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CANADA'S INTERNATIONAL EXHIBITION

ST. JOHN, N. B.,

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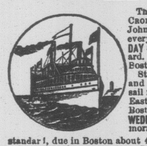

The Steamship "St. Croix" will sail from St. John DIRECT TO BOSTON every TUESDAY and SATURDAY at 5.30 p. m., standard. Fast Express to Boston.

Steamers 'Cumberland' and 'State of Maine' will sail from St. John, for Eastport, Portland and Boston, every MONDAY, WEDNESDAY and FRIDAY morning, at 7.30 o'clock, standard, due in Boston about 4 p. m. next day.

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Will leave Chatham every morning (Sundays excepted) at 7.10 a.m. for Newcastle, and leave Newcastle at 7 45 a.m. and Chatham at 9 a.m. for points down river, viz:—Loggieville, Oak Point, Burnt Church, and Neguac, calling at Ecuminac on Mondays, Wednesdays and Fridays, and Bay du Vin on Tuesdays, Thursdays and Saturdays.

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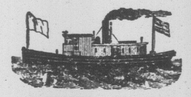

STEAMER "NELSON"

CAPTAIN BULLICK.

COMMENCING MAY 21st, 1900, WILL LEAVE

CHATHAM AT	NELSON AT	NEWCASTLE AT
9.00 a.m.	9.50 a.m.	10.15 a.m.
11.00 "	11.50 "	12.15 p.m.
2.00 p m.	2.50 p m.	3.15 "
4.15 "	5.00 "	5.15 "
7.00 "		7.45 "

On Tuesdays, Thursdays and Saturdays Str. "Nelson" will leave Chatham at 7 p.m, or on arrival of Str. "Miramichi."

SEE PASSENGER TARIFF FOR RATES.

All Freights Must be Prepaid.

J. ARCH'D HAVILAND, Manager.

Chatham, N. B., May 17, 1900. (Telephone 40.)

WEDNESDAY - AFTERNOON EXCURSION RATES.

STR. NELSON.

Commencing on Wednesday, the 4th day of July, 1900

will, on every Wednesday, until further notice, carry passengers between Chatham and Nelson and intervening points, commencing with the trip which leaves Newcastle at 12 15 p.m., at the return rate of

15 CENTS FOR ADULTS, AND 10 CENTS FOR CHILDREN UNEER 12 YEARS.

TICKETS GOOD FOR DAY OF ISSUE ONLY.

Commencing July 5th, 1900, and until further notice, on Mondays, Tuesdays, Thursdays and Fridays, tickets good for ROUND TRIP to Newcastle and return, leaving Chatham at 7 o'clock, will be issued at the following rates:

GENTLEMEN, 15 CENTS; LADIES AND CHILDREN UNDER 12 YEARS, 10 CTS.

The management hope that the public will justify the above reduction in rates by a liberal patronage.

Excursion Rates on Steamer Miramichi:

On Tuesdays, Thursdays and Saturdays, Excursion Tickets, good for day of issue only, will be issued from Newcastle or Chatham, to points down river at the following rates:

For one person, 50 cents. For parties of 5 to 10 persons, 40 cents each. For parties of ten persons or more 25 cents each.

On Mondays, Wednesdays and Fridays, will be issued from Chatham, for the round trip to Escuminac—one person 75 cents; parties of 5 to 10 persons, 50 cents each; parties of 10 persons or more, 40 cents each.

MEALS AND REFRESHMENTS can be had on board at Reasonable Rates.

J. ARCH'D HAVILAND, Manager.

Chatham, N. B., June 29th, 1900. Telephon 4.

Miramichi Advance.

CHATHAM, N. B. - - AUGUST 23, 1900

Narrow Antagonism.

The St. John Telegraph, although it had a clever and attentive representative at the recent meeting of the Maritime Board of Trade, appears to have determined to assume a position of editorial antagonism to that body as soon as its deliberations had ended. It evidently has reasons of its own for its hostile attitude, but in attempting to justify its position, its editor ought to manifest better judgment than to mistate facts which are known to all who were present at the Board's sittings. It is not true, for instance, that "every resolution passed the meeting unanimously with the exception of the one recommending a daily mail service between St. John and Digby the year round," for several other resolutions were opposed and, like that cited, withdrawn after intelligent discussion. The Telegraph also inferentially places the Board's maximum attendance at forty and says it had fallen off to fifteen the last day. The record, however, shows that over fifty delegates were in attendance, and people will wonder how the Telegraph got so far astray.

In reference to the resolution on the St. John-Digby mail service, it was stated by those who spoke for the steamboat interest that it would require another vessel to do the work, and the extra subsidy required was estimated as high as $12,000 a year, and it was argued that the additional outlay could hardly be fairly asked for just now, when a number of other places which are as important, at least, as those to be benefitted by the proposed increase, were not so well served with mails as those which the resolution was designed to assist.

It seemed to the majority of the delegates that those who desired to promote the object of the resolution were not prepared with arguments sufficiently strong to justify the Board in passing it, and they, evidently, realised the force of the objections urged against it and, like reasonable men, withdrew it.

The Telegraph does its traditions and acknowledged influence injustice when it seeks to convey the impression that there was anything in the proceedings of the Board, or the attitude of any of the delegates to justify its suggestion of a disposition to "side-track" St. John. No paper that approaches subjects such as those dealt with by the Maritime Board with the seemingly determined purpose of creating or maintaining the unworthy antagonism so pettishly hinted at by the Telegraph, can be expected to retain its influence or impart a healthful tone to public sentiment.

The Telegraph gives complaining prominence to another matter.—Mr. G. S. Fisher, of St. John, is a valued member of the Maritime Board and any suggestion of his would command attention from it. He, however, did not find it convenient to attend at Kentville, but he sent a letter of regret and suggested, as the Telegraph states, that the Board discuss "The Old Home week," or the observance of a holiday-time similar to that adopted in certain parts of the United States, when people living abroad might revisit their old homes at low rates over passenger lines, etc. The Telegraph complains that this subject was not discussed, "for some unexplained reason." The reason, presumably, was because the suggestion was received after the time fixed for regular topics to be sent in. That, however, would not have been an effective bar to its discussion had Mr. Fisher entrusted it to some member of the Board who was present. There were several subjects similarly suggested, but as no one in particular had charge of the initiative in regard to them, and there was a pretty full programme regularly before the Board, only those whose promoters were present, or who had secured someone to introduce and move in them, were considered. Mr. Fisher, doubtless, with his experience in such matters, fully understands all this and he will hardly thank the Telegraph for seeming to place him in the position of a complainant, under the circumstances.

We beg to suggest to the Telegraph that it strive to cultivate a broader spirit in dealing with the motives and work of those connected with public matters and with whom the promotion of the country's interests at the expense of their own time and thought seem, to the normally-minded observer, to be the paramount idea. The Telegraph ought to be able, in dealing with a body like the Maritime Board, to refrain from misstating such well known facts as the numbers attending its meetings and the disposition made of its formal resolutions. If it is so careless or reckless as to be entirely unreliable in these matters, with what reason can it expect its statements based on less well known and positive data to be accepted?

South Africa.

The war in South Africa is practically over, although burgers are keeping the field here and there and General DeWet with several thousand men is, according to the despatches, always being surrounded but always escaping.

It is said that Lord Roberts is soon to go to England to assume the post of Field Marshall and Commander-in-Chief, vice Wolseley, a general of less prestige taking his place in South Africa.

Oom Paul Kruger is reported as now having his political capital on wheels, and his other capital, amounting to millions, safe out of Africa where he will eventually follow it, if he can manage the operation. He no longer "staggers humanity."

China.

The allied forces have entered Pekin. There was considerable opposition to their advance but very little when once they entered the city. They found the legations safe. There had been no massacres of any of the legationers, notwithstanding the reports to that effect, although the foreigners were hard pressed at times. The chief interest now seems to centre in attempts being made by the allied troops to enter the sacred city—a portion of Pekin heretofore jealously guarded against the presence of foreigners of all grades.

Shirt Waists for Men.

The tyranny of custom, which demands that trousers, waistcoat and coat, together with boots of certain prescribed kinds, shirts with more or less starch to stiffen the front, and collars brought to rigidity by the same process, shall be worn by all men who wish to be recognised as socially respectable, is shocked by the fact that a few men have struck for freedom from the coat.

Being the most civilised of the human race, the Anglo-Saxon has been heretofore required to bear the white man's burden in the matter of the conventional dress, and whether he is in the latitude of Greenland's icy mountains or of India's coral strand, whether he is lean or fat, whatever may be his personal tastes or preferences, he has not only not been permitted to have much to say in regard to what he shall put on, but the taking off of his coat in the social presence has been the signal for his ostracism from the exacting circle known as Society.

Some pioneer of masculine liberty, who had, no doubt, given attention to the vagaries of feminine fashions, and observed the infinite devices of women for their own comfort in the matter of dress, recently proposed masculine warm weather emancipation in the form of the shirt-waist, as a substitute for the coat. It seems to have been an inspiration born of the existing torridity, and we believe it first appealed to St. Louis sufferers as a relief from that recently prevailing there, when scientific salamanders were frying eggs by day on the sun-blistered asphalt sidewalks and the socially proper were spending the nights in perspiration and pyjamas. No sooner, however, had the new idea manifested itself in the form of a shirtwaisted man, than the similarly attired woman screamed her protest, covered her shocked eyes with her sometimes opened fingers, and appealed to society to frown down the unseemly innovation. It was in vain that the mayor of St. Louis endorsed the new departure and that leading physicians and other professional men of the city appeared coatless and attired in shirt waists of varied colors. Society determined that man in a shirt waist was not to be tolerated, but the poor wretch must continue to suffer in the stiff and padded coat of the style worn by his ancestors, regardless of climatic conditions or his own inclinations.

The passing of the "heated term" and the all but general execration of the new idea, may have the effect of suppressing it for a time, but the proposal of the shirt-waist for man is along the lines of human emancipation. It is an assertion of the liberty of the individual in the pursuit of comfort and happiness within perfectly reasonable and proper lines and under the sanction of an example of unquestioned repute. What is sauce for the goose is sauce for the gander, and if the summer girl may be permitted to appear in the shirt-waist at the seaside and other recreative resorts, why should not her father or brother, or her prospective husband, who may be obliged to remain toiling in the heat of the town from which she has fled, have the same liberty to invoke a small degree of personal comfort and relief from the swelter of his environment?

Let the down-trodden, over-togged toiler take courage. Woman must, in the end, give way in this matter. She must be taught that if she won't let man have the shirt-waist, man will claim the restoration of what she has stolen from him. Where would she be then? Where would be her tailor-made coat, her ulster, her derby hat and collar, her knickerbockers and even her shirt-waist? Stripped of these things and driven to don the frocks of our grandmothers, she would be only too glad to say nothing about the shirt-waist for man if she could only have them back again for herself. The man, therefore, who is looking forward to the day when he may wear a shirt-waist without violating the proprieties need not be despondent, for all things come to those who wait.

Chatham's Proposed Water-Works.

There seems to be a belief in certain quarters in Chatham that the idea of the insufficiency of Morrison's Brook water supply was one originating in the mind of some citizen after Mr. Coffin had recommended that source. While it is true that most persons who are acquainted with Morrison's Brook and have examined it at different times the year round are of the opinion that its minimum flow is very much overstated by Mr. Coffin, and that it will not give an adequate supply to the town, it ought to be remembered that it was Mr. Coffin, himself, who gave the first intimation of the fact. An examination of the report which he made to the Mayor and Town Council more than two years ago will show that he proposed, amongst the very first things to be done, the boring of two artesian wells to supplement the supply from the brook. The recommendation is on page 18 of his report.

It seems, however, that an effort is being made to create the belief that Mr. Coffin does not believe in these artesian wells which he thus recommended. The Commercial, referring to the subject of Mr. Coffin's recent visit says:—

"Mr. Coffin was prepared to stand by his report on the Morrison Brook, but to satisfy the Council he recommended that some artesian wells be sunk at the Brook, which could be used to supplement the brook supply in the dry season if necessary, but he did not consider the wells would be required."

There must be some mistake about this, for nobody suggested artesian wells at Morrison's Brook until Mr. Coffin, by recommending them, suggested that he himself had doubts about the sufficiency of the surface supply. When he recommended the wells there was no demand upon him to "satisfy the council," and if he "did not consider the wells would be required" why should he recommend them?

We are told that the council has decided on Morrison's Brook and that Mr. Coffin has been instructed to prepare working plans accordingly.

We congratulate him on his powers of persuasion.

While it is a matter of regret that the more expensive scheme has been adopted, there is no help for it. The gentlemen of the council are the parties to decide and they have acted, no doubt, as they thought best.

What is now of importance is that while proceeding as expeditiously as possible with the work, they see to it that Mr. Coffin does not omit to make provision for the addition of several more artesian wells, over and above those for which he estimated two years ago; for when the water comes to be generally used in the town and the supply from Morrison's Brook falls short—as it will surely do for at least two months of summer and another two of winter each year—we shall want to increase it at as reasonable an additional outlay as possible.

Another thing of great importance is the course to be followed in having the water works constructed. They should be undertaken in conjunction with the proposed sewerage system, for one is a necessity of the other. The sewers must be provided to carry off the waste water and the water is necessary for flushing the sewers. There should be no piece-meal work about it, but when the plans and specifications are prepared tenders should be invited and a contract made for the construction and delivery to the town of the system in perfect working order, after being submitted to the tests usually required in such cases. If this is done Chatham will have, at least, a reliable outfit for water service, and if the supply shall be found short—as it probably will, unless more than the two artesian wells estimated for by Mr. Coffin are provided—it will only mean a little further outlay to supplement it by further borings.

THE LUMBER MARKET:—London Timber Trades Journal of 9th says:—"The wood market has not undergone any change since our last report. The high freights continue to be the chief obstacle to business, and unless there is shortly a more plentiful supply of tonnage, the autumn f. o. b. sales this year are likely to be much below the average."

New Coal Discovery in Kent Co.

A Fredericton despatch says that a coal seam twenty-two inches in thickness has been discovered in the parish of Dundas, Kent County, along both banks of the Cocagne river. The coal is said to be of good quality and present in paying quantities. Dr. Chandler was in Fredericton last Saturday locating and taking up areas at the crown land office. Fifteen square miles along both sides of the Cocagne river have already been taken up by Dr. Chandler and Moncton parties.

Enforcing the Sunday Law.

The St. John police authorities have moved in the matter of a general enforcement of the Sunday law. Some time ago a cigar vendor was proceeded against for selling on Sunday and was convicted by the police magistrate, who imposed a fine. The case is now pending on appeal. After that conviction there was a lull in the attempts to enforce the law until last Sunday, all parties being notified through the press that all who transgressed on that day would be prosecuted. Accordingly, complaints were made before the police magistrate on Monday against motormen and conductors of the street cars; Chinamen for working in their laundries; grocers for having their stores open for business and tobacconists and druggists for selling cigars.

Curiously, livery stablemen are permitted by the law to hire conveyances the same as on week-days, and there is an outcry that, while this is done, the poor man is deprived of his five cent ride on the cars.

The cases of some of those complained of were up for hearing on Tuesday and the police magistrate was asked not to proceed pending the appeal of the former case, lawyer Currey saying there had been an understanding to that effect. The magistrate repudiated any such understanding and said the law was there and until it was upset by a higher court he would administer it, and would not be a party to any arrangements, postponements or delays. He did not see why there should be any delay. People did not surely want to have the city wide open like New York, and the court was not going to be like the courts of New York magistrates, who dealt out law with one hand whilst they were holding out the other for what they could get. The cases were accordingly taken up and both defendants pleaded "not guilty." The hearing was then postponed.

Maritime Board of Trade.

The sixth annual session of the Maritime Board of Trade convened at Kentville, N. S., on Wednesday evening, 15th inst., and continued its sittings until Friday afternoon 17th. Amongst the delegates present were the following:—

Berwick, N. S.—J. E. Woodworth.
Canning, N. S.—Wm. Rand.
Chatham, N. B.—W. S. Loggie, D. G. Smith.
Halifax, N. S.—W. A. Black, G. J. Troop, J. Taylor Wood, J. E. DeWolfe, C. M. Creed, J. P. Longard, F. G. Smith, I. C. Stewart, Geo. E. Boak, E. F. Stevens, F. C Simson, J. A. Chipman, Hon. Senator Power, Geo. Mitchell.
Kentville, N. S.—M. E. DeWolfe, Geo. E. Calkin, R. W. Eaton, H. H. Wickwire, Lt. Col. Chipman, Judge Chipman, J. W. King, F. H. Armstrong, B. H. Dodge, W. Yould.
Kings County, N. S.—P. Innis, R. S. Eaton, J. W. Hubbard.
Middleton, N. S.—P. R. Bentley.
New Glasgow—John Underwood.
Parrsboro, N. S.—H. W. MacKenna, P. F. Lawson.
St. John, N. B.—W. M. Jarvis, C. M. Bostwick, L. G. Crosby, F. O. Allison, R. B. Emerson.
St. Stephen, N. B.—F. L. Ham.
Sussex, N. B.—W. J. Mills, C. G. Armstrong.
Truro, N. S.—Dr. D. H. Muir.
Westville, N. S.—A. R. Munro.
Windsor, N. S.—Clarence H. Dimock, W. Kerr Dimock, J. W. Blanchard, Dr. J. B. Black.
Wolfville, N. S.—Dr. DeWitt, C. R. H. Starr.

At the opening sitting the chair was occupied by the President, Mr. M. E. DeWolfe, and the Secretary, Mr. Geo. E. Calkin was also present, supported by ex-secretaries, F. O. Allison, of St. John and C. M. Creed, of Halifax.

After routine the secretary-treasurer's report for the last year was read and referred for completion of accounts to a committee consisting of the secretary-treasurer himself and Messrs. Creed and Allison.

Letters of regret for unavoidable absence were read from Messrs. D. J. McLaughlin and W. S. Fisher, St. John; E. C. Hanrahan, Sydney; D. A. Smith, North Sydney; D. M. Owen, Lunenberg; D. B. Rogers, Stellarton and W. W. Hubbard, Sussex.

The President then read his annual address, which was evidently prepared with great care and was comprehensive in the matter of interesting subjects dealt with; it recommended regular quarterly meetings of the executive of the Board, and reviewed the work of the year, advocated a change in the Dominion Boards of Trade Act, by which places with population of 1000 or 1500, instead of 2,500 as at present, might form boards; gave statistics of Boards of Trade in Canada and in the maritime provinces; dwelt on the importance of all boards in the maritime provinces being affiliated with this board, the desirability of governmental aid being given to enable this board to meet the demands made upon it for information as to the industries, resources, capabilities and prospects of the several provinces; advocated the more general formation of County Boards of Trade for the promotion of such undertakings as cold storage plants etc. The address also referred approvingly to the subject of a fast Atlantic service, preferential trade with Great Britain and the colonies, legislative union, the proposed maritime agricultural college and other matters, concluding with references to Canada's part in the South Africa war, to the death of the late Michael Dwyer of Halifax, the valuable services rendered by Secretary Calkin in working up the Board's interests during the past year, and an expression of the hope that the work of the current session would be harmonious and its deliberations would still further promote the common objects and aims of the important bodies of the different provinces represented.

The address was ordered to be included in the minutes of the meeting.

The following were named a committee to arrange subjects for discussion during the session:—J. E. Woodworth, W. S. Loggie, P. R. Bentley, Dr. Muir, W. M. Jarvis, H. H. Wickwire, J. W. Hubbard, W. J. Mills, J. W. Blanchard, A. B. Munro, H. W. MacKenna, E G. Smith, G. E. DeWitt, John Underwood, F. W. Ham.

President DeWolfe—on behalf of the Boards of Trade of Kentville and Kings County—extended to the delegates an invitation to a drive to the Lookout and other points of interest, on Thursday afternoon.

The Board then adjourned until Thursday at 9 a.m.

2ND SITTING — THURSDAY FORENOON 16TH.

Mr. W. M. Jarvis, chairman of the committee on arrangement of subjects for discussion, reported, recommending the following:

1. Preferential Trade within the Empire.
2. Development of Canadian Trade with the West Indies.
3. Municipal ownership of Electric Light and Street Railways.
4. The lack of freight cars on the D. A. R.
5. Better Hotel and other accommodation for tourists.
6. How can we improve our Laws with regard to Statute Labor on the roads?
7. Daily Mail service between Digby and St. John throughout the year.
8. What can be done to attract a desirable class of immigrants?
9. The rates of freight on apples.
10. The question of appointing a permanent secretary for the Board.
11. Daily mail service across Minas Basin.

Several communications were read and referred.

The committee on arrangement of subjects for discussion was, on motion of Mr. D. G. Smith, entrusted with the duty of nominating officers of the Maritime Board for the current year. Having retired they returned and, through their chairman, Mr. Jarvis, submitted the following names:

For President—W. S. Loggie, of Chatham.

" Vice-presidents—Dr. D. H. Muir, Truro, N. S. and Horace Hazzard, Charlottetown, P. E. I.

For Secretary-Treasurer—D. G. Smith, Chatham, N. B.

The nominations were formally made by Mr. Jarvis, seconded by Mr. McKenna and carried by a standing vote.

Mr. Loggie duly acknowledged the honor done him and spoke in eulogistic terms of the efficiency and faithfulness of retiring president DeWolfe in promoting the Board's welfare and extending its influence. He concluded by moving a vote of thanks therefor to that gentleman, which passed by a standing vote and was duly acknowledged by Mr. DeWolfe, who said the Maritime Board had come to stay. There was a time when it had a struggle and had little influence with the governments. Now, it was the ruling trade force in the Maritime provinces, and the governments recognised that they must take cognisance of its deliverances. The man who presided over it held one of the most important posts in the provinces and he was satisfied that the right men had been chosen to fill the Board's offices.

President Loggie then assumed the chair and Secretary Smith, after acknowledging the honor done him, was escorted to his new place by ex-secretaries Calkin and Creed.

On motion of Mr. Jarvis, a resolution complimentary to ex-Secretary Calkin and a honorarium of $50 were voted in recognition of his services for the year.

Mr. D. G. Smith, in a brief speech, presented the claims of Chatham as the place for next year's session of the Board and said that President Loggie and he were instructed by the Board of that town to invite the Maritime Board to meet there next year, and he moved accordingly, seconded by Mr. W. M. Jarvis.

Ex-President DeWolfe said he had just had the following telegram placed in his hands:

CHATHAM, N. B., August 16.

To Secretary Maritime Board of Trade.

Messrs. Loggie and Smith are delegated from this Board, instructed to invite Maritime Board to meet in Chatham next year.

J. D. B. F. MACKENZIE.

Mr. Smith's motion passed unanimously.

After the transaction of some further business, chiefly of a routine character, the Board adjourned.

THURSDAY AFTERNOON, 16TH.

The visiting delegates were driven through the Canning apple district on Thursday afternoon, and notwithstanding the prevalence of a rain storm they appeared to enjoy the outing. They had a luncheon in shelter on the Lookout, where the weather cleared sufficiently to afford a glimpse of the magnificient view to be obtained from that famous spot.

THIRD SITTING—THURSDAY EVENING, 16TH.

After routine, Mr. J. A. Chipman of Halifax took the place of Mr. H. L. Smith of that city who was to have introduced the subject of "Preferential trade within the Empire." Mr. Chipman referred eloquently to Great Britain's trade policy before, in and since Cobden's time and sketched former and present trade conditions in the Mother Country and colonies, and drew the conclusion that the policy of Cobden had had its day and should give place to one more in keeping with present conditions. He moved the following resolution:—

"Resolved, that in the opinion of this convention mutual preferential trade within the British Empire would greatly tend to cement the unity of the Empire, vastly assist in developing the material resources of the several colonies and dependencies thereof, hold a restraining influence upon emigration, directing it from foreign countries to countries within the Empire and be conducive to a more equitable system of commercial intercourse between the Empire and the several nations of the world."

Mr. W. M. Jarvis seconded the resolution in a brief speech, and it was adopted unanimously.

"Development of Canadian Trade with the West Indies" was introduced by Mr. I. C. Stewart of Halifax, who read a voluminous and carefully prepared paper based on his personal observations in several of the West India Islands, and moved the following resolution:—

"Whereas, the British West India Islands and British Guiana are very important markets for Canadian products; and

"Whereas, anything which retards the industrial progress of those countries is of serious consequence to Canada; therefore

"Resolved, that this convention is in entire sympathy with and cordially supports the representations made by British Guiana and the British West India Islands to the Imperial government in favor of countervailing duties on bounty-fed sugars."

Messrs. A. E. Jones, Geo. Mitchell, J. A. Chipman, J. W. Blanchard, C. H. Dimock and others discussed the subject, and the resolution passed unanimously.

Mr. Geo. Mitchell moved the following resolution:

"Whereas, an offer was recently made by the Government of the Dominion of Canada to the Government of the Island of Trinidad, in the British West Indies, of a reciprocal commercial arrangement, which was declined by the Legislature of the island in favor of a provisional arrangement made with the Government of the United States of America; and

"Whereas, the said provisional arrangement has since been cancelled and the re-opening of negotiations with the Government of Canada is again feasible; therefore

"Resolved, that this convention, feeling that great benefits would result to the Maritime Provinces and to the Dominion of Canada generally by the consummation of such an arrangement as proposed, would strongly urge upon the Government of the Dominion of Canada the great importance of the matter and express the hope that nothing shall be lacking on their part toward the bringing about of so desirable an arrangement.

The resolution was seconded by Mr. Geo. E. Boak who spoke briefly, and it was carried unanimously.

Mr. J. W. Blanchard spoke to the subject of "Lack of freight cars in the Dominion Atlantic Railway" and moved a resolution on the subject, which was seconded by Dr. J. B. Black. Both gentlemen spoke at some length and they were followed by Mr. W. Yould, Mayor of Kentville, Mr. M. G. DeWolfe and others, and so strong a disposition to defeat the resolution was manifested that the debate was adjourned until Friday.

[It came up again on Friday and after Mr. Blanchard had changed its form somewhat it was adopted.]

The consideration of several subjects on the paper was deferred, owing to gentlemen who were expected to introduce them being absent, or not ready.

Mr. MacKenna introduced the subject of a daily mail service across Minas Basin, which was discussed and allowed to stand over for further consideration on Friday and the sitting was adjourned until Friday at 9 30 a. m.

4TH SITTING—FRIDAY FORENOON, 17TH.

Mr. W. M. Jarvis from the committee on unfinished business reported, giving a list of the subjects on yesterday's programme remaining to be dealt with, and several new ones.

Mr. Jarvis moved the following resolution:—

"Whereas the rate of Marine Insurance in connection with Maritime Province ports, as fixed by British Marine underwriters, are higher than those from the Atlantic ports of the United States of America;

"And whereas no such discriminating rates are imposed by United States Marine Insurance Companies, and in the opinion of this Board said high rates are not justified by any disasters which have occurred in connection with Maritime Province ports;

"Therefore resolved that this Board, feeling that such discrimination is unjustifiable, would respectfully request the committee of Lloyds to reconsider the rates charged on risks to the Maritime Province ports with a view to the modification of the present rates, and that a copy of this resolution, certified by the President and Secretary be sent to the committee of Lloyds, the Hon. Commissioner, the British Marine underwriters and to Gen. J. W. Laurie, M. P.

The mover went fully into the subject and showed that the British underwriters had visited the misfortunes of vessels in the St. Lawerence trade upon those in that of the Maritime Provinces.

The motion was seconded by Mr. J. P. Longard in a brief speech, in which he stated that Lloyd's committee had given as a reason for the course adopted, that they had to draw the line somewhere and they drew it at the State of Maine. They had been shown that the risks from most of the Maritime Province ports were at least no greater than from Bangor, but without being able to assign any justification the discrimination was continued. Newfoundland was included, though three-fourths of the danger was passed when St. Johns was reached.

After some discussion in which Messrs. J. E. DeWolfe and M. G. DeWolfe took part, the resolution was unanimously adopted.

Messrs. W. M. Jarvis, W. A. Black, Geo. E. Boak and Dr. Muir were excused from further attendance.

Mr. D. G. Smith, who explained that he was acting for president Loggie, to whom the introduction of the subject had been assigned, moved the following resolution:—

"Resolved that the Maritime Board of Trade is of the opinion that cities and towns should grant with great care franchises for the production of light, heat and power by electricity, as applied to street lighting, steet railways, etc., retaining same under their control wherever practicable, in order that the public use thereof may be had cheaply and householders' and other local users' requirements may be economically met."

Mr. Smith spoke of the value of the franchises referred to and the profits that were in some cases derived by well-managed cities from their operation. He cited several places, particularly the city of Glasgow, whose citizens were free from civic taxation because the operation by the city of its own street railways, its lighting plants and other franchises produced sufficient revenue over and above expenses to pay for all its other public services.

Mr. J. E. DeWolfe seconded and supported the resolution in a brief speech and Messrs. H. W. MacKenna, M. G. DeWolfe, Senator Power and J. W. Longard also spoke in favor of it.

The resolution was then carried unanimously.

Mr. F. C. Simson, for Mr. Falconer of the Halifax Board, moved the following resolution:—

In view of the large number of visitors who are among us during the summer season, it is advisable that the members of the local boards of trade take particular interest in the condition of the hotels in their localities.

This resolution was spoken to by Messrs. Simson, M. G. DeWolfe, Yould, W. K. Dimock, I. C. Stewart, Senator Power, D. G. Smith and J. E. DeWolfe, and carried unanimously.

Mr. R. S. Eaton moved the following resolution, in a practical speech:

Whereas, it is recognised very generally that a decided improvement is needed in the condition of our public roads, and

Whereas the present system of repairing and maintaining our roads, under the direction of surveyors of small districts, who are appointed annually, who as a rule, have little knowledge of the best principles of road-making, who are usually unable to use, to the best advantage, the statute Labor represented by the district and are unfamiliar with the need and use of new road machinery, is inadequate and ineffective, therefore,

Resolved, that in the opinion of this Board it is desirable that the public roads throughout the Maritime Provinces should be supervised by competent permanent officers who shall have the responsibility for the roads throughout larger districts, such as a counties.

Mr. J. W. Hubbard seconded and spoke to the resolution; other speakers were Mr. D. G. Smith, Senator Power, Mr. Yould, J. E. DeWolfe, Wm. Kerr Dimock, I. C. Stewart and J. E. Woodworth.

The resolution was unanimously adopted.

On the subject, "Daily Mail service between St. John and Digby throughout the year" Mr. Percy Bentley of Middleton moved the following:

Whereas the present postal and passenger service between Digby and St. John is deemed inadequate to the requirements of the business people of Western Nova Scotia and of the travelling public, and

Whereas it is the opinion of this Board that a daily service throughout the year with close connections with C. P. R. trains would prove a great benefit to all concerned;

Therefore resolved that this Maritime Board of Trade present a memorial to the Federal Government praying that a sufficient increase of subsidy be granted to enable the present company to establish a daily mail and passenger service throughout the year between St. John and Digby, with close connection at each of said ports

The mover spoke at considerable length in support of the resolution and Mr. M. G. DeWolfe seconded it.

Mr. Innis argued that the large increase of subsidy necessary for establishing a daily mail would not be justified by the advantages secured.

Mr. J. E DeWolfe thought some facts and figures as to cost, etc. should be submitted before the Board was asked to pass the resolution.

Further discussion was carried on by Messrs. Yould, MacKenna, Bentley, Senator Power, D. G. Smith and Col. Chipman. It was the general opinion that the Board should not commit itself to the resolution hastily, especially as compliance with its terms seemed to involve the government's being asked to practically double the present subsidy, as another steamer must be put on to supply the daily mail.

After discussion the mover withdrew the resolution.

The subject of immigration was deferred.

The rates of freight on apples was the subject of a resolution by Mr. Innis, which was seconded by Mr. Munro, discussed and postponed until afternoon.

The subject of a daily mail service across Minas Basin was discussed at considerable length and a resolution favoring it was adopted.

Adjourned until 2 p. m.

5TH SITTING—FRIDAY AFTERNOON, 17th.

Mr. Innis' resolution on apple freight rates was adopted.

The desirability of double tracking the I. C. R. between Windsor Junction and Halifax was the subject of the following resolution, which was moved and supported in a strong speech by Hon. Senator Power:—

Resolved, that in the opinion of this convention it is desirable that the government of Canada should, at an early date, take steps to double track the Intercolonial Railway between Halifax and Windsor Junction.

Mr. J. E. DeWolfe seconded the resolution, which was discussed by him and also by Messrs. J. E. Longard and W. Yould and carried.

A number of subjects were on the order paper and the fact that no one was present to introduce them led to Mr. J. A. Chipman suggesting a number of reforms in the workings of the board. He wanted the retiring officers in future to remain in office until the closing of the convention and thought that extending hospitality to visiting delegates on the first or second day had a tendency to interfere with the business of the conventions.

It was decided to hold the election of officers on the closing day of future meetings

The convention decided, on motion of Mr. R. S. Eaton, that it is deemed desirable that the law incorporating boards of trade should be changed so as to permit farmers to become members, and to permit towns of a population of 1,500 to establish boards. Mr. Eaton said that in order to establish a board in Kings county, farmers had to register as agents.

Messrs. W. M. Jarvis and J. E. deWolfe were appointed auditors. President Loggie, Secretary Smith and ex-President deWolfe were appointed a committee to revise the bye-laws.

The usual votes of thanks were passed and responded to and the session adjourned *sine die*.

News and Notes.

Sol. Bloom, a music publisher, has brought suit for $50,000 damages against the Union restaurant and hotel for refusing to serve him while he was clad in a shirt waist and minus a coat.

The largest six masted schooner in the world was launched at Camden, Maine, Monday, 13th, and christened the George W. Wells. In the construction of the vessel 1,000,000 feet of hard pine, 550 tons of oak and 550 tons of iron have been used. One of the anchors weighs 8,200 pounds, and the other 7500 pounds She will carry 42 tons of chain and 14,000 yards of canvas. The cost of the George W. Wells was $125,000.

SOUTH AFRICA.

Montreal, Aug. 16.—Robert Hugh Henderson, who was mayor of Kimberley during the famous siege, is in Montreal on a visit. In speaking of South African matters Mr. Henderson said that the colonials were not at all satisfied with the extremely lenient treatment which the Boers were receiving. To their minds the present policy was too moderate and gave the Boers an opportunity of playing a double game, much to the disadvantage of the British army.

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There have been placed upon the market several cheap reprints of an obsolete edition of "Webster's Dictionary." They are being offered under various names at a low price

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