TWO

C. P. R. RIGHTS OVER I. C. R. DISCUSSED BY MARITIME BOARD OF TRADE

(Continued from Page 1.)

department he regard to such matt ovater figherics, the destruction of dog proper distribution of the output of the fish hatcheries; the supply of bait, etc. The board must necessarily be a non-politcal body. It would be under the control of the fisheries department in the same way as the Scotch board is under the of the Secretary for Scotland, in that It would have the appointment of the chairman, which chairman and the vice chairman, are in Scotland the only two paid officials. The Scotch board consists of nine members - the nairman, three members to repres material in Canada, the fishermen, three for the merchants, a scientist and a legal adviser. A. W. Eakins seconded the resolu

tion of Mr. Whitman and dealt in de-tail with the question of the lobster fishing industry and stated that the lobsters were fast being depleted, unlobsters were being packed all over the Province in large quantities. 1200 Salar - Apple

Evening Session

H. B. Short spoke advocating the better protection of the fisheries. W. S. Loggie said that he did no

think the industry was waning up north. There had been an average pack in New Brunswick the past year ght that more had been done in the past three years to protect the industry than ever before. Mr. Loggie people. aid the Nova Scotia men were bringing great pressure on the government for licenses for canneries.

F. C. Whitman, of Annapolis, then read a letter from E. C. Bowers, one of the fishery commissioners, in which he said that only lobsters were being illegally canned. He also thought uld be a new lot of officials He made the further charge that considerable dynamiting of fish was behave also been made. ing done. He wrote that the proposed shery commission would be in his pinion a good thing, if kept clear of fishery comn the politicians.

Mr. Wilson then read a letter from a Cape Breton packer, in which he said that about 60 per cent of the loband cloths from pulp sters in the Maritime Provinces were

John Seeley said that the remedy for the present unsatisfactory condi the fishery industry in the tion of country. Maritime Provinces would be a fishery commission made as proposed by Mr.

Colonel Tucker when M. P. for this county, had the size of the marketable bster raised and was the whiteheaded boy after that. Mr. Hatheway said that the package, used for fish now was a sieve and not a barrel. If the fishery commission could get a suitable package for keeping fish in good condition, it would be a great boon to the wholesale gro-owned by the government. cers of St John. He would also like to see something done to dispose of the dogfish pest in the Bay of Fundy. The fololwing resolution was but and "That this meeting of the Marilin

Board of Trade endorses the mo for the appointment of a board to act under the Depart board to act under the Department of Marine and Fisheries for the regulaTHE NEWS ST. JOHN, N. B., FRIDAY, AUGUST 23, 1907

nterview the gov

way of co

the ensuing year.

and mechanical engineering. Federal Government." on was carried unanti-in the appointment of a Director, who is to prepare plans of a building and (Thurday Morning's Session.) Mr. Snowhall in introducing the select his staff. This as can be seen is a somewl When the Board met for this morning E. H. Armstro , made an excedingly effective arguing that if the export of pulp-wood was prohibited, the Americans would be forced to come to Canada and ideal scheme as it makes use of all the scientific faculties and laboratories of Nova Scotia and makes them interestthe resolution which had been on by Hon. Dr. Pugsley, Mr. L ed in and feeders of the government and himself. start pulp and paper mills, which would largely benefit Canada. Hon. Dr. Pugsley thought a com-mittee should be appointed to inter-view the governments, both federal and local with reference to taking over polytechnic. In this Province steps have been ta-He thought it would be necessary to provide industries in order to keep our young men home. We might develop ken to establish a chair of Forestry at the U. N. B. If consolidation in the form of a central institution be imthe branch roads. There was a feel-ing that the subsidies should be returnhe pulp and paper industry and would would seem wise according to which all keep a large amount of money here. E. J. Ward, of Kentville, seconder would seem wise according to which all students making a study of forestry would go to Fredericton and all stu-dents in New Brunswick in the other W. S. Loggie, M. P., said the New the resolution. Pulp wood is a great natural asset, and spruce is the cheap-est material from which white paper branches of engineering, could attend the Nova Scotia college. Prof. Andrews suggested that the necessary money might be raised by suggestion with reference to the apcan be made. He strongly supported proposal and pointed out some of the advantages of retaining this raw having the succession duties devoted to this purpose. People might be less depointment of a committee was a good The United States, he said, of course one. As far as Chatham was concernfind it to their advantage to buy all sirous of evading the payment in that ed he said he thought it would have the pulp wood in this country they can, and manufacture it in their own counbeen better for the road not to have case. Then again it might be possible to levy a small tax on the wild lands been taken over. He, however, approved of the spirit of the resolution, and thought that many of the feeders should be taken over. For the large amount of capital invested in the I. C. R. there had been he dividends, and the of the Province of say two cents an Dr. Andrews of Mt. Allison produced acre, and the stumpage dues might be sample of black silk which he said was made from pulp wood. "Thro Prof. Andrews' fine speech was greatour pulp wood it may be possible that ly enjoyed and was warmly applauded. anada will be independent of the cotmaritime provinces are not paying at all. Mr. Loggie said he had secured Mr. Black, in seconding the motion on belt and the Japanese silk weavsaid the subject had been a life study with Dr. Andrews, who he thought was better able to deal with it than any the consent of the government to take James Beveridge of the pulp mill at over another piece of railway. He said, however, that the people of Can-Chatham then went into a somewhat minute explanation of how silk is made other man in the Maritime Provinces. ada, as a whole, were not in favor of extending the I. C. R. from pulp wood. Mr. Beveridge said He was not in favor of the schemes of he had been called an out and out free trader, but he thought it was neces-he remarked with a smile, and he A. M. Bell, of Halifax, said he. sary to take some step to conserve the thought the lumbermen generally would thought the people were all agreed on raw material of our forests for our own not be. He was thoroughly in sympathy the subject just brought up, which was ready for the commercialization of the with the idea, however. Mr. Wetmore of the St. John board I. C. R. He moved that a committee There were four pulp mills the capital be appointed to wait on the local govvested in which would build half of also expressed his approval of the idea, the say mills of the province, and con- and hoped that a Maritime college ernments to see if the lines could be would be established. He gave some secured at a reasonable cost. suming 45,000,000 feet of spruce a year. George Robertson, M. P. P., said that information as to the success of these a scientist in Saxony had patented a schools in other countries. He thought Acquisition of Branch Lines. process whereby yarn could be manu- the young men should be educated here The following resolution moved by E. factured from pulp. Four million and keep the large fees that would be H. Armstrong, and seconded by H. B. pleces of towelling were sold last year, expended for tuition fees in the United Short, of Digby, was unanimously pass made in England from pulp. Shoes States at home. G. M. Campbell said that Dr. An-"Resolved, that in the opinion of this They are also making cloth, and a drews' resolution placed Nova Scotia in Maritime Board of Trade, it would be full grown man will soon be able to an awkward position. After years of greatly in the public interest and to get enough material for a suit for \$1. agitation a technical school had been the advantage of the L C. R. if the He thought it possible that St. John would soon be making their own towels is asking the Nova Scotia government by purchase or lease the railways of to cancel the legislation that has al-Nova Scotia, and also the branch lines H. B. Schofield of the St. John board ready been passed for the establishconnecting with the I. C. R. in Nova thought the resolution should be .ex- ment of such a school. Scotia and New Brunswick, and to op-Mr. Campbell thought one way out tended to prohibit the exportation of erate them as part of the L.C. R. syspulp as well as pulp wood, and instead of the difficulty would be for the N. B. tem, and that the government be urged have the paper manufactured in this and P. E. I. students to go to the Hallto take the necessary step to acquire such railways, provided the same can fax sche Capt. E. B. Elderkin of the Amherst be purchased or leased on reasonable. M. G. DeWolfe and J. C. Anderton Board of Trade then pointed out the terms, based not merely on the general of Kentville spoke in fevor of the resofact that Dr. Andrews' resolution did cost, but also on the coming power of not mention any particular location. It Mr. Crosby of Berwick thought that the lines." Part and a second a great many owners of small tracts of was not important where it was locat Running Rights on I. C. R. land would consider it a hardship if ed. Get it, that was the object. Let they were prevented from shipping it the ways and means be left to those to The matter of running rights of the whom we have delegated that work. C. P. R. and the L. C. R. was then Mr. Beveridge then suggested that E. H. Armstropg, M.P.P., said that taken up, being introduced by Hector distinction should be drawn between he had the same difficulty as the McDougall, Sydney. He said that it had been shown that otner Nova Scotia members, as that province was already pledged to a the mails when landed at Cape Breton A. M. Whitman of Annapolis agreed large appropriation for a school of this been distributed over Canada sev-Now he thought it was up to

eral hours earlier than ever before. ight they were entitled to the cort of all the Maritime Provinces

uicker route. He then moved the following resolu-He gave the credit for the technical tion:

ents of the three to see what can be done in Rev. Father Buske, J. E. DeWolfe Mr. McDougall said he meant that special privileges should be given the C. P. R. for the carriage of the mails, not free, but to have their trains to and E. H. Armstrong were nect with steamboats. In short, that a better arrangement should be ar-river at for the carriage of mails and

passengers. W. B. Snowball inquired what views of the passengers were about this matter. He called attention to the difficulty of calling at Derry, where mails are taken on that are prepared after the boat has left. When the

point in Canada, the passenger gets a chance to land as soon as possible. There is a vast difference between anding at Rimouski and at Sydney, he advantage of the latter. W. S. Loggie urged that the matter in the resolution be divided. All could agree on some features but not on that art referring to running rights does seem to me unreasonable for the government to aid the C. P. R. In rrying the mails from Sydney to St. John when they have a line them-selves to do the work."

Mr. McDougall said he would not ab-ject to eliminating the running rights. J. E. DeWolfe, of Hallfax, said he would object to any such elimination. John Morrissey here suggested the Mr. DeWolfe might have respec enough for the chair to rise when space. He laughed behind his har when he said it, apparently wanting get even with Mr. DeWolfe for some Mr. DeWolfe took it good nature

M. G. DeWolfe wanted some ment as to why the C. P. R. sh be given running rights over the I. C. R, Are the C. P. R. and the L C. R. at loggerheads? Mr. DeWolfe said he did not want his mails carried away up to Montreal, when they might be

landed at Sydney. G. M. Campbell said this board l year endorsed the landing of the mails at Sydney, but the C. P. R. at present have no facilities for bringing the mails from Sydney to St. John. Pasengers should have the privilege of anding at the nearest port, and if the C. P. H. have no facilities for landing ssengers and mails at Sydney they should be given such facilities. Mr. Logan, who had just com asked that the resolution be read. He then said that he perhaps, could not agree with all the whereases, but he

was agreed that it was unreasonable for our mails to be carried thousands of miles to Upper Canada, and then back home. Is there any reason why the I. C. R. should be kept apart and holy? Why should not the C. P. R. have running rights over the people' road? Not haulage rights from station

to station-but running rights. The more railways we can get into Maritime Provinces the better. was not in favor of giving away the C. R. to this or any other corpora

tion, but we are standing in our ligh if we do not give them running rights. G. Fred Fisher thought the question of running rights had not yet arisen.

The resolution was passed As a result of these experiments Duff-Miller's Suggestions.

C. A. Duff-Miller, New Brunswick's, Agent General, was then called upon ding of the mails at Sydney, Mr. Miller explained the methods of as it had been shown this was the work adopted by the agents general and said that what they chiefly wanted

> was co-operation from this side. He suggested that the Government might fill up a form with reference to

somewhat vague, and he thought Mr. of Trade approves the exchange of World, then moved the following resol-McDougail should explain what he visits between boards of trade in ution dealing with the question of the visits between boards of trade in ution dealing with the question of the Canada and chambers of commerce increased postage rates. It was secondand agricultural societies in the West ed by J. P. Mallaney, and unanimously Indies and British Guiana, and ex- passed, reading as follows; tends a hearty invitation to these bodies in the various communities of General reports a surplus of receipts the West India Islands and British over expenditures Guiana to visit Canada at the earliest the postage on miscellaneous printed opportunity." This was seconded by A. M. Bell, of Halifax, and unanimously passed. Father Burke moved that the thanks United States has been increased from of the Board be extended to the dele-gates who went to the West Indies, E. H. Armstrong seconded the resolution which was unanimously passed. steamer, however, lands at the nearest Car Shortage.

line.'

the

He

by severing the strongest tie between H. J. Logan referred to the serious car shortage which had existed for Canada and expatriated countrymen "Therefore resolved that in the opinsome years, and moved the following ion of this Maritime Board of Trade resolution:-"Whereas, the lack of sufficient rollthese increased postal rates should be reduced to the rates that prevailed being stock on the I. C. R. is the cause fore these increases were made. of great inconveniece and loss to pat-J. P. Mallaney, of the Woodstock rons of that road, and seriously impairs

Press, seconded the resolution, which its earning power. passed without any discussion. "Therefore resolved, that this board Hector McDougall, of Sydney, then strongly urges the railway department to purchase as soon as possible suffireferred loudly to the great struggle which he deprecated and moved the tient additional rolling stock to meet

"Whereas although the Postmaster

one-half a cent to four cents a pound

"Whereas this oppressive and unrea-sonable tox has caused Canadian pa-pers to lose the greater portion of their

circulation in the United States there-

and most seriously injured the trade

financial standing of the communities

immediately concerned in the successful

and commerce as well as the general

matter has been doubled and

in his department,

following resolution, which was carthe rapidly increasing traffic along the ried unanimously amid applause: "Whereas, the Maritime Board of Captain E. B. Elderkin, of Amherst, Trade assembled at St. John, N. B., on econded this resolution, which passed this, the 21st day of August, 1907, feel

without further discussion. a deep interest in the successful To Straighten I. C. R. development of all industries that have for their object the upbuilding and gen-H. J. Logan then moved the followeral advancement of Canada and more ing resolution: particularly that which concerns the

"Whereas, the portions of the I. C. R. Provinces of Nova Scotia, New Brunsbetween Moncton and Halifax and bewick and Prince Edward Island. tween Moncton and St. John are under And whereas, this board is pleased the N. T. C. Ry. contract to form part with the progress of development of a transcontinental railway system,

our coal and iron industries, and the "And, whereas, the curves and grades visible and undoubted prospects for in these portions of the line, owing their great future advancement. to the location of the road, in many And whereas, this board learns with cases are severe and excessive, deep regret that a dispute has arisen "And, whereas, the increasing busibetween the two largest corporations ness will cause a congestion of traffic

engaged in those industries in Canada, on a single track, namely, the Dominion Coal Co., en-"Therefore resolved that in the opingaged in the development of our largest ion of this Board steps should be taken coal fields, and the Dominion Iron and at once by changing the route where Steel Co., engaged in the mahufacture necessary, grading curves and grades and double tracking to put these porof iron and steel, both in Cape Breton. and that such dispute is in respect to tions of the I. C. R. in a proper condithe supplying of coal for use in tion to become part of a great Transmaking of iron and steel, and that continental system." such dispute has assumed the form of The resolution was seconded by A. M. expensive litigation in the courts, and Fell and unanimously passed. that such dispute and litigation is now Mr. Logan made an effective speech and has from its inception hampered

in moving the resolution. **Tunnel** Scheme.

When the president announced that development of these two very impor-

Scheme" to connect P. E. Island with "And whereas, the facts relating to Scheme" to connect P. E. Island with the mainland there was great applause, this dispute are now before the public as it was taken for granted that Father taken in sworn evidence before a judge Burke would be heard in an eloquent of the Supreme Court of Nova Scotla speech, as he is the greatest authority at Sydney. And whereas, a continuation of this on the question, and its most powerful dispute before the courts threatens on advocat . on or the other, or possibly both, of those Father Burke dwelt eloquently the claims of the Island and said the corporations with serious loss and in-people were our bravest people because jury, and thereby further hampers and the claims of the Island and said the corporations with serie were a religious people, who paid retards the advancement of the industhey their bills and were entitled to more tries in question and the progress of husiness interests of the country genconsideration.

He showed how the trade of the Isl- erally. and had been seriously hampered ow-ing to the lack of communication which are in the enjoyment of important isolated the people for a period of franchises from the public through the sometimes two months in the winter. While the Island was the eradle of ture of Novs Scotla in the form of Confederation, he said that if the bounties duties, and are also enjoying munici-greater partners did not do their duty to the smaller in the way of adhering Dal assistance in respect to taxation etc.

to the terms, there must be made a ed and vigorous protest, and fail- Be it therefore resolved, that this



eventeen summer hotels, sixty columns and a score of buildings occupied by stores, were burned tonight in a are which swept the eastern section of this town, along the shore, causing a loss estimated at half a million dol lars. All the buildings were of wooder construction and were therefore a easy prey of the flames, which spread remarkable swiftness, reducing to ashes a section of half a hundre The burned acres within three hour. area extends from Old Orchard avenue eastward b-tween Milliken street and the great houses and private residences of this popular resort.

The fire started in the annex of the Olympia House on Milliken street and had gained such headway when discovered that the Old Orchard fire department, consisting only of a small steamer and a hose wagon, manned b volunteer force, was unable to stay its progress. Fanned by a brisk southwest wind, the fire communicated to block of wooden buildings occupied as stores along the board walk bordering the Boston & Maine railroad tracks and then e across the tracks, devast ated a large district crowded with hotels, boarding houses and cottages. Aid summoned from Portland, Biddeford and Saco arrived within an hou the start of the fine, but the fire men from those cities were hampered for a time in rendering efficient aid by difficulties with their couplings, which ee not adapted to the Old Ochad hydrants. It was not until some buildings had been blown up by dynamite creating a gap in the path of the fiames, that the conflagration was Shortly before midnight, howthe blaze was declared to under control.

The list of hotels burned includes the following: Florida House, Olympia

AT LONG ISLAND

BIG METEOR FELL

tion and control of the Canada Atlantic fisheries, and that steps be taken to have this important matter acted upon at the next session of the Domin parliament.'

Modus Vivend!

The question of abrogating the "mo and Mr, Wilson, one of the members of the committee sppointed to consider the matter, read the report in which the abrogation of the hood and the making of blessed homes "modus vivendi" was advised. with all the surroundings essential to with all the surroundings essential to

Mr. Wilson then read a minority re-port from Mr. Whitman of Canso, there are here great opportunities for who set forth his reasons at some development and progress and that all length for his belief. He thought that might any day be a treaty ar- by the various Provincial Governments ranged between the United States and Newfoundland. Mr. Wilson raised a Federal administration to induce our augh by calling the United States the young men to remain at home and also world, adding that these were the senti-portion of the ever increasing stream nation of blubbers in the to direct to the Maritime Provinces a ments of the letter he had read. "I do of immigration which is now flowing not know whether the American consul from the Motherland and other Eurois here or not." He was, but he did pean countries to the Canadian West." not seem to be greatly disturbed. It was moved by Prof. Andrews and

Mr. Wilson also read from the speech A K McLean in parkament, who of A. K. McLean in parliament, who many flourishing industries in the Maritime Provinces, the cream of the spoke strongly in favor of abrogating the treaty.

J. L. Stewart seconded the adoption young men are leaving their native of the report, which read as follows: land. Seventy-five per cent of the Mr. Stewart. To the President of the Maritime Board boys who pass through the St. John Mr. Birch Made a Hit. High School, he said, leave the city. of Trade:

Sir.- Your special committee of the Many of these are, however now going modus vivendi beg leave to report that to the Northwest. it is highly in the interests of the Caian Atlantic fisheries that the Do minion government abrogate the same until such time as the government of the United States is disposed to negotiate a new treaty." secure a good class of immigrants.

S. G. WILSON, J. L. STEWART. F. C. WHITMAN. CAR ATA

Favor Export Duty on Pulp Wood.

The question of an export duty o pulpwood was taken up. W. B. Snowball, of the Chatham board pulpwoon moved the following resolution:

Whereas, it has been the policy of the Federal Government to encourage and promote manufacture within the nds of the Dominion by duties sufficiently high to keep out foreign man-ufacture, and by bountles to encourage the use of home raw material, and

"Whereas, the Federal Government has expended large amounts to prohad to interrupt Mr. Potts' stream o mote agriculture and to boom the eloquence and explain to him that the Western country and to encourage em privilege of speaking was confined to igration from the motherland and foreign countries; and

"Accept my apologies," said Mr. Potts reas, we have within the and the incident closed, and no doubt bounds of our Eastern Canada as a product, spruce pulp wood, a rich oratorical treat was denied the natural mbers of the Board. capable of providing employment for a large number of our present peopl

Technical Education. and for many who may come to find homes here at profitable wages, instead The question of technical education of going west, and thus people our was then taken up. The resolution was

moved by Prot. Andrews who describ-Eastern Provinces; and Whereas, this wood is boing rossed ed the Nova Scotia scheme according

education idea in Nova Scotia to the rge Robertson, M. P. P., then re-Mining Society of that province, who cited some interesting statistics in in-troducing the following resolution deal-ing with natural resources of the had been working away along this line for a long time. With great reluctance, therefore, h

the United States to keep their pulp the first two years in the course

"Reselved, that this Maritime Board lish a polytechnic, to give a third and

engineering, the Govern

fourth years of civil, mining, electrical and mechanical engineering.

ing; therei

ers,' 'he said.

wherever they liked.

bound as he dilated on the resources of

the magnificent heritage of the Mari-

F. L. Potts then arose and made

ome remarks and as he got on his fee

hat a man who had occupied the auc

be quite well known, but it was ex-

plained that everyone had to do the

Mr. Fisher when he got a chance

oneer's stool as long as he had, should

e was asked to give his name as this

though

time Provinces.

he delegates.

Mr. Potts Cut Short.

was the rule of the Board.

Mr. Potts tooked as if he

of frade is of the opinion that the ex-

portation of pulp wood should be pro-hibited by the Federal Government."

would be obliged to oppose the resolu-tion introduced by Dr. Andrews, as "Resolved that the Maritime Pro vinces, with their rich and varied relast year the provinces had been asked ources afford in farming, lumbering to deal with the problem separately in fishing, mining and manufacturing, and commercial life and other spheres of each province, whereas this resolution calls for Maritime action. Geo. E. Corbitt, of Annapolis, then

ook the floor and made an impassioned blea in favor of Dr. Andrews' resolu-"Bury your dirty old politics," he said mid cheers and laughter. J. L. Stewart said he saw in the resolution that the Nova Scotia people could not support. This re-solution simply advocated consolidation. It might be decided to locate the institution in Halifax. He thought if the provinces were to unite they might have an institution that would be high; ly creditable to the Maritime Provinces.

"What is the policy of New Bruns wick on this question?" interrupted E. H. Armstrong. "Well, the question is quite apropo said Mr. Stewart, "but I do not fe

called upon to answer it," remarked Seventy-five per cent of the Mr. Stewart.

But the speaker why made the great est hit was Mr. Birch of Prince Ed-Board of Trade recommend the grant-ing of such running rights for mails He referred to the fact that the Uni- ward Island, a gentleman with a versities of Mt. Allison, U. N. B., and prayer meeting tone, a pair of fiery Memramcook, are realizing the need of red whiskers and a dizzying fluency, nd passengers to the C. P. R. from St. John to Sydney. Further resolved, that this board re

technical education. He referred to the need of a greater effort being made in the old country to bers off their feet. Mr. Birch grew ffirm the resolution passed at the annual meeting last year at Amherst repositively enthusiastic as he referred ommending the Government of Cana-Mr. Robertson grew eloquent and to George Robertson's feat of elo-heid the members of the board spell-quence. Canada by the St. Lawrence to be "The more education the boys and trarsferred-to Sydney.

Sydney route.

"Whereas, several experiments have girls get the more they despise labor," said Mr. Birch in referring to technical been made in the transfer of the English mails to and from Canada at Sydney Harbor. The intention of this was not to in-"Chickens from afar off look to have

very fair bright plumage," he said. At this glowing figure of speech the terfere with any existing arrangements for landing the mails at St. John ence roared with laughter. "Educate them too much and they or Halifax, Mails during the summer will look about for the fairest and season should certainly be landed at

softest spets on earth." Great laugh- the point nearest the C. P. R. One "You can never tell what the Island of these mails is the obtaining of runis going to do," was Dr. Andrews' com- ning rights over the I. C. R. Having a

connection as far as Sf. John, and ment as he rose to disclaim the idea that the educated men dislike work. right to the West, the C. P. R. should fore very long. A preference even of On the contrary he said in engineering have running rights over the I. C. R. five per cent. would result in a great particularly, the young men had in M. G. DeWolfe asked what support stimulation to business. Mr. Schofield carticularly, the young men had in many cases much harder work to do if any had been obtained from any

other boards. han ever before. Following is the resolution moved than ever before. None was asked as far as Mr. Mcby Dr. Andrews: Dougall know. W. F. Hatheway recalled that "Reslyed, that for the sake of greater practical results, we urge the govern- year ago at Amherst the Maritime Board of Trade had laid down the possible way by preferential tariffs in ents of the three Maritime Provinces to confer and appoint a commission to principle that the mails and passen-confer for the purpose of devising some, gers from Europe should be landed at the seaboard of jobbing houses to

plan for consolidating the work of Sydney. technical education and industrial sci- "I think, however," he said, "that by a more frequent steamship conettific research in Maritime Canada." Mr. McDougall omitted to put in the Capt. Elderkin moved, seconded by words 'running rights for mails and in New Brunswick, Nova Scotia and to which each of the colleges of that Mr. Black, that a committee of two passengers." Quebec, and shipped in that state to province and Mt. Allison agreed to give from each province he appointed to The phrai running rights phrase

"And whereas, these experiments have demonstrated beyond doubt that by the the labor required, with such informa-Sydney route the English and European tion as to cost of board, wages, etc., and the number of men wanted in each of the countries. Then he thought mails can be delivered to all points in Canada earlier than by any other.

"And whereas, it is the general belief that the Canadian Pacific Railway it would be worth while to have a list of farms that were for sale. The Company as well as the Allan Company money appropriated for immigration re opposed to the landing and /empurposes was principally barking of mails and passengers at the North West. He thought the Gov-Sydney and prefer during the navigaernment should be asked to give the ion of the St. Lawrence landing mails Maritime Provinces a large share of and passengers at Quebec.

this money, "And whereas, it is inconsistent with He thought that advertising in a reason that Canada should continue to number of journals in the Old Country subsidise a mail and passenger service would be quite profitable and our adto run parallel with the governmen vantages set forth. This would give us system of fallway over a distance of the command of the letter press. ome 800 miles and thereby delay for Speaking of the Ellinor Homes many hours the delivery of mails. started by Mrs. Close, he said he "And whereas, the Maritime Provin thought many more of these homes would be started in Nova Scotia and es are deeply interested in the landing of mails and passengers at Sydney New Brunswick. Great interest wa during the season of St. Lawrence nav being taken in these homes in England. ation and until such time as a more With reference to the discussion on rmanent and definite service is es the question of putting an export duty

on pulp wood, he referred to a similar "And whereas, the Maritime Provinagitation which he had taken part in more closely interested and connected with this traffic than any other in twenty or twenty-five years ago. He was then living in Quebec. They were Canada, the Sydney Board of Trade not successful but the province would after due consideration express the opinion that the privilege of running have been much better off if they had rights over the Intercolonial from St Mr. Miller was heartily applauded. John to Sydney to the C. P. R. would greatly facilitate the adoption of the

Mr. Bell moved that a vote of thanks e extended to Mr. Miller for his excel-Therefore resolved, that this Maritime lent address. This was seconded by Mr. DeWolfe, of Kentville. The vote of thanks was extended t Mr. Miller in a graceful manner by the

president. West India Trade. The question of encouraging trade be

tween Canada and the West Indies was brought before the Board by H. B. Schofield, of the St. John Board of Trade, who was one of the delegates to the West Indies last winter to inquire into the possibilities of greater trade development He thought there was no doubt that

a considerable extension of business abolished." could be made. His speech was along the lines of the report which was made dog nuisance had practically ruined the on the return of the delegates and which has already been published. He showed how the trade had grown by leaps and bounds since the extension of the British preference. He was quite optimistic about the possibility of se curing a reciprocal arrangement bestimulation to business. Mr. Schofield closed by moving the following resolu-

tion: "Resolved that the interchange of natural products between Canada and the British West Indies with British Guiana should be encouraged in every was passed. the seaboard of jobbing houses to of Nova Scotia, and H. B. Schofield handle export and import traffic and

and J. L. Stewart, of New Brunswick were appointed a committee to nomi nection as soon as possible." nate the ten men to deal with the gov Mr. Schofield followed this up with ernment on the question of taking over the resolution herewith given: "Resolved that the Maritime Board

ing relief they would have to with-Govt. representing Parliament "I hope it will never come to that." said Father Burke, "something must corporations involved in this unfortundraw from the Union. "I hope it will never come to that," be done and the question is now one friendly settlement, and in so doing of practical politics." He hoped that friendly settlement, and in the resolution passed before would be have the co-operation and ass the Provincial Government of Nove

reaffirmed. Father Burke closed his livery able Scotia. "And further resolved, that in the and elocuent address by showing a tunnel post card, and reading the inevent of such immediate settlement be ing delayed for any unrea scription which it bears.

should be carried out.

onder:

Island.

the mainland."

the disputing corporations be advised that Parliament and the Legislature of H. J. Logan spoke in favor of the Nova Scotia may be called on to concheme. It was, after all, he thought a question of cost. We have spent milsider the advisability of withdrawing lions for the construction of railways in whole or in part the valuable con in other parts of Canada, and could we cessions granted to those sorporati not make an appropriation for this for the proper development of those im purpose, as the tunnel scheme seems portat industries." be the most practicable solution.

Mr. Logan thought that there were Certainly the terms of confederation too many subjects up for discus this year. There was enough material for two weeks' discussion. "That's on a parliamentary basis," The following resolution was then ased, Father Burke being the mover

sonable time

said J. L. Stewart, who always has and Hon. George E. Hughes the sechis harpoon ready. The following resolution was moved "Resolved that this Board does nereby reaffirm its resolution passed by J. E. DeWolfe, of Halifax, who in unanimously at Yarmouth in 1895 and doing so spoke strongly in its support.

George Robertson, M.P.P., was the sereaffirmed at Amherst in 1906, asking for the speedy construction of a tunconder and it was carried unanimous nel between Prince Edward Island and "Whereas the substitution of steel for Capt. E. B. Elderkin reported that wood in the construction of ships has the following committee had been chosen to take up the question of techreduced Canada from her position as one of the four ship building and ship nical education with the Governments owning countries in the world, to a of the three provinces: W. S. Fisher place amongst the most unimportant; "And where, her coastline, on and W. B. Snowball, for New Brunstwo oceans of over two thousand (2,wick; A. M. Bell and H. J. Logan, for Nova Scotla; Father Burke and Hon. 000) miles, with enormous lake and ri-George E. Hughes, for Prince Edward ver navigation leading to the interior of the continent has produced not only

A. H. Kinsman, Kings county, moved a great coastwise and foreign the following resolution, which was se-conded by H. G. DeWolfe and passed: but a large population skilled in mar itime affairs; "Whereas, arsenic of lead is taking the place of Paris green in the exter-"And where, her coastline, the natural facilities and materials for mination of pests it is therefore rethe production of steel vessels, but is solved that the attention of the governprevented from utilizing them by reament be called to the matter and ask son of the skill and capital employed it to have the duty on arsenic of lead in British yards, which has established England's supremacy in this indus-Mr. Crosby, of Berwick, said that the try, the products of which are admit-

fed free to our coastwise as well as sheep industry. He moved the followforeign trade; ing resolution dealing with the matter "And whereas the above conditions "That whereas our country is now overrun by thousands of dogs which prove that Canada can never regain her position as a maritime country un-less the government offers inducements are of no benfit to it, but are the cause of much damage in many lines, especiby bonus or otherwise to shipbuilding ally in that of sheep products, "Therefore resolved that the Maritim ompanies to establish that industry. "Whereas several municipalities and Boards of Trade in the Maritime Pro-Board of Trade recommend that the local governments of the maritime provinces at the next session of parlia-ment do enact such laws as may be vinces have memorialized the Dominion Government to grant aid to the industry by means of bonus or othereffective in controlling the dog nuisance and ridding the country of the wise.

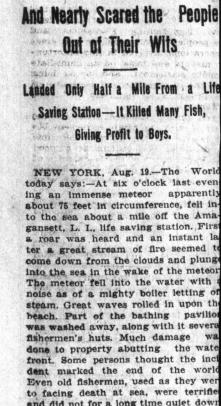
"Whereas a similar memorial from parties interested in this industry in Mr. Kinsmere seconded this which Canada has also been presented to the E. H. Armstrong and G. H. Campbel Government;

"Resolved that the Maritime Board of Trade hereby endorse and approves the principle of a bonus to steel building, as offering a new and profitable field for the utilization of our

million and

(Continued on Poge Twelve.)

WW JUST BOAR and the second second A. A. CUMER



and did not for a long time quiet dow Capt. George Green who was in com mand of a vessel in the St. Pierre whe Mont Pelee blew its head off, and de stroyed that city, was sitting on th water front when the meteor fell. H declared that nothing had ever fright ened him so much except the Mon Pelee disaster. The meteor apparently fell vertically. From the time the nois was first heard until it plunged into th sea, was probably three quarters of ute. after the disturbance had sub sided hundreds of dead fish were fou on the shore. These were gathered b boys and peddled by them.



FREDERICTON, N. B., Aug. 17. The R. C. R. arrived by special tra over the I. C. R. at 6 o'clock th morning from Petewawa. They we met at the depot by the 71st band an escorted to the barracks. All the officers returned with the regiment. An automobile party, consisting Dr. and Mrs. Young, and Miss Youn of Bangor, arrived here this afternood and leave in the morning for St. Joh by way of Gagetown.

R. S. Barker arrived home last eve ing from St. John, having complet his trip with the vice-regal party. T private secretary says that the gove nor general and his family were gre ly delighted with Fredericton, and would not be surprised if they retu ed again at some future date.

OTTAWA, Aug. 16.-Among suests at the Fiske Hotel, Old Orcha h, which was destroyed by fire 1 night, were Hon. William Paterso Minister of Public Works, with M

the branch railway lines. J. L. Stewart, of the Chatham