

## OUR HALIFAX LETTER.

Nothing has as yet been heard of the progress of the Lunenburg fishing fleet, which started out some weeks ago, much earlier than usual. Men, that is, sailor-fishermen, have been more plentiful this season than for years. Last year owners were almost reduced to press-gang tactics, and men had to be petted, coaxed and bonused before they would sign articles for the voyage. Now, however, owing to the high prices and the fact that the fleet is reduced by over twenty-five vessels, makes the probability of a larger catch and a larger share a great inducement. A large number of craft of from ten to seventeen tons each have been launched lately for the shore fisheries.

A colony of Welsh settlers, consisting of about 7,000 persons, now in Patagonia, is anxious to come to Nova Scotia, and the Halifax Board of Trade is in correspondence with them.

John H. Mayston, of Great Yarmouth, England, who operates a fleet of steam trawlers in the North Sea, has been in communication with the Board of Trade of Halifax, as to the prospects in Nova Scotia waters, and also for a fish-curing plant. The letter is being dealt with. He would at least be safe from Rojestvensky.

The Halifax Board of Trade has passed a resolution protesting against the proposal of the Province of British Columbia to tax commercial travellers from other Provinces.

A movement is on foot to establish a very large carriage factory in Amherst, N.S., the company to have a capital of two hundred thousand dollars.

One of the best known men in eastern Nova Scotia, W. L. P. McNeill, of New Glasgow, died last month. He was closely identified with the interests of New Glasgow, and had in operation the largest bridge-building plant in the Maritime Provinces.

So much has already appeared regarding the steamship "Victorian" and her turbines, that there is not much left to add. Her performance of over eight days from the Mersey to this port was, to tell the truth, discouraging, even for a first voyage, considering that the "Parisian," now laid up here as a result of a collision with the "Albano," made her maiden trip twenty-three years ago in seven days. The "Victorian" has not demonstrated that there is any advantage in the turbine engine so far as speed is concerned, whatever she may do in the future; but everyone who came across on her, and those who went around to St. John from this city, are unanimous in their praises of her wonderful freedom from vibration. Unless watching the shore, it is almost impossible to tell that the ship is moving. More is expected of her in the way of speed in the future, and as she is excellently prepared to carry perishable freight, her advent will be of great help to trade.

M. Neville, the lobster packer of this city, has recently purchased three or four lobster factories owned by Gray Bros., of Sambro, on the south shore of Halifax County. This concern now owns eleven factories from Port Matoun to Sable Island.

The bricklayers in the employ of the Dominion Iron and Steel Works, about one hundred in number, have demanded an increase of wages after the 15th of this month. They are at present receiving 38 cents an hour and demand 45 cents. Otherwise they will strike.

Halifax, Nova Scotia, 10th April, 1905.

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## ILL-ADVISED STOREKEEPERS.

The assignment of Ovide Lamothe, liquor dealer at St. Guillaume d'Upton, Que., between Sorel and Drummondville, is another example of the results most likely to follow from a man's attempting a business without any of the experience or other qualifications necessary to success. Lamothe was a farmer, and described as a very respectable man in his way of life, who a year ago sold off his farm, and with the proceeds invested in a license and a general stock of liquors. To-day his affairs are in the hands of the assignee, his farm and its proceeds gone. It is perplexing to the observer, this persistent desire of people to go into "storekeeping." So many try the game and fail at it that one would think the coming race would take warning. But whether through ignorance of the fate of their many predecessors or from wilful blindness to their lack of equipment for successful merchandising, or whether through

having credit foolishly pressed upon them, they embark—to suffer shipwreck. Here is the case of a decent man, G. A. Fortin, of Sherrington, a village between Montreal and Rouse's Point, N.Y. For several years past he conducted a creamery and restaurant, apparently with fairly satisfactory results. Last summer he was unwise enough to engage in general store-keeping, without having any experience in the buying and handling of such a stock. The result is his assignment to a Montreal accountant already. We cite the cases of these two unfortunates and give them publicity in the hope that some people may be led to modify the desire to "get into business for himself," which seems of late to have afflicted many thousands more people than there was room for as storekeepers.

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## NEW BOARD OF TRADE.

A Board of Trade has been organized at Bear River, Annapolis County, Nova Scotia, with the following officers: President, V. T. Hardwick; vice-president, L. Ruggles; secretary-treasurer, W. G. Clarke; council, J. V. Thomas, Dr. L. J. Lovett, W. W. Clarke, J. A. Purdy; auditors, G. L. Tupper and Lewis Harris. An organization to be known as the Annapolis Valley Fruit Shippers' Association has been formed at Round Hill, N.S., and other branches are shortly to be added in Annapolis County.

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## DIRT IN THE AIR.

The annual general meeting of the Canadian section of the Society of Chemical Industry took place in Toronto on the 30th ult. The following officers were elected: Chairman, F. J. Smale, B.A., Ph.D.; vice-chairmen, W. H. Ellis, B. J. Harrington and A. McGill; honorary treasurer, M. J. Taylor; honorary secretary, Alfred Burton. Some interesting views were propounded regarding smoke consumption in large cities, views that will come rather with a shock to those who believe it to be worth even some sacrifice to be able to breathe pure air. Prof. Galbraith said that making tests by noting the time the black smoke is emitted from a chimney and then noting the grey smoke was not a proper way to test a smoke consumer. What the public complain about is the dirt, and dirt is thrown into the air even when there is no perceptible smoke. The so-called smoke consumers do not lessen the dirt at all. They distribute it evenly, so that it is imperceptible, and it does not come out in volume; but houses in the vicinity of places using smoke consumers are just as much troubled with dirt as those which do not use them. Where there is the combustion of coal there is sure to be dirt, and devices to prevent this were not successful. Whether this be absolutely true, we do not know, but it will certainly come as a disappointing statement from a scientific man. Another speaker took the ground that in a country like Canada there must be some industrial cities, and if Toronto is to be a manufacturing centre her citizens must forego a little of the conveniences which comes from living in the country. He did not think that Toronto was destined to be a purely residential city like Edinburgh, but that its growth and prosperity were dependent upon manufacturers, and while every effort should be made to abate the smoke nuisance, it could not be eliminated altogether.

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## LAKE TERMINUS OF THE GRAND TRUNK PACIFIC.

Arrangements have now been made for the location of lake terminals for the Grand Trunk Pacific Railroad. The result is looked on as a feather in the cap of Fort William, which will secure the railroad's Lake Superior terminal works and offices. The town will assist the railroad in securing 1,600 acres of land on Mission property from the Government. This Mission property includes Mount MacKay. The corporation are to deed the G.T.P. 1,300 feet of water frontage, on the Kaministiquia river, and give the railway a right of way 150 feet wide on James street. A cash bonus of \$300,000 is to be made in three instalments. Upon the Grand Trunk Pacific spending \$300,000 on their terminal docks and works on the Mission, the first