POOR DOCUMENT

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., JUNE 23, 1900.

To Connect New Brunswick with the British Market.

(Continued from first page.)

reached a turn in the development of beef and it was now on the app grade. The production of people in New Brunswick keeping from 10 to 125 hasd of cattle and feeding them for overf. Perhaps Westmordard county and part of Albert were the best stock raising parts of the production for, nearly all the way from 8t. Francis River to Oak Point on both sides, was a splendid territory for experting the production of fodder. With live stock in crease comes the ability of the farmer to increase his other agricultural work. He dud not want to go deeply into the lorse question of new and to go deeply into the lorse question of new and to go deeply into the lorse question of new and to go deeply into the lorse question for, he said, there were those present who could do it better than be.

As to cattle statistics, there were took present who could do it better than be.

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As to cattle statistics, there were took present who could do population. So the production of population, as commards with the way of port of the cold storage was and report.

They will meet at 9 o'clock this morning at the local of the cold storage was and report.

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Mr. W. G. Robertson, for the I. G. R., Mr. W. G. Robertson, for the I. G. R., Wr. W. G. Robertson, for the I. G. R., Wr. W. G. Robertson, for the I. G. R., Wr. W. G. Robertson, for the I. G. R., Wr. W. G. Robertson, for the I. G. R., Wr. W. G. Robertson, for the cold storage was a single to the cold storage was a transmit to the meeting this atternoon.

Mr. W. S. Fisher asked Dr. Pugsley it the local of the cold storage was a single to the cold storage was was keeping but 341 milch cows per thousand of population, as compared with Ontario's 414 per thousand; peef and other grades were 281 to 497; pigs 158 to 530; cattle killed 134 to 251 in the same com-

The performance of the performan continued: "We are now shipping live logs to Montreal. During season will ship 20 cays hogs to Montreal. It is only sure market at present. We have now contracted for 4,000 export fat sheep to go by the cheapest route to London and contemplate shipping at Portland, Me. Freights are cheaper and time quicker briefly are cheaper and time quicker than Montreal, also distance by rail less. Prices paid growers are not good because of shrinkage over long hauls there to Montreal—465 miles. When shipments go down 350 miles further to, say River du Loup, we have travelled 800 miles to get as near. London as is St. John, and the shrinkage has been equal to occan travel from St. John to London. Of course all this has to be taken into account when buying from the farmer count when buying from the farmer raisers were asking encouragement for property developed, the other superintendents were of the same of the said that last year it was figured that, properly developed, the other superintendents were of the same encouraging nature. He said that last year it was figured that, properly developed, the pulp industry in New Brunswick largely. One of the greatest drawbacks now was the shipping to Great Britain. Last year high freights cut his mill products out of the British markets. Just now he had a dosed \$5,000 tons \$1,000 tons \$1,000 tons with Montreal.

Mr. Labillois said reports from the other same here of the same encouraging nature. He said that last year it was figured that, properly developed, the pulp industry in New Brunswick largely. One of the greatest drawbacks now was the shipping to Great Britain. Last year he shipping to Great Britain Last year he shipping to Great Britain and 20,000 tons of the pulp industry in New Brunswick largely. One of the greatest drawbacks now was the shipping to Great Britain Last year he shipping to Great Britain and 1,000 tons be seamed that last year it was figured that, properly developed, the butter and cheese, \$8,500,000; bluckwheat, \$1,600, bluckwheat, \$1,600, bluckwheat, \$2,0530, or grower. There could be nothing that would advance the interests of farmers encouragingly of other lines. in the maritime provinces like a sure mar-ket at St. John for live stock. But you need not expect any aid from Montreal.

ments of live stock from Canada to Great most wholly the result of the establishments of were very large. And was it not ment of cold storage warehouses and the Britain were very large. And was it not the fact that the great heat at Montreal caused a loss among the cattle? Would not St. John's cool climate assure the shipment of cattle from the west in much more satisfactory condition than from Canadian ports today?

the class we had at present would not meet the English demand. He thought The New Brunswick Cold Storage Co.

embargo on cattle should be raised.

The cattle subject being finished the meeting adjourned till 7.30 o'clock.

This subject was introduced by Hon. Shipping space at Montreal is so congested that we are not certain of any until September. Control of space gives control of rice in Montreal."

question had advanced but slowly in this province. He spoke of the importance of Sherwood of Albert county. He thought this movement would be of advantage to shippers of stock and poultry. He thought Albert county would ship hay and some ormous expansion was made possible by stock if the service was open all year the cold storage. The advance had been about 50 per cent and prices kept good.

Ald. Macrae said he understood from Since cold storage was introduced the in-Mr. Hubbard's remarks that the live stock produced in New Brunswick was not enough to give inducement to steamer was \$1,928,000, and in 1899 had increased

But was it not true that the shipto \$6,111,000, and this was either or al-

Canadian ports today?

Dr. J. H. Frink said he understood the mortality in live stock from Montreal was not so large as stated. It was less from St. John than from most ports. He did not think the live stock shipment from New Brunswick would be very large, at least at present. There was need of improvement in New Brunswick beef cattle, but this had to be slow. As to horses, the class we had at present would not stated to be slow. As to horses, the class we had at present would not stated to be slow. As to horse, the class we had at present would not stated to be slow. As to horse, and to poultry, he was sure the great future of the province must rest on the expansion of the dairying industry. No country was better adapted for this than was New Brunswick, and Hon. Mr. Labillois' figures spoke volumes on this subject. The development in this direction had just begun and if the people took hold there must be great prosperity ahead.

we had not the kind of cattle to ship, in any quantity.

For the New Brunswick Cold Storage Company, Dr. Pugsley said it had been Mr. C. N. Skinner said he would like incorporated with power to establish a to ask Dr. Frink why this was and how to ask Dr. Frink why this was and how and smaller ones in other parts of the

Mr. C. N. Skinner said he would like to ask Dr. Frink why this was and how it could be remedied.

Mr. W. W. Graham, of Prince William, said the province could produce if there was the market.

Ool. A. Markham said some 20 years ago the general idea was to raise trotters for the United States. Now the province was full of small mares and there was not produced the kind of horses needed for export to Britain.

Mr. W. F. Hatheway asked Mr. Graham how it was that seven-eighths of the beans, oats and barley sold in St. John was ruised in Ontario.

Mr. Graham replief that they could raise it here.

Mr. Thomas L. Hay thought the raising of cattle for butter and cheese was going to be better than raising for beef. Hie felt there was no question that the former was a paying business.

Mr. Thomas Potts, of St. John thought we should be able to tell the steamship people just what we could do now, not as depending on what we could do now, not askip come to St. John and have to leave without a cargo, but he did know of the subsidized Allan he to Portland having error from England westward and he strongly niged on only one side of the matter. The proposed line must: bring eargo from England westward and he strongly niged on only merchants to patronite Canadian patriotism on this question.

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Mryor Beckwith, of Fredericton, agreed.

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count when buying from the farmer or grower. There could be nothing that tons export. This year about 20,000 tons had been sent out so far. Last year some 800,000 tons of pulp wood were shipped to the United States. If this had been manufactured in Canada it would mean 125,000 more tons of pulp—a total output of about 160,000 tons instead of forty edd thousand. This was a matter for governments to consider. If the shipment of pulp wood to the States could be stopped Canadian pulp prices in the American market would be better than now and more mills would spring up and manufacture of pulp increase. There was a chance with the proposed steamer service of getting A letter was read from the Sissipoo Pulp Company, of Weymouth, N. S., favoring the steamship service and saying the lin might probably have part of their patron age if freight charges would be right.

Wood Manufactures.

A letter from Donald Fraser & Sons, of Freder cton, opened this subject. They wrote that they were anxious to see better fax, Portland and Boston, unless they can make up a full cargo, which does not suit their business, as customers want only a moderate quantity at a time—in fact, undertake a small percentage o ousiness offering. If there was direct ser ice to Liverpool they could arrange that about all their shipments of box shooks, cloth boards, laths and staves could go there. At present they are shipping a great many to Bristol. They do not refer to deals, which can be procured to fill ves-

sels at any time.

Mr. S. L. Gorbell spoke of an opening for sale of wood novelties in Great Britain.

Mayor Murchie, of St. Stephen, spoke on the box wood business and was followed by Premier Emmerson, who spoke of other new industries which might be developed for export to Great Britain. Seed grass and fur pit wood he had mentioned in the afternoon. Last year the government received questions as to vcod. He communicated to the agent gen eral and imperial institute and was led possibilities of a lucrative trade in conwould be well if this information sho

Mr. James H. McArtty was to open the subject and had been present in the afternoon, but went out of town last evening. The subject was laid over till

New Brunswick raised better sheep than Quebec. Let the farmers, instead of shipping their lambs to the American market this year, keep them till next and ship them to Liverpool next year and he felt the results would be good.

Mr. W. S. Fisher said in St. John we had two factories in the way of pork packing. He would like the views of the proprietors.

Mr. F. E. Wiliams, who runs one here,

Mayor Beckwith, of Fredericton, said the I. C. R. did not serve the river counties and, if this cold storage scheme was carried out, it would be by the C. P. R. that products would come from the river counties to the cold storage depot.

Mr. W. F. Hatheway asked if, in giving the four per cent interest by the government, there was a scale of fees to be charged by the company to customers.

Dr. Pugsley said that such a scale was provided for under government supervision.

Mr. W. Frank Hatheway, taking up this, the next subject, submitted letters. One was from the Maritime Pure Food Company.

earlier but Mr. Peters, the seconder, would not consent. A motion to refer the resolu-tion to the committee was then moved and carried. The speakers on the sub-ject were Mayor Beckwith, Mr. S. L. Peters, Premier Emmerson, Ald. Macrae, W. S. Fisher, W. F. Hatheway, T. J.

Mayor Daniel announced that the Neptune Rowing Club had extended the use of its property to the delegates. His worship, just before adjournment, said there would be a session of the convention at 2 o'clock p. m. today. This would be all important for it would bring out the sum-mary of the information already gleaned. o'clock and all would leave on the steamer Lansdowne for a sail in the harbor.



MARRIAGES.

Price, both of the parish of Sussex.

EDWARDS-GILLESPIE—At St. Stephen's church, on the 16th inst., by the Rev. D. J. Fraser, LL. D., Mathew Boyde Edwards county, N. B., June 20, by Rev. W. Camp, Mr. Richard Maitland Gross, telegraph operator at Meccan, N. S., to Miss Zora May, eldest daughter of Mr. Samuel Goddard.

DEATHS.

MAHONY-Suddenly at New York, on the 18th inst., Neil Mahony, eldest son of the late John and Julia Mahony.
HENDRICKS-Suddenly, at Norton, on

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north and west of St. John. Some 80 per cent. of the cold storage business would come from those points and it was reasonable to suggest that there be two warehouses rather than one.

Tuesday, June 19.

Schr Progress, Flower, for Salem, for orders, Stetson, Cutler & Co.
Schr Frank and Ira, Whittaker, for Boston, Stetson, Cutler & Co.
Coastwise—Schrs John T Cullinan, Cambouses rather than one.

Sailed.

Halifax, June 19, stmr Siberian, for Philadelphia; barques Copeland Island, for Swansea; Alma, for Hull.

Halifax, June 20, stmr Roger, for Havre and Bordeaux.
Halifax, June 21, stmrs Dahome, for London: Damara, for Liverpool, via St John's, Nfld; Orinoco, for St Lucia, Barbados, Trinidad and Demerara; barques Lily, for Dundalk; Vision, for Swansea.

BRITISH PORTS.

Arrived.
Bermuda, June 11, schr Walleda, Kemp, Glooscap, Spicer, from New York. Liverpool, June 18, barques Sunny South, from St John; P C, Petersen, from Pug-

Preston, June 16, barque Handy, Christoffersen, from Richibucto.
Bristol, June 21, ship Monrovia, Smith, from Hopewell Cape.
Sailed.
Manchester, June 18, stmr Cunaxa, Lock-lart, for Miramichi.

Mart. for Miramichi.

W. Ship Honolulu, Sprague, from Singapore, for New York, May 4, 65 Miles SW of Cape Natal (by barque Pronto (Nor) at Port Natal).

Barque Vermont (Ital), Razeto, Genoa, for

nart, for Miramichi. Hartlepool, June 16, stmr Simonside, for swansea, June 18, stmr Falcon, for Tilt Cove.
Liverpool, June 18, stmr Lake Champlain, for Montreal. Liverpool, June 19, schr Fanny, for Mirmichi. Swansea, June 19, stmr Aladdin, for Sydney, C B. Sunderland, June 19, stmr Carham, for Penarth, June 20, stmr Malin Head, for

Cardiff, June 20, stmr Strathcona, for Tilt from Liverpool, for Montreal.

Liverpool, June 21, stmr Platea, Purdy, for Miramichi.
Barrow, June 17, ship Columbus (Rus),

FOREIGN PORTS. Arrived.

Biddeford, June 18, schr C R Flint, for New York.

Norfolk, June 18, schr William Jones, from Cardiff, for do; Manchester Commerce, Bax-

inson, from St Vincent.

Deleware Breakwater, June 18, schr Etta

Deleware Breakwater, June 18, schr Etta

Train Crashed Through the

land, McIntyre, from St John.

Antwerp, June 20, stmr Sylviana, from Montreal.

City Island, June 20, bound South, schrs Marion, from River Herbert, N S; Chifford I White, from Apple River, N S; Sarah Reed, Irom Calais, Me; Senator Crimes, from do; Annie Ainslie, from Windsor, N S, for Newburg.

Stmr Cumberland, Allan, for Boston, W G Lee.

Schr Lotus, Granville, for Providence, A Cushing & Co.
Schr D W B, Holder, for Boston, A Cushing & Co.
Schr D W B, Holder, for Boston, A Cushing & Co.
Coastwise—Schrs I H Goudy, Cameron, Moteghan; L'Edna, Sirec, Quaco; Union, Moteghan; L'Edna, S

Yarmouth, for do.

New York, June 19, barque Auburndale, Port Townsend, June 18, ship Queen Elizabeth, Fulton, for Iquique.

The span of the bridge which left at the one adjoining it, have long been be lieved to be unsafe and new ones were to be built this summer, but in this case the repairs were neglected for too long a time. abeth, Fulton, for Iquique.
Stamford, June 18, barque Persia, Malcolm, for New York.
Havre, June 19, stmr Mont Blanc, for Canada.

Stamford, June 19, stmr Mont Blanc, for Landa.

Have, June 19, stmr Mont Blanc, for Canada.

Canada.

Marseilles, June 17, stmr Ailsa Craig, for Halifax, and passed Gibraltar 20th.
St Nazairc, June 18, barque Thomas Perry, for West Bay.
New London, June 20, schr Onyz, from

James McKenna, reported fatally in-

positi, from Ship Harbor, N S; sum Once lade, from Parrsboro.
London, June 20, stmr Ulunda, from St John and Halifax.
Bowling, June 20, stmr Mangara, from Bathurst, N B.
Ardrossan, June 19, stmr Storfond, Waban and Sydney, C B, via Plymouth.
Antigua, May 19, schr Mystery, Richards, from Gaudeloupe; 22nd, barque White Wings, Kemp, from Barbados, for London.
Preston, June 16, barque Handy, Christofersen, from Richibucto.

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Ship Harbor, N Sip Machrihanich, Cain, New York, for Shanghai, May 9, lat 9 N, lon 31 W.
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Barque Holden, from Glasgow, for Grand Pabos, June 16, lat 47, lon 29. Passed, Vineyard Haven, June 21, schrs E Merrlam, from New York, for Yarmouth; Mystery, bound east.

Featherpoint, June 21—Stmr Rosarian, of the Allan line from Lordon in the secretary of state for the colonies, Mr.

REPORTS, DISASTERS, ETC. REPORTS, DISASTERS, ETC.

Malin Head, June 18—Passed, stmr Chickalde, from Parrsboro, for Liverpool.
Passed, Vineyard Haven, June 19, schrs
Charlevoix, from Hillsboro, for New York;
John Stroup, from St John, for do: Frederick Roessner, from do, for Hillsboro;
Delta, from Nova Scotia, for New York;
Cymbelline, bound west; Ayr, Eltie, ordered

Barrow, June 17, saip Columbus (Cymbeline, bound west; Ayr, Eitie, ordered Durchmann, for St John.
London, June 21, stmrs Jennie, for St John; Thora, for Charlottetown.

Manchester, June 20, stmr Manchester Importer, for Montreal.
Liverpool, June 21, barque Robert McKenzie, for Miramichi.
Liverpool, June 21, stmr Vancouver, for Montreal.
Liverpool, June 21, stmr Vancouver, for Montreal. schr Preterence, Trefry, for Brazil.

Tariffa, June 9-Passed, barques Giuseppina, Leonardi, from Alicante for Campbellton; Vermont, Razeto, from Genoa, for Bathurst, N.B.

urst, N B. Cape Race, Nfld, June 16-Passed, stmrs

Bridge at Grand Falls.

FATALLY INJURED.

for Halifax and St John.

Boston, June 19, stmrs Britannic, for Louisburg; Prince George, for Yarmouth, for do.

Neuwewaterweg, June 16, stmr Mediana jured passenger, arrived on a special from St. John tonight.

The span of the bridge which fell and Yarmouth for do.

Liverpool, June 18, barques Sunny South, trom St John; P C, Petersen, from Pugwash.

Shields, June 18, stmr Escalona, from Montreal.

Moville, June 19, stmr Corinthian, from Montreal, for Liverpool, June 20, barque Tenax, Propositi, from Ship Harbor, N S; stmr Chicklade, from Ports, June 20, stmr Monte 20, stmr Monte 20, stmr Monte 20, stmr Monte Mondy, R D Spear.

Loudon, June 20, stmr Ulunda, from St John Mass, June 20, schr Seltle, Ayr, for Rowena, (ordered to Norwalk, Conn); Minnie Moody, R D Spear.

Boston, June 20, stmr Norge, for Louisburg; schr Fortuna, for Hillsboro.

SPOKEN,

Barque Vermont, Genoa, for Bathurst, N B, June 14, Jat 35; lon 13.

Ship Machrihanich, Cain, New York, for has been employed in the hardware business.

A Similar Appeal to That Which Canada Has.

the Allan line, from London, inward today, reports she spoke the barque Birnam Wood, of St John, bound east, lat 51.04 N, lon 14.00 W, also having passed one large iceberg in lat 48.10 N, lon 47.25 W. decision of the high court upon questions regarding the limits inter se of the con-stitutional powers of the commonwealth or of the separate states, unless the high court certifies that the question ought to be determined by the privy council.



m., standard, instead of 8 a. m., standard.