

THE MARITIME BOARD OF TRADE

(Continued from last week.)
Inferior Cars in Use on Intercolonial Railway

That this Board direct the attention of the Minister of Railways and the General Manager of the Intercolonial Railway to the continued use of old and inferior cars in its passenger service between Paines Junction and Point du Chêne and between St. John's and Pictou—these sections of the Railway being almost exclusively in use for service which is Inter-provincial, and should therefore in the opinion of this Board be equipped as comfortably as other portions of the Government Railways system.

By Charlottetown (P. E. I.) Board.

The subject was introduced by Mr. E. T. Higgs, who said the people of P. E. I. and Eastern Nova Scotia had been agitating for years to get some better cars put on their local roads. Many complaints had been laid before the Minister of Railways and as a result conditions would be improved for a few weeks and then the old cars would suddenly come back. However he was glad to be able to report the receipt of a communication from the new General Manager, which recognized the grievance complained of and undertook to get it permanently remedied. Therefore he would not press the matter for a vote.

Telephone

Provincial Ownership of the Telephone Systems of the Maritime Provinces.

(By Amherst (N. S.) Board.)

This was the next matter down for consideration but in the absence of any delegates from Amherst to take charge of it, it was laid over.

Winter Ferry from P. E. Island and Mainland

Mr. E. T. Higgs moved the following resolution:

That in the opinion of this Board the winter boats plying between Prince Edward Island and the mainland should be operated as a ferry in connection with the Intercolonial Railway in the same way as the ferry between Mulgrave and Point Tupper, with through rates for freight and passenger traffic between stations on the Prince Edward Island Railway and stations on the Intercolonial Railway, at the same rates as for equal distances from station to station on the Intercolonial Railway.

By Charlottetown (P. E. I.) Board.

In speaking to the resolution, Mr. Higgs said that at the present time communication with the Island was carried out by a double service. A private company the Charlottetown Steam Navigation Co., ran it in summer and the Dominion Government in the winter. As traffic was worked, there were three separate units, instead of there being one through service. For instance in sending freight from Charlottetown to any interior point in Nova Scotia, it had to be booked first to Summerside and one freight paid on it; then from Summerside to P. du Chêne and another freight paid on this, again from the latter place to its destination and a third freight paid. It should be booked through the entire system at one freight.

Capt. Read supported the motion and said that freight rates should be the same for all parties to within Island and mainland. At present time, the rate from Tignish to Sydney was the same as from Winnipeg to Sydney. People on the Island were greatly handicapped by the present discrimination. He understood that the Government was willing to make some of the concessions asked of them and this resolution if passed would strengthen the hands of the Islanders in asking for more.

Dr. Price wanted to know if the service was to be for passengers as well as freight and being answered in the affirmative expressed his satisfaction. The people of P. E. I. had the sympathy of those of the other two provinces and any move that would help to further cement the bonds between them should be encouraged. For this reason, he hoped to see the projected tunnel under construction before very long.

Mr. A. A. McNeill in the course of a vigorous speech declared that the question was entirely one of politics, and the fact that such a resolution was necessary at all, showed how great an outrage had been perpetrated on the Islanders. The people came into Confederation in order that they might benefit by so doing, but instead Canada had been taking away from them instead of giving them any benefits.

Mr. McDougall of Summerside said P. E. I. was the most fertile and fruitful province in the whole Dominion, but it had been very badly treated. He was however glad to know that New Brunswick had no sympathy with such treatment, and approved of the agitation in favor of better system of transportation. The Island had not had bare justice. They had a right to a ferry or a tunnel. He then proceeded to quote statistics to show the great increase in the produce of the Island over that of other parts.

Mr. Lodge supported the motion and referred to the way in which the Government was spending money to develop the West and leaving the East to take what it could get.

The motion then carried unanimously.

I. C. R. Freight Rates

The next question was that of the

increase in freight rates on the Intercolonial Railway.

Mr. Lodge said that he had a copy of the new rates which showed a general increase of about 14 per cent.

Captain Read spoke next, and his address was given on page 4 of the issue of this paper for 27th August.

Mr. Lodge said that the I. C. R. was kept up by the Maritime Provinces and Ontario gets more benefit from it than any other part of Canada and at less cost. The Railway was never constructed with the intention of being a revenue producer, yet the people of Ontario seemed to think it was. They got free canals, but wanted the Maritime Provinces to pay for the railway. The Maritime Provinces were being robbed by other parts of the country. Even the banks took away Eastern money to use in Western Provinces. The big banks with head offices in Ontario didn't come here to do a banking business at all. All they came for was to pick up all the deposits they could to help to boost the West. There was little enough money in the East as it was, without this extra drain.

Motion carried unanimously.

Captain Read then invited the Board to hold its next session in Summerside and was supported by Mr. McDonald.

Mr. Jenkins and Mr. Higgs extended an invitation to Charlottetown. After some friendly banter between the representatives of the two Island towns, the invitation to meet at Summerside was accepted.

The meeting then adjourned till next day.

Thursday Morning

The proceedings of the Maritime Board of Trade resumed this morning. The report of the Nominating Committee was read as follows:

President, E. T. Higgs, Charlottetown; 1st Vice-President, E. A. McCurdy, Newcastle; 2nd Vice-President, E. N. Rhodes, M. P., Amherst; Sec-Treas., T. Williams, Moncton.

An invitation was read from the Sydney Board of Trade inviting the Maritime Board to meet at Sydney next year, but the Board having already accepted the invitation of Summerside to meet there next year, the communication was laid on the table.

Mr. Lodge, in vacating the chair, expressed the hope that next year would show a little more enthusiasm amongst the members. The Provinces were going ahead and all that it needed was for them to join hands and help each other on in every possible manner. He would like to pay compliments to Mr. Chiff, the Eastern Representative of the MacLean Pub. Co., Toronto, who year after year, attended their meetings and reported them, which showed that while some of our local trade papers were criticizing the Board for want of activity, Ontario publishers felt it worth their while to keep in touch with it.

Mr. Higgs, the new appointed president, then took the chair, and in a few well chosen words expressed his appreciation of the honor and expressed his intention of doing all he could to further the influence and usefulness of the Board. The Board being a non-political body, of both parties were enabled to combine and press their requirements on the Government, and in this way often accomplished more than party adherents could do. He made a strong appeal for a vigorous publicity campaign, as the more effort put forward to make the Maritime Provinces better known the better results would be achieved. For this reason he regretted the action of the Maritime merchants which had no need to knock any body which was trying to improve conditions.

The Treasurer's report was then read and referred to an auditing committee.

The matter of taking over the Branch lines of the Intercolonial was then taken up.

Mr. J. Y. Mersereau of Chatham referred to the importance not only to the Intercolonial itself of acquiring all the feeders possible, but also the people living along the districts served by these feeders, and he wished to emphasize particularly the necessity of impressing upon the Government the fact that when once the feeders were taken over, they should be kept running, and not closed like the Chelmsford section. The discussion which showed a tendency to drift into a dissertation on the Chatham Junction-Blackville section, was continued by Messrs. T. W. Butler, Geo. Watt and D. Morrison, and ultimately the resolution approving of the Government's policy of acquiring Branch lines was adopted.

The next question taken up was that of the advisability of introducing more agricultural and technical education into the common schools which was well handled by Ald. W. H. Belyea. He referred more particularly to the lack of suitable subjects being taught to boys who had to make their living on the farm, and other walks of life outside of professions. He said boys should be educated for the calling to which they proposed to adopt and when a boy got to the high school stage he learned subjects which would fit him for professional life, but nothing outside of that. If the boys, who intended to be farmers, were taught in their early years subjects which would be useful to them in their after life, what a difference it would make to the prosperity of

the country. The present system of education was of no help to the farming class at all.

Dr. Walker, of Truro, in the course of a well thought out address, deprecated decentralization of agricultural education. It was far better, to his mind, to have one central institution, equipped to the highest possible degree, for teaching agricultural economics. He also thought that when children had reached the age of ten or eleven years, they should be taught half a day only in school and the other half be taken out and shown over the mills, factories, and workshops in the district; so that their minds might get some idea of what work was and how it was carried out.

Messrs. McDonald, Summerside, T. W. Butler and others spoke on the subject and ultimately a resolution was adopted that owing to the importance of the subject and the members not having sufficient knowledge of it, to discuss it as it ought to be, it was laid over for consideration next year.

Ald. Stuart thought most of the incompetence of certain pupils was due to poorly enforced attendance at school and to low grade teachers in districts paying low salaries. Consolidation of schools was necessary in thinly settled districts, and attendance should be compulsory up to the age of sixteen or eighteen, no exemption being allowed to poor children to enable them to leave school to work in factories. The Government should see they had an opportunity to go to school. Higher education should also be free. Greek was practically eliminated now, and Latin optional, but higher mathematics was needed to enable pupils to become engineers, etc. It should not be eliminated.

Mr. Lodge gave notice for next meeting to alter the by-laws of the Board to provide for a council of five—two from N. B., two from N. S., and one from P. E. I., which should meet on certain specified dates every year at some central spot convenient to the three provinces.

The following sent by the Calgary Municipal Labor Bureau with the request for endorsement was referred to the local boards.

"In view of the existence of the system of the public government labor bureau in Great Britain, New Zealand, Germany, Spain, the United States and other civilized countries, be it resolved as eminently desirable that the federal government be asked to establish a similar system for Canada without delay."

The following passed on motion of Dr. Walker and E. A. Saunders: "Whereas knowledge of the first settlement and early history of the various districts of eastern Canada is much limited by the scattering of family and public letters, documents and books, and

"Whereas owing to carelessness and lack of interest of persons having custody of such history and materials, such losses are continually occurring, and

"Whereas the expense of employing a competent staff of experts to collect, index and catalogue the same and render them available for students is such that local governments have not undertaken the work, and

"Whereas the Dominion government has lately established an agency at Halifax for the convenience of the Maritime Provinces,

"Therefore resolved that this Board expresses its approval of the same in order that no unnecessary time may be lost in placing such materials in place of security."

Dr. Price's motion was then put and passed, as follows:

"Whereas, the C. P. R. and other railways possessing western interests have agencies in England employed successfully in advertising their western lands and stimulating and inducing immigration, and

"Whereas there are great opportunities for a good class of farm settlers in the Maritime Provinces on lands contiguous to the Intercolonial which if occupied would add to the traffic of this railway as well as the prosperity of these provinces;

"Therefore resolved that the management of the Intercolonial be requested to consider the advisability of establishing a permanent agency in Great Britain and a connection with some Atlantic Steamship Company; also that Intercolonial act in conjunction with the agents general representing these provinces in Britain."

Votes of thanks were unanimously tendered to the retiring president for his good interest in the past in the work of the Maritime Board, to Secretary Williams for his faithful and efficient work, and to Newcastle Board. To all of these fitting replies were made.

Adjourned.

Truth is what a man knows, what a woman believes.

CASTORIA

For Infants and Children.

The Kind You Have Always Bought

Bears the Signature of J. C. Watson

BAND CONCERT AT REDBANK

Tea, Fancy Sale, Necktie Social, Etc., Etc.

IN ORANGE HALL

Thurs., Sept. 18th

Under directions of the Presbyterian Church.

NEWCASTLE CONCERT BAND all the evening

STMR. DOROTHY N.

will leave Newcastle at 5 o'clock calling at intermediate points and will return same night. Usual excursion rates.

TIE SALE AT 3. BUY YOURS, put it on, next take her to tea, then give her some ice-cream while the band plays.

Watch for Jack Horner's Pie, there's a plum in it for you. Sale of fancy articles, also of ice, confectionery, fruit, &c., &c., all the evening.

Admission 15c. Tea 30c.

PLAN FOR A GOOD TIME

BIGGER AND BETTER THAN EVER

KEEP THIS DATE OPEN

THURS., SEPT. 18th

HOW TO TREAT

ALL SKIN TROUBLE

Greasy Ointments No Use—Must Be Cured Through the Blood.

It is not a good thing for people with a tendency to have pimples and a blotchy complexion to smear themselves with greasy ointments. In fact they couldn't do anything worse, because the grease clogs the pores of the skin, making the disease worse. When there is an irritating rash a soothing boracic wash may help the pain or itching but of course it doesn't cure the trouble. Skin complaints arise from an impure condition of the blood and will persist until the blood is purified. Dr. Williams' Pink Pills have cured many cases of eczema and skin diseases because they make new, rich blood that drives out the impurities, clears the skin and imparts a glow of health. The following proof is offered. Mrs. Fred Tremble, Gunter, Ont., says:—"For more than a year I was steadily afflicted with salt rheum or eczema. My hands were so sore that I could not put them in water without the skin cracking open. I tried all sorts of ointments recommended for the trouble, but they did not do me a particle of good. I was told Dr. Williams' Pink Pills would cure the trouble, and began taking them. I took the pills steadily for six or eight weeks and they completely cured the trouble. This was several years ago and I have never been bothered with it since."

Dr. Williams' Pink Pills are sold by all medicine dealers or by mail at 50 cents a box or six boxes for \$2.50 from "The Dr. Williams' Medicine Co., Brockville, Ont."

DOAKTOWN

Doaktown, Sept. 5.—A very pretty wedding took place here on Wednesday evening the 3rd instant, when one of Doaktown's most popular young ladies, Miss Gertrude M. Lyons, daughter of Mr. and Mrs. Charles Lyons was united in marriage by Rev. G. Tilley to Mr. Irvine R. Hamilton of Stratton, Ont. Mr. Hamilton was at one time station agent here, and is now in the employ of the Canadian Northern Railway Company. The bride party entered the Church to the strains of Mendelssohn's wedding march played by Miss Frances Whyte. The bride was gowned in white chiffon over pink silk, with veil, and carried a bouquet of asters, the bridesmaid Miss Zaida Hinton was dressed in pale blue and carried a bouquet of sweet peas. The groom was supported by Mr. Otto Lyons, brother of the bride. The ushers were Mr. Everett Donald and Mr. Robert Russell. The Church was magnificently decorated with cut flowers and potted plants, the colors of the bride, pink and white predominating. During the ceremony the principals stood under an arch of cut flowers. The bride was the recipient of many beautiful presents from Houlton, Me., Doaktown and other places on the North Shore. The groom's present being a cheque for two hundred dollars, the groom's present to the bridesmaid was a gold brooch and to the groomsmen a pair of gold cuff links. After luncheon at the home of the bride's parents, the newly wedded pair left on the I. R. C. express for an extended trip to Montreal, Toronto, Chicago and other western cities. They were given a very hearty send off at the railway station a very large crowd being present. After the honeymoon is over Mr. and Mrs. Hamilton will reside at Stratton, Ont.

SCHOOL SUPPLIES

This is just to remind you that, as in the past, so at the present time and during the school year about to open, we are and will be at all times prepared to give you our best service in the above line.

We carry a complete line of Books and Bibles, and while we do not give goods away we are content with the smallest reasonable profit.

Terms always cash.

FOLLANSBEE & CO.

Hotel Miramichi

J. A. WHELAN, Manager.

Most Luxurious and Up-To-Date Hotel in Northern New Brunswick

NEWCASTLE, Miramichi, N. B.

FEATURES OF HOTEL MIRAMICHI

Telephone Connection in every room. Artistically Furnished Rooms with Private Baths. Building is of Brick with Adequate Fire Protection. Servitors—The Heart of the Sportsman's Paradise. Best Fishing Privileges on the North Shore Provided. Imported Chefs. Fine Sample Rooms. Livery Stable in Connection.

Rates \$2.00 and \$2.50 a Day

Navigable Waters Protection Act

Notice is hereby given that the Dominion Pulp Company, Limited, of Newcastle, in the County of Northumberland, in the Province of New Brunswick, is applying to His Excellency, the Governor General of Canada in Council, for approval of the area plans, site and description of a proposed extension to the said Company's wharf, situated on the northerly side of the Miramichi River in front of its mills, in the Parish of Newcastle aforesaid, and has deposited the area and site plans of the proposed works and description thereof with the Minister of Public Works, at Ottawa, and a duplicate thereof in the office of the Registrar of Deeds for the said County of Northumberland, at Newcastle, N. B.

Dated this twenty-sixth day of August, A. D. 1913.

The Dominion Pulp Company, Ltd. Petitioner.

per WALTER C. STEVENS, Manager.

NEWCASTLE STEAMBOAT COMPANY, LTD.

TIME TABLE STR. "DOROTHY N" 1913

Commencing on April 25th, the Str. "Dorothy N." will run on the Red Bank route, daily (Sunday excepted) calling at all intermediate points, as follows:

Leave Newcastle for Redbank at 5.30 a. m., every Monday and will leave Redbank for Newcastle at 7.45 a. m., daily.

Leave Newcastle for Redbank every day at 3 p. m. except Saturdays when she will leave at 1.30 p. m., returning will leave Redbank for Millerton at 3.30 p. m.

Leave Millerton for Newcastle at 7 p. m., calling at all intermediate points. Returning leave Newcastle for Millerton at 10 p. m., returning to Newcastle same night.

Tuesdays will be excursions days from Redbank and intermediate points to Newcastle, return fare 35 cents.

Saturdays will be excursion days from Newcastle and intermediate points to Redbank and Millerton, return fare 35 cents.

Excursion tickets good for date of issue only.

Freight on Saturdays will be held over until early Monday morning trip.

Str. will be open for engagements for excursion parties every day, except Saturdays, from 10 a. m., until 2 p. m., and any evenings from 7 p. m.

FREIGHT RATES

100 lbs., 15¢ 500 lbs., 60¢ 1-2 tons, \$1.00, one ton to \$1.50.

Furniture and machinery charged by bulk.

FREIGHT AND PARCELS MUST BE PREPAID

THE NEWCASTLE STEAM-BOAT CO., LTD. D. MORRISON, Manager.

THE ADVOCATE is always on sale at FOLLANSBEE & CO'S Book Store, Henry Street, Opp. the Square.

STOVES at Bargain Prices

We have Three Cast Iron Ranges which we will sell at Considerably Less than Regular Prices to clear before the Fall Stoves arrive. If Interested Call and See Them

D.W. STOTHART

Phinney Block Phone 97

Sportsmen

Look into Our Window and come in and examine our new Fall Larrigans. We have them in 3-4 and 10 inch leg, with and without leather sole and heel. Also 6 inch leg Larrigans with the "Drawstring" sewing as well as the plain.

MACMILLAN'S SHOE STORE

A COOL PROPOSITION

We have on hand a number of

REFRIGERATORS

which we will clear at cost. Also Ice Cream Freezers

Screen Doors, Window Screens, Etc

B. F. MALTBY

PLUMBER AND TINSMITH

Next Door to Post Office Phone 121

THE ROYAL BANK OF CANADA

INCORPORATED 1889.

LIABILITIES

Capital Paid up \$ 11,560,000.00

Reserve Fund 12,560,000.00

Undivided Profits 110,219.00

Notes in Circulation 10,385,376.69

Deposits 138,729,483.41

Due to Other Banks 3,118,902.03

Bills Payable (Acceptances by London Br.) 3,352,148.77

\$178,316,130.29

ASSETS

Cash on hand and in Banks \$30,476,000.19

Government and Municipal Securities 3,778,533.88

Railway and other Bonds, Debentures and Stocks 12,622,217.20

Call Loans in Canada 9,189,279.16

Call Loans elsewhere than in Canada 10,660,229.65

Deposits with Dominion Government for Security of Note Circulation 578,000.00

\$67,304,260.08

Loans and Discounts \$105,363,239.92

Bank Premises 5,648,630.29

\$178,316,130.29

HEAD OFFICE, MONTREAL

185 Branches in Canada and Newfoundland.

LONDON, ENGLAND NEW YORK CITY

2 Bank Bldgs., Princess St., E. Cor. William and Cedar Sts.

BUSINESS ACCOUNTS CARRIED UPON FAVORABLE TERMS

SAVINGS DEPOSIT DEPARTMENT AT ALL BRANCHES.

SAFETY DEPOSIT BOXES

In the Bank's Steel Lined Vault, rented at from \$5.00 per annum upwards. These boxes are most convenient and necessary for all possessing valuable papers such as Wills, Mortgages, Insurance Policies, Bonds, Stock Certificates, etc.

NEWCASTLE, N. B. BRANCH

E. A. McCurdy, Manager

The difference between victory and defeat is usually a number of things that you might have done.

The easiest way to manage a husband is to select one that doesn't need much managing.