

supply this butter is evident from the report of market conditions in the Mother Country. Messrs. Weddel & Co., of London, Eng., in a recent circular letter, say: "The only colonial butter on the market now is Canadian, which is in larger volume than last year. For the month of July, the import was 13,383 cwt., or 2,089 cwt. over the corresponding month of last year. For the seven months ending July 31st, the import from Canada is 29,174 cwt., or 11,934 cwt. in excess of the same months in 1897. This increase must be very gratifying to Canadians, and it would, undoubtedly, have been much greater had not prices at home been very high, and those here very low. The quality of this season's Canadian butter is very good, and there is also a strong demand for creamery qualities, especially in boxes, which realizes from 90s. to 92s. for choicest. The demand for tubs is not so good."

The almost indefinite room for expansion in this industry is seen in the fact that British imports, for the twelve months ending 31st July, 1898, amounted to 3,177,161 cwt., to which quantity the colonies contributed 350,520 cwt., and Canada 121,408 cwt. The principal sources of supply were the following countries:

Denmark.....	1,396,368 cwt.
France.....	454,508 "
Sweden.....	303,902 "
Holland.....	267,049 "
Australia.....	150,877 "
Canada.....	121,408 "
United States.....	93,811 "
New Zealand.....	78,317 "

The lead of Denmark is so great that it is difficult to class other countries according to their importance. It will be seen from this table that the colonies do not make a very good showing, when the aggregate trade is considered. It is to be hoped that both from Canada and Australia, Great Britain may receive, in the near future, much larger supplies of butter.

THE MARITIME BOARD OF TRADE.

The Maritime Board of Trade aims at bringing together the business men of Nova Scotia, New Brunswick and Prince Edward Island once each year to talk over matters of common interest. A federation of Boards can accomplish many things which are beyond the reach of individual organizations. But success is assured only by the federation being thoroughly representative. Much good should result from the meeting held at Truro, N.S., last week, but how much more could have been accomplished, if all the towns in the Maritime Provinces had sent delegates. From Pictou, Antigonish, Hawkesbury, Amherst, Springhill, Parrsboro, Windsor, Wolfville, Bridgetown, Annapolis, Digby, Yarmouth, Barrington, Shelburne, Liverpool, Middleton, Bridgewater, and Lunenburg, in Nova Scotia; Moncton, Newcastle, Fredericton, Sussex, Woodstock, and St. Stephen, in New Brunswick, and Charlottetown, Summerside, and Georgetown, in Prince Edward Island, there were no representatives, and this meant so much loss in influence to the convention. Some of these places, Yarmouth, for instance, have no board of trade, which fact, while it casts discredit upon their business interests, explains the lack of representation on this occasion. There is little excuse for the towns that have boards of trade, in their neglect of the Truro meeting, especially when it was generally known that most interesting topics were coming up for discussion.

But the 1898 session of the Maritime Board of Trade was by no means a failure; it was in point of enthusiasm—when it got started—a brilliant success. The events of the meeting are already known to many of our readers, and all that we shall here attempt to comment upon, is some of the interesting subjects of discussion.

The rise and fall of shipbuilding in the Maritime Provinces has often been related. It was retold at the convention last week, but, more important than the narration of this bit of history was a suggestion for the future. Mr. Bentley, the retiring president, opened the subject. Mr. J. M. Carmichael, of New Glasgow, presented statistics on the question.

The figures he presented were the following, showing the tonnage owned in the Maritime Provinces in 1878, compared with that owned in 1895:

	1878. tons.	1895. tons.	Loss. tons.
New Brunswick.....	335,965	122,417	213,548
Nova Scotia.....	553,368	343,356	210,012
P. E. Island.....	54,520	19,323	34,927
Total.....	943,583	485,096	458,087

"All that now remains on our registry books," remarked Mr. Carmichael, "is 450,000 tons. Almost all our great wooden ships have gone. What can we do to remedy this? Iron has displaced our wooden ships. Steel has displaced our wooden ships, and steam has driven out the sailing vessels. Our duty was twenty years ago to have taken up the business of iron shipbuilding. When the wooden shipbuilding declined, our shipyard owners should have gone to foreign markets, obtained money to erect modern plants, and gone into iron shipbuilding. But our shipbuilders dropped the business like a hot potato. Norwegians and English ocean carriers have taken the business at which we once made so much money. We are not today where we would have been twenty years ago. The size of ships has vastly increased, having risen as high as 16,000 tons in one vessel. We should soon be able, however, to build steamers of 3,000 or 4,000 tons, and we should be able to get the deal carrying business, and the West Indian carrying trade. Can we build iron ships? We cannot now build 4,000 ton ships. For these we must go abroad. But coasting vessels, and fishing vessels, built of steel, we certainly can build." The whole question was ably reviewed by Mr. Carmichael, and the advantages of the lower provinces in shipbuilding fully discussed. Mr. George Robertson spoke to the question, as did Messrs. Harvey Graham, G. J. Troop and others. This resolution was then passed that "This board recognizes the fact that the business of wooden shipbuilding, which twenty years ago was a flourishing industry in the Maritime Provinces, has become practically extinct. It is of the opinion that no insurmountable obstacle to the construction of steel shipbuilding exists, but on the contrary it is a business peculiarly suited to the genius of our people, the board, therefore, urges the importance of this matter upon the attention of all persons interested in the development of the resources of these provinces."

There was, apparently, unanimity on the desirability of having uniform fire insurance policies. After the subject had been discussed by G. E. Faulkner, of Halifax, W. M. Jarvis, of St. John, S. E. Nixon, of Kentville, and E. M. Walker, of Dartmouth, the following resolution was passed: "That this board is of opinion that the adoption of an equitable form of statutory conditions, binding in all cases of insurance against loss or damage by fire throughout the Maritime Provinces, is highly desirable, and would promote the interests alike of the fire insurance companies and the insured, and that it be referred to the council to appoint from among the members of the local boards committees for each of the Maritime Provinces, to confer with the several fire insurance boards and to have the necessary legislation in each province."

So many attractive devices have been adopted to attract the pleasure seeker to the picturesque and beautiful provinces by the Atlantic sea coast, that one would have thought there would be no room for discussion of "Tourist Travel, and How Best to Secure It." And yet this was an interesting topic of debate at the convention. The Prince Edward Island commercial tax, trade with the British West Indies, and Porto Rico, the lobster industry, the danger of railway crossings, immigration to the Maritime Provinces, Canadian copyright law, and a number of other equally live subjects were considered by the convention. Lack of space alone prevents an outline of the opinions arrived at in connection with these matters.

But the banquet—a word must be said of it. The Truro Board extended a generous hospitality to the delegates at the Prince of Wales Hotel, on the evening of the 19th. Ex-Mayor Turner presided over the gathering, which numbered some 65, while the vice-chair was occupied by Dr. D. H. Muir. The appetites of the company had been sharpened by the delightful drive given by the citizens of the town, in the afternoon. When the toast to Her Majesty had been honored, "The toast to the Dominion and Provincial Governments" brought forth speeches from H. J. Logan, and F. McClure, M.P., and a song, as an Eastern contemporary has it, by a man with a good voice and a better Scottish accent—George McLeod."