P. E. Island Feels Bitter.

Regarding maritime union the president said that P. E. Island was opposed to it. They were concerned by the failure to union and this pained them against a lesser and more desirable one. The same feeling was shown in Newfoundland, which was watching to see what the federal government would do with P. E. Island. Reference was made to the inland fisheries and progress of the provinces in the past years. With regard to insurance he said it was an unfair system that places the Atlantic coast at the same basis as the St. Lawrence and foggy gulf ports. Reference was made to the life insurance investigation, which he said would do good. As to immigration he suggested the appointing of agents to meet steamers arriving at St. John and Halifax and having similar agents at European ports of departure to distribute information regarding these provinces. Many of our people are leaving better homes than they will find in the west. The president referred to the coming exhibitions in Halifax, St. John and Charlottetown, the meeting of the Chambers of Commerce, trade with the West Indies, growth of tourist business, de-

velopment of provincial industries and the importance of the Maritime Union in these provinces of only goods of the highest classes to obtain the British markets. The report was adopted with applause. Mr. DeWolfe also read a paper on the subject of the B. S. Act which would have to be changed to secure such proportionate representation in parliament as President Reed had claimed. The board should bend its energies in that direction. President Reed replied that P. E. Island would not have entered into confederation but for the B. S. Act. He understood that she would have at least six representatives for all time. The report of this committee on resolutions having been adopted, Rev. Father Burke moved the first resolution as follows:

Favors Maritime Union.

At the evening session the following resolution by Robt. Maxwell, M. P. P., was adopted:

"The City of St. John" With a Pledge on New Brunswick.

Because of the geographical contact of Maine with the Province of New Brunswick much more is known of it than Nova Scotia. New Brunswick contains about 28,000 square miles--nearly the same area as that of Scotland. It is almost square. On the east it is bounded by the Gulf of St. Lawrence, and on the south by the Bay of Fundy. The larger part of its western boundary is formed by the state of Maine and the rest by the province of Quebec. On the north it is bounded by the United States and the Bay of Chaleur. Measured roughly its dimensions from north to south are two hundred and thirty miles, and from east to west two hundred miles. New Brunswick in general is a "forest province," but much of the best timber has been cut. But forest fires are still as much a terror as they are in the United States. About the end of the first quarter of the last century one fire swept away the forests from three million acres. Two magnificent islands, Campobello and the Pribilof Islands, were destroyed and caused the loss of several hundred lives and the destruction of various towns. But the fires have not been unmitigated evil, for in the interior the winds have been much shortened in length by the destruction of the forests. The sun's rays can now reach, as they could not before, the surface of the island, which are the area diffused by radiation. Other fires have since occurred.

In 1901 the population of New Brunswick was 331,129. It shows a more rapid rate of increase than Nova Scotia, but that province averages a higher rate per square mile than New Brunswick. Two magnificent islands, Campobello and Grand Manan, are within the domain of New Brunswick. They lie at the ocean entrance of the Bay of Fundy. Campobello lies just inside the New Brunswick side of the international boundary. Its shores abound in fine chasms and magnificent cliffs. It reminds one who has travelled in Norway of the fjords. For 113 years the island belonged to Admiral William Owen and his descendants, but in 1880 it was purchased by a syndicate of gentlemen of the Province of New Brunswick. It is now a popular resort.

From a certain point in Campobello it is only twelve miles to North Head on the island of Grand Manan. This island is only eight miles from the coast of Maine. It is almost always cool, though like Mount Desert in Maine, liable to be fogged, but there is plenty of fishing and shooting, and for many years it has been visited by wealthy people from the south. Much effort and money have been expended by them, and it is now a popular resort.

There is a marked difference between Nova Scotia and Nova Scotia. It has more than one-third more population than the Church of England and three times as many Presbyterians. It also has more than half as many Methodists.

The Baptists are exceedingly strong in Nova Scotia, numbering in New Brunswick as many as the Presbyterians and Methodists together, whereas in the Dominion of Canada, as a whole, there are more Methodists than Baptists.

The government of New Brunswick is generally similar to that of Nova Scotia. There is, however, one conspicuous difference. In Nova Scotia there are two chambers (the legislative council and the legislative assembly) and a responsible ministry; but in New Brunswick there is only one chamber (the legislative assembly), with forty-five elected members, and a responsible ministry, and an executive council of nine members. The upper house or legislative council was abolished in 1892.

Autumn in New Brunswick is pre-eminently delightful, having the longest Day of St. John the Baptist. De Monts and Champlain arrived in the harbor. I learned the following fact of interest:

MILLIONS LOST IN BEEF EXPORTS

Shipments of American Canned Meats Show a Shrinkage of 14,500,000 Pounds in Seven Months.

Washington, Aug. 15.--How seriously the export meat business of the United States is injured by the agitation regarding the condition of the Chicago slaughter houses which resulted in the passage of the law for improved inspection is shown in a bulletin just issued by the department of commerce and labor giving the figures of exportation for July and the first seven months of this year. The exports in salted and pickled beef, tallow, hog products, lard, margarine and dairy products also showed a marked decrease.

There was also a falling off in the export of cattle during July. A year ago the number sent abroad exceeded 49,000, at a valuation of almost \$3,000,000. This year there was a decrease of over 15,000 head and a shrinkage in value of almost \$400,000.

In fresh beef there were exported in July 12,275 gallons of tallow, at a value of \$181,015, as against the present year of 16,467,150, valued at \$1,546,191.

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His 12,775 Gallons of Rum

Now at 86 He Swears Off from His Two Quarts a Day.

Although he consumed in his life 12,775 gallons of alcohol, D. L. Osborn, "D. S. G.," has lived to the ripe old age of 86 and is a shining example of a cure made by the Canadian army hospital at Arlington Park, near near Chatham, Ontario.

A few months ago, according to the story, this marvellous alcoholic condition was discovered in Kansas City by the Rev. G. Frederick Eink, the director of the assembly.

Osborn was then using cut-throat and was carrying about with him some of the 12,775 gallons of whisky. In short, he was about to die. The hands were laid on him, and he had nothing more to do for him in "booze connection."

Elder Osborn had to start early, which he did along about the time he was 10 years old. He drank half a gallon a day until four months ago, and he is now 86 years old. The alcohol consumed by this one man would run a ten horse power automobile three and half times around the earth with some to spare.

The "D. S. G." following Elder Osborn's name interpreted stands for "Drunkard Saved by Grace."--Denver Republican.

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OUR CITY AND PROVINCE AS SEEN BY A DISTINGUISHED VISITOR

A Series of Letters by Rev. Dr. J. M. Buckley, Editor of the Christian Advocate, New York.

(I)

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Magnificent River St. John.

Long before I visited New Brunswick I had become acquainted with the River St. John far away in the forests of Maine. The St. John rises in that state near the sources of the Penobscot and the Chaudiere, and its course makes a great curve, four hundred and fifty miles long, first toward the north, then southeast, and afterwards for about three hundred miles in New Brunswick, draining one half of that province and all that part of Maine here the river is called the Madeline. By that treaty seven twelfths of the disputed territory and the British settlement of Madawaska were given to the United States. Great Britain getting a better military frontier, including heights commanding the St. Lawrence, which in a previous arbitration the King of Holland had awarded to the United States. All the lumber cut on the upper St. John and its tributaries in the State of Maine is floated down to the sea at the City of St. John. Lord Ashburton wrote that Croker's little farm was worth the whole province of Maine. He was mistaken in value to it, and Lord Ashburton was mistaken in supposing that pines grow in swamps.

There can hardly be found a more romantic river than the St. John, in almost any part of its long course to the ocean. As it approaches the sea it passes through a range of hills parallel to the coast, and extends behind them in long reaches of deep and quiet water "through highlands dotted with woods." One of these is near the City of St. John, and is navigable for large vessels for twenty miles.

I have visited the City of St. John four times, the first being made under the most painful circumstances. I had been awake during the whole night in a hotel in Boston, at first receiving the intelligence hour by hour from the death-bed of President McKinley, and then listening to the dismal bells which announced monotonously that he was dead. After traveling the next day from soon after sunrise till mid night I reached St. John, finding it enveloped by a dense fog, which continued until morning. Then the sun made itself felt, ineffectually, to shine through the pall, and it was a question whether total darkness would not be a relief.

Our readers of five years ago may remember the account given of the two sermons that were preached on that dark Sunday, one in St. John's Presbyterian Church, and the other in the Centenary Methodist Church. The solid logic and grand sweep of Dr. Maennell's sermon went far toward enabling my disturbed mind to recognize the sin of doubting the wisdom or goodness of God, and it will never be forgotten; and the fraternal sympathetic and graphic sermon of the Rev. Mr. Campbell closed the day most helpfully.

But another circumstance had almost as strong a consoling influence as the sermons. It was the thorough sympathy manifested by both congregations with the United States in its sore affliction. I have never seen more interested, approving attention. Dr. Maennell's sermon was published in the Christian Advocate, also a brief summary of that of the Rev. Mr. Campbell. But it was not then that I describe the City of St. John. Our two McKinley Memorial numbers were too small to say all that needed to be said. My subsequent visits occurred at times when it was impossible to give to my readers any adequate description of a city which, in its history, its site, and the natural phenomena in and around it, presents a difficult though pleasing task upon any one who endeavors to impart to another a proper delineation of what he has seen.

Early St. John.

In 1604, on June 24, which in the Roman Catholic Church is observed as the Day of St. John the Baptist, De Monts and Champlain arrived in the harbor. I learned the following fact of interest:

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permanent settlement was made about thirty years afterwards by a Frenchman named Charles de la Tour, who prospered in fur trading enterprises with the Indians, but later became involved with his rival and enemy, D'Aulney Charnisay, of Fort Royal. The latter attacked his fort with six ships and five hundred men, but he escaped and returned from Boston with powerful allies. Charnisay had to raise the siege and retire, but two years later, taking advantage of a moment when La Tour was away, he returned to the attack, but "met with an obstinate resistance from the heroic Huguenot wife of La Tour," but by the treachery of a Swiss sentinel finally gained his point. He hanged the whole garrison here the evening of Madame de la Tour, who soon afterwards died heartbroken. This was the inspiration of one of Whittier's most popular ballads:

St. John, 1867.

"To the winds give our banner! Bear homeward to the sea! Cried the Lord of Acadia, New Brunswick's Governor: From the prow of his shallop He gazed, as the sun From the west in the ocean, Streamed up the St. John.

"What wolf has been prowling My castle within?"

"No Wolf, Lord of Estienne, Has ravaged thy hall; But thy red-stained walls, With fire, steel, and ball!"

"Of thy sturdy defenders, Thy lady alone, Thy saw the cross-banded banner Flout every foe!"

"Let the dastard look to it!" Cried they, Estienne, "Were D'Aulney King Louis, I'd free her again!"

"Alas for thy lady! No service from thee: His hand grasped his sword-hilt, His hand on the hilt of his sword, He sprang on the deck Of his shallop again."

"We cruise now for vengeance Give way," cried Estienne, "March on the shore Of the Huguenot's wrong, And let the red-streaked Her fishers shall throng!"

O the loveliest of heavens! Hung tenderly above him, There were waves in the sunshine, And green leaves before him, But a hand was reaching The Huguenot on, And his blood-stained sables Bedewed was St. John!

After he had destroyed La Tour's fort, Charnisay built another on the other side of the harbor. In 1858 La Tour, the British or New Englander on the other; but in 1758 it was captured by the union of English and Americans.

Origin of the Present City.

After he had destroyed La Tour's fort, Charnisay, who had adhered to England, returned here after the fall of the United States, settled on the St. John River. The first arrived on May 18, 1783. Their settlement on the present site was made in 1784. It was named after the Governor Parr, of Nova Scotia.

The loyalists of the St. John soon became dissatisfied, and organized a party, named the Loyalists, and a party named the Patriots. The Loyalists had not been properly apportioned, and that they were not having representation in the assembly at Halifax. The government tried to silence the grumbling, but the agitation increased till the next year, when the British government set off the territory north of the bay as a new province, to be called New Brunswick.

Benedict Arnold in St. John.

After the revolution Benedict Arnold, surname the Traitor, settled in St. John, opened stores, purchased a vessel and started trading voyages. He was in St. John there, and on the night of July 11, 1788, one of his stores was burned. Subsequently his partner and he had a falling out and two years after the first his partner charged him with setting fire to the building, upon which General Arnold brought action for slander, claiming \$25,000 damages. He retained Attorney-General Bliss and Solicitor-General Chipman, Elias Hardy, a celebrated lawyer of the time, defended Arnold, and the standing of Arnold and the doubt whether he was innocent may be inferred from the fact that he was awarded only twenty shillings damages. Not long after the trial he sold out and left New Brunswick forever.

On May 18, 1783, the city of St. John received its charter, and it is the oldest incorporated town in Canada; but three years later the seat of government was removed to Fredericton, which is now the capital. For awhile the city was called St. John's, but I have seen a copy of an original document in which it was proposed, about 100 years ago, that its real name be not St. John, but that it be called the City of St. John. It was of interest to me to ascertain how long it required to cool down the adverse feeling of the Loyalists toward the "Americans." The following "throws a benign light on that question:

The fiftieth anniversary of the landing of the Loyalists at St. John was celebrated in the city on May 18, 1833. It was in endeavoring to ascertain whether in that period of more than a generation the feelings of the Loyalists had been mitigated in the direction of fraternally that I came upon a fragmentary account of the celebration. The solicitor-general spoke to the toast of the day:--

"The land our ancestors left, the land we live in, both inherited from one common parent, and enjoying, though under different governments, the blessings of freedom, may old animosities be forgotten and the present good understanding continue."

J. M. B.

(To be Continued.)

Charles H. White, of Charlottetown (P. E. I.), has been granted, through Marion & Marion, Montreal, a patent for a non-releasable bottle.

If It Pains You to Stand Longer Walk Far Use "Foot Elm." It Makes Feet Vigorous and Prevents Tenderness.

"Foot Elm" is imitated but not equalled--Get the genuine.