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Acadian Recorder

HALIFAX, N. S.

DAILY EDITION, - $5.00 A YEAR
TRI-WEEKLY EDITION, - 1.00 A YEAR

WEDNESDAY EVENING, SEPT. 17, 1913.

Now what will happen?

We all remember the great fear which fell upon many of our people two years ago that the Reciprocity pact would, if passed, result in denuding our country of its raw materials as quickly and as effectively as the simoon sucks up the moisture from the soil and leaves a desert behind it in its course. We all remember the preaching of unscrupulous spouters and the credence they gained among the dull and the unwise that the food products of this country would all, ever to the last sound turnip, potato, egg and bushel of barley, be bought up by the ever hungry Yankees—of course at highest prices—while Canadians would have to feed on the cullings, starve or emigrate. Right here in Halifax, there were citizens many, of usually calm sound sense, who listened to the bleatings of the festive Tory heelers and the wild declarations of the Montreal "Star" and shuddered at what they feared was the dreadful probability. There was little fear expressed over what we might buy from the Yankees at a cheaper rate, the terror was what the Yankees were going to buy from us. Thus excited, cajoled, deluded, fooled, they voted against Reciprocity under the delusion that they *would thus preserve the American Tariff against our own products* and prevent national starvation.

Giving these people, some of them at least, the credit of honest intentions, surely it cannot be that they can be fooled any longer, that their eyes are not yet opened to the stupidity of it all? First and foremost, the defeat of Reciprocity has not reduced the cost of living, it has not prevented that cost from rising, for during the past two years, the prices of everything which enters into our living have gone upward, the increase all around being about eleven points. Every article of food has advanced in price. Clothing is dearer. Right here in the city of Halifax, where the government is undertaking what purposes to be a vast terminal equipment, the people are already paying the piper with a vengeance, and the poor man's rent has increased to an extent which brings him face to face in many cases with the prospect of having to apply for public assistance in order to live at all, while the sudden jump in the cost of building lots and building material has apparently, once and for all, put the ownership of his own cottage home utterly beyond the reach of the workingman; a condition altogether deplorable.

But now the people who were filled with such terror at the prospect of the limitation of American tariffs as a special favour or *quid pro quo* to Canada alone are faced with the fact that the Americans are eliminating that tariff in favour of the world at large. The very last obstacle, which those foolish persons believed stood between them and starvation by the demolition of our food supply, has been removed. The United States, without asking our permission, without consulting us, have decided that practically all food products, all raw materials shall hereafter be imported freely without tax, let or hindrance. And now look out for the demolition, for the eating of the spoiled turnip, the sunburned potato and the decayed cabbage—in accordance with the fears of the foolish ones! Our fish will hereafter enter American markets free, fish of all kinds. Vegetables will enter the same market free. Wheat and flour will be sent across the boundary and to American ports without any tariff tax. Oats and barley will be admitted with only a trifling duty. Logs and lumber will go through the wide open door, and pulp wood is free as heretofore. All the things which the anti-Reciprocists declared were so necessary to retain within the country for our feeding, clothing and living generally, will hereafter be purchased by our American neighbors without the interference of a tariff. Verily "the Philistines be upon us," the hour of our desolation is here, if the croakers of two years ago were true prophets.

Yet, despite the fact that all the alleged dreadful conditions are now about to become a reality, the nightmares which haunted their dreams living and actual realizations, the Tory press of the country does not seem to be deeply stirred, but is facing the immediate denudition of our natural resources and the prophesied starvation of our people with a surprising equanimity. In fact, the newspapers of that ilk are showing signs of rejoicing. Two days ago the Montreal "Star," chief among the howling Dervishes against Reciprocity, announced in prominent headlines that "Canada has a clear way to a seven hundred million dollar wheat market," and that "free lumber will be a notable feature" of the new conditions. Here is a paragraph from the "Star":

"There is no probability that the conference between the two Houses of Congress will take wheat off the free list. Canada has a clear way to a seven hundred million dollar wheat market. With a crop report sent out to-day by the Department of Agriculture, showing that American wheat is away below the percentage of production this year, nature combines its strength with the Democratic Tariff Bill to open an unprecedented market for the Canadian wheat farmer.

"Exactly what may be expected is problematical, but the imports of wheat into the United States last year under the 25 cents a bushel rate amounted to $2,300,000, and the consumption of wheat there is over three times that amount."

With the duty off, a greatly increased importation of Canadian wheat will ensue, because on account of its geographical position and other reasons, Canada is bound to be the one great exporter of wheat to the American markets. No other country can be considered as a competitor.

But the elimination of the American tariff, which was to ruin Canada, is apparently also to result in sending American industries to Canada instead. The "Star" says:

"There will probably be sharper competition between the United States and the Dominion of Canada on the item of flour than on any other agricultural finished product, as the United States does happen to make at present a little more flour than it needs. However, the threat is made, and is being carried out, too, it is asserted here, that American millers will move their mills across the border in any event. At first it was asserted they would have to move to Canada to compete against free Canadian flour and pay a tax on importing wheat."

The Canadian tariff on wheat and flour has absolutely nothing to do with such a movement as the above. The American millers will come to Canada in order to get right at hand the highest grades of wheat to grind into flour to sell to the United States free of duty. American free trade, more industries for Canada. What becomes of the wail of the Anti-Reciprocist two years ago that such a condition would suck Canada dry of all her natural resources?

And the "Star" calmly announces the placing of lumber on the free list:

Canada has a chance to build a large proportion of the American workingmen's homes. That country needs $235,000,000 worth of manufactured lumber and nearly $700,000,000 worth of boards and planks.

So away go our planks and our boards without a hint of denudition.

And again the "Star":

Every item on the agricultural schedule in the way of vegetables is expected here to give Canadian importations a big increase. Potatoes from Canada are expected to compete in the southern markets, and the fur trade with the Dominion will undoubtedly take on proportions which it never saw before.

The increase of Canadian exports to the United States is no longer looked upon with terror by those who laboured so hard to make our flesh creep over that possibility two years ago. The world, and even Torydom, do learn something, and this present confession of sensible economic principles is a late but a welcome sign. The American consumer and the Canadian producer are both in for great benefits, but what about the Canadian consumer? Does he not need a little consideration, a little relief from his burdens? Reciprocity was calculated to give him that welcome relief while stimulating Canadian production, but Reciprocity was defeated and the consumer remains unrelieved. When will his turn come?

Worth their consideration.

Halifax is pleased to welcome the members of the Manufacturers' Association one and all and hopes that their visit will be productive of permanent good to the city. It is all very well to congratulate us on the beauties and the splendid position of the town, the fine harbor, the North West Arm, and its historic reminiscences. It is also very kind for someone now and then to get up and remark that Halifax has a future before it, since it is a habit which futures in general have of being before things. The question is what is going to be done about it? Will those who give such hope and paint such glowing pictures kindly raise the capital to construct a shipyard here or a steel plant, or something similar which will give employment to a few thousand men? That would be much more to the point than telling us of our scenic beauties.

In the discussion now taking place in connection with the Association sessions, it would not be amiss and might be productive of some benefit if these masters of things material would devote a little time to discussing the present high cost of living and the way out. The moment is opportune. The Premier is here in the midst of his supporters, indulging in self-gratulation on the construction of the terminals, but not a word is being said of the turning of a number of people out of their homes in the south end and the exploiting of real estate in such a way as to make it impossible to get other homes except at a greatly increased rental; while the poor man who owned his little house cannot even purchase the ground necessary to build another because of the artificial boom in land values. During the past two years the cost of living has gone up everywhere, but more largely in Canada than in any civilized country, and Halifax feels the pinch perhaps more than any other Canadian city. Hence the subject demands attention from these captains of industry. Tories tell us that as long as the manufacturers are prosperous everybody is happy and the goose hangs high. But the manufacturers are exceedingly prosperous just now, yet flesh and blood are cheap while bread is dear. The producer is most thriving, now a little attention to the consumer would be in order and vastly appreciated.

Editorial Notes.

—Life saving forms part of the curriculum of the Riverside Grammar School, of Providence, R. I.

—AlLos Angeleas manbroke the speedy marriage record when he proposed to a girl he had met but twice and was married 45 minutes later.

—S. P. Belmont has agreed to pay an annual rental of $5,000 for a site on Broadway, New York, where he is to run a boot black and hat cleaning stand.

—In Dresden, Ger., when a citizen intends to move, he notifies the street car company, who stops a freight car at the point nearest to his house and transports his entire outfit.

—Flammarion, the great French astronomer, figures it out that deaths from lightning in that country are only ten a year for each 1,000,000 people.

—At Littleton, N. H., yesterday, after hearing arguments, the court suspended proceedings in the case of Harry K. Thaw, since the New York authorities were anxious to have the writs quashed.

—Raymond Spenser, a young homesteader, while in a field near Calgary, Saturday, noticed his home was on fire. He fought his way upstairs to the bedside of his mother and carried her down through the flames. The woman died a few minutes after he had rescued her. The boy jumped into a barrel of water and put out the fire that was consuming his hair and burning his flesh, but he, too, died of his injuries.

—An ordinance called the "donkey ordinance" has just been passed by the council of Cottonwood Falls, Kansas, which will make it unlawful to keep braying animals within the city limits. For several years residents living in the north part of the town have been trying to get the council to pass an ordinance prohibiting these noisy animals from the city limits. They said a sound night's sleep was impossible because of them.

—The Canadian Pacific Railway has adopted cheques as the method of paying its employees, of whom it has only 90,000. The monthly pay-roll aggregates $6,000,000. The cheques are distributed by station agents along the line, and so numerous are the banks throughout the territory that the employees have no difficulty in getting the cheques cashed. It is said that the Canadian Pacific pay car was never robbed even in the wild old days when the road was new, but the officials always had the unpleasant feeling that it might be.

—Pennsylvania's new eugenics marriage license law is having the effect anticipated in decreasing the number of marriages. In Pittsburg applications for licenses since August 1, when the law went into effect, have shown a marked decline in the face of a previous regular increase. Persons intending to marry will not subject themselves to its inquisitorial features, and go to other States to be married where such restrictions are not in force.

—A London workman, yesterday morning, found on a sidewalk practically the entire pearl necklace valued at $650,000, which was stolen on July 16 while in transit by mail from Paris to London. The man was going to work in High Park, a northern district of London, when he noticed the pearls lying in a heap. On picking them up he found there were fifty-eight. He took them to the nearest police station, where they were at once recognized as part of the famous necklace, from which only one pearl is now missing. The finder gets a reward of $50,000.

—Hon. George E. Foster, on his return from Japan, where he did nothing but enjoy a splendid trip at the country's expense, gave out some interesting interviews. Hon. Mr. Foster, as Minister of Trade and Commerce, stated that many of the people in Japan were so poor that they could not afford to eat even the rice they grew. Therefore, said Hon. Mr. Foster, Minister of Trade and Commerce, there should be a great opening for Canadian wheat and flour in Japan, to supply food for these people who could not afford to eat their own rice. The cares of office as Canada's general travelling agent must be playing strange tricks with Hon. Mr. Foster's once logical brain.

Bargain Sale.

Plates, 25 cen and 30 cents half dozen; White and Gilt Cups and Saucers, Chamber Sets, etc., all marked down. Five thousand pieces Crockerware just opened. Come and get bargains while they last, at H. B. Bigney's, 89 Gottingen Street, foot of Cunard Street. tf aug9

MANUFACTURERS MEET.

President Courlay's address this morning

Deals with many matters of interest throughout Canada.

Mr. Fisher, St. John, says Halifax and St. John are able to handle all export trade from West.

Address from the President and other reports read this morning

Nova Scotia Association elects officers.

Beautiful September weather greeted the delegates from the Upper Provinces to the Canadian Manufacturers' Convention, who arrived here yesterday afternoon, and continues to-day. The greater portion of the delegates arrived by the C. P. R. special train of 11 cars which arrived last night. The party had a pleasant trip from Montreal without any untoward incident, except that while going from Truro to Windsor the tender left the rails, and caused 20 minutes delay. T. G. Murphy, C. P. R. dispatch passenger agent for Ontario, was in charge, and the party were delighted with the splendid equipment provided by the C. P. R., and the attention shown them. The party numbered about 175, and included the following:

Anderson, W J, Stratford Chair Co, Stratford, Ont.
Benjamin, A W, Benjamin Mfg Co, Yarker, Ont, and Mrs Benjamin.
Bertram, Henry, John Bertram & Sons Co, Dundas, Ont, and Mrs Bertram.
Betteworth, A E A, Bush & Co, Montreal.
Bristol, J R K, Mgr Tariff Dept, C M A, Toronto.
Bryan, F W, Bryan Manfg Co, Collingwood, Ont.
Burton, E S, Canadian Dyers Association, Toronto, and Mrs Burton.
Campbell, Jas B, American Can Co, Montreal.
Carlisle, C H, Goodyear Tire and Rubber Co, Toronto.
Champ, H H, Steel Co of Canada, Hamilton, Ont.
Cheston, F C, Canadian Linderman Co, Woodstock, Ont.
Chown, G Y, Worm with Piano Co, Kingston, Ont.
Clarke A R, A R Clarke & Co, Toronto, and Mrs Clarke.
Cleland, J H, Meaford Wheelbarrow Co, Meaford, Ont, and Mrs Cleland.
Cliff, George J, Canadian Salt Co, Toronto.
Cliff, W C, R D Fairbairn Co, Toronto.
Coo, R T, Canadian Sirocco Co, Windsor, Ont, and Mrs Coo.
Colby, J R, Canadian Carbonate Co, Montreal.
Copping George H, Barber Paper and Coating Mill Co, Toronto, and Mrs Copping.
Cowan, G J, American Bank Note Co, Ottawa, and Mrs Cowan.
Crawle, H A, Wilson Bros, Collingwood.
Currigan, Mrs G W, Stambridge East, Quebec.
Daly, H, National Cash Register Co, Toronto.
Daniel, C D, Toronto Pharmacal Co, Toronto.
Desbarats, W A, Desbarats Printing Co, Ltd, Montreal.
Doolittle, E A, Orillia, Ont.
Drewry, W, Edward L Drewry, Winnipeg.
Dunn, WR, International Harvester Company, Hamilton, and Mrs Dunn.
Edmonds, W L, Commercial Press, Toronto.
E J Leffert, Leffert Table Co, Berlin.
Fairbairn, Ed, Ontario Wind Engine and Pump Co, Buffalo, N Y, and Mrs Fairbairn.
Fairbairn, Rhys D, R D Fairbairn Co, Toronto.
Firstbrook, John, Firstbrook Bros, Toronto, and Mrs Firstbrook.
Fraser, A W, Fraser Cap Co, London, Ont, and Mrs Fraser.
Galbraith, H E Y, B C Mills Timber and Trading Co, Winnipeg, and Mrs Galbraith.
Gartshore, W M, McClary Manufacturing Co, London, Ont.
Gordon, C B, Dominion Textile Company, Canadian city. Hence the subject demands attention from these captains of industry. Tories tell us that as long as the manufacturers are prosperous everybody is happy and the goose hangs high. But the manufacturers are exceedingly prosperous just now, yet flesh and blood are cheap while bread is dear. The producer is most thriving, now a little attention to the consumer would be in order and vastly appreciated.
Gourlay, David R, Gourlay, Winter & Leeming, Toronto, and Mrs Gourlay.
Gourlay, R S, Gourlay, Winter & Leeming, Toronto, and Mrs Gourlay.
Harris, Sam, Harris Lithographing Co, Toronto.
Harris, W G, Canada Metal Co, Toronto, and Mrs Harris.
Hart, M M, E Hart & Co, Toronto.
Hatch, Arthur F, Canada Steel Goods Co, Hamilton.
Hewitt, J, Canadian Shredded Wheat Co, Toronto.
Hobbs, J W, Consolidated Plate Glass Co, Toronto.
Howie, N A, J J McLaughlin, Toronto.
Hubley, T A, Howard Smith Paper Mills, Montreal.
Henry, Ross, American Car Co, Montreal.
Jackson, Thos, Jackson Manufacturing Co, Clinton, Ont, and Mrs Jackson.
Jeffrey, A H, Colson Iron Works, Toronto.
Jephcott, Alfred, Dominion Paper Box Co, Toronto, and Mrs Jephcott.
Jones, J L, J L Jones Engraving Co, Toronto.
J K Stowe, Century Manufacturing Co, Woodstock.
Kinzie, G, Walker Bin and Store Fixture Co, Berlin, Ont, and Mrs Kinzie.
Keens, J H, Keens Mfg Co, Toronto, and Mrs Keens.
Knight, A Cecil, Lever Bros, Toronto.
Kyle, S L, Kyle's Cabinet Works, Ottawa, and Mrs Kyle.
Laidlaw, W C, Laidlaw Lumber Co, Toronto.
Lawson, E, Canada Linseed Oil Works, Montreal, and Mrs Lierach.
Lowndes, J M, Lowndes Lumber Co, Toronto, and Mrs Lowndes.
Loomis, G H, Brock Woollen Co, Simcoe, Ont.
McCarter, J B, Eclipse Whitewear Co, Toronto.
McIntosh, D, Beverley Wood Speciality Co, Toronto.
McGregor, G M, Ford Motor Co, Walkerville, Ont, and Mrs McGregor.
McGregor, W L, McGregor Banwell Fence Co, Walkerville, Ont, and Mrs McGregor.
McLean, G W, George McLaggan Furniture Co, Stratford, Ont.
McLaughlin, R S, McLaughlin Motor Car Co, Oshawa Ont, and Mrs McLaughlin.
McMahon, J A, Union Drawn Steel Co, Hamilton, and Mrs McMahon.
Maher, T J, Henry K Wampole & Co, Perth, Ont.
Matthew, H L, Matthews Bros, Toronto, and Mrs and Miss Matthews.
Meadows, George B, Geo H Meadows Toronto Wire, Iron and Brass Works Co, Toronto, and the Misses Meadows.
Meldrum, H T, Assistant Secretary, C M A, Montreal.
Moore, Chas, Stratford Mfg Co Ltd, Stratford, Ont.
Morgan, Miss C, C M A, Toronto.
Murphy, M G, C P R Representative, Toronto.
Murray, Howard, Shawinigan Water and Power Co, Montreal, and Mrs Murray.
Murray, G M, Secretary, C M A, Toronto, and Mrs Murray.
Neighorn, A, Nichols Chemical Co, Toronto, and Mrs Neighorn.
Parke, George, Parke & Parke, Hamilton, and Mrs Parke.
Parsons, S R, British American Oil Co, Toronto.
Pause, Frank, the U Pauze & Fils Co, Montreal, and Mrs Pause.
Pettit C Stanley, Delany & Pettit, Toronto, and Mrs Pettit.
Phillips, W G, Phillips Mfg Co, Toronto.
Richardson, S G, William Peace Co, Hamilton.
Riordan, Jas A, Standard Sanitary Mfg Co, Toronto, and Mrs Riordon.
Sadler, G W, Sadler & Haworth, Montreal, and Mrs Sadler.
Saunders A, Goderich Organ Co, Goderich, Ont, and Miss Saunders.
Scythes, J A, Hopkins Mfg Co, Limited, Toronto.
Stanley, S J, Stanley Aluminum Co, Toronto.
Shapley, W H, Toronto.
Sinclair, J M, Eureka Mineral Wool and Asbestos Co, Toronto.
William Rutherford, Wm Rutherford & Sons, Montreal.
Stewart, J F M, Point Anne Quarries, Toronto.
Stirrett, J T, editor "Industrial Canada," Toronto.
Studley, H W, Imperial Rattan Co, Stratford.
Sweeney, H M, Union Drawn Steel Co, Hamilton, and Mrs Sweeney.
Trenholme, T A, Montreal.
T D Hoag, Board of Trade, St. John.
Weddin, H J, Canadian Drawn Steel Co, Hamilton.
Wall, G H, Great West Lumber Co, Winnipeg, and Mrs Wall.
Wales, J E, Mgr Transportation Dept, C M A, Toronto.
Watson, John, John Watson & Son, Montreal, and Mrs Watson.
Wegenast, F W, Legal Secretary, C M A, Toronto, and Mrs Wegenast.
White, Arthur W, George White & Sons Co, London, Ont, and Mrs White.
Wickett, S Morley, Wickett & Craig, Toronto.
Wilson, C H, Molesmith & Wilson, Toronto.
Wright, H G, E T Wright & Co, Hamilton.
Young, A L, Henry Hope & Sons, Toronto.

LAST NIGHT'S RECEPTION.

The visitors were entertained as a reception at the Technical College last evening, and as they were about to enter the building they saw over the doors of the institute, the words "welcome," in electric lights.

Technical College Assembly Hall was gay with flags, bunings and electric lights and a splendid display of grains and fruits. George Henderson, of Brandram-Henderson's, who presided, extended a warm welcome to the visitors. Premier Murray who said he considered it a compliment to the Province that the Association should again hold its annual meeting in the city. He informed them that they were in the first State-owned Technical College in America, and he was of the opinion that the subject of Technical Education should form part of an aggressive policy on the part of the Canadian Manufacturers' Association. He spoke of Halifax and of the Provinces; of their progress and of the justifiable pride Nova Scotians had in their own Province.

Mayor Bligh spoke of the attractions of Halifax. We have possibilities, especially for steel shipbuilding, that will soon be developed. He spoke of the commercial history of Halifax and remarked that at one time Halifax had the three richest men in Canada. He welcomed them on behalf of the citizens and remarked, "I've instructed the police to give you liberty of action, (laughter), that you may enjoy yourselves in your own way. Like the Premier I am glad you brought your ladies with you and I venture to say that their presence will not alloy your pleasure."

F. B. McCurdy, M. P., President of the Board of Trade, spoke of how Halifax had improved since their last meeting here 19 years ago. The value of our manufactures have increased from $12,600,000 in 1902, to $21,700,000 in 1913. Our advancement in manufacturing during the past decade has been in the form of joint stock enterprise, and during the last five years our people have supported with their capital, such savings manufacturing enterprises of one kind and another which has substantially increased our industrial population. As an instance, the Nova Scotia Steel and Coal Company, which has an issued capitalization in bonds and stocks of some $17,000,000, has secured over $12,000,000 from Nova Scotians.

Mr. Cantley, Vice-President of the Nova Scotia branch of the C. M. A., and General Manager of the Nova Scotia Steel and Coal Co., appealed to the visitors to use their influence towards placing the Maritime Provinces on an equality with Ontario and Quebec so far as Federally constructed transportation facilities are concerned. Pointing out the benefits which the Upper Provinces have derived from the Federal canal systems, which produce no revenue whatever and towards the construction of which the Eastern Provinces had contributed their fullquota, Mr. Cantley urged that the Government railway serving Nova Scotia and New Brunswick should not be operated as a revenue producer, but should be run so as to merely pay expenses.

President Courlay responded in behalf of the Association, expressing their appreciation of the spirit of the reception and the welcome given them.

THE NOVA SCOTIA BRANCH.

The annual meeting of the Nova Scotia Branch of the Canadian Manufacturers' Association was held this morning, when the executive committee made a lengthy report of the year's work.

Since the beginning of the year several members of the Association have prepared, at the suggestion of the executive, articles descriptive of the industrial activities and possibilities of various parts of this province for publication in "Industrial Canada." "Sydney and its Neighbors," by E. C. Burchell, of the Sydney Cement Co., and "The Industries of Amherst," by Geo. T. Douglas, of the Canadian Car and Foundry Co., appeared in the August number and an article on "Halifax and its Industries," by E. A. Saunders, of the Halifax Board of Trade, appeared in the September number. Other articles on Truro, New Glasgow and vicinity, and the Mersey power are yet to appear.

During the year Mr. H. T. Meldrum, of Montreal, Assistant Secretary of the Association, visited the province, and through his efforts the membership was considerably increased.

At a special meeting of the association at Truro on May 22nd it was decided to publish an illustrated album or booklet descriptive of the industries of this province for circulation among the members of the association in Canada, the press of the empire and generally through the agency of the Nova Scotia Government among the manufacturing interests of Great Britain. The edition will be limited to 50,000 copies, the cost being about $6,000, practically all of which is in hand. This important work is in the hands of a strong sub-committee of the executive and an early completion of their labors is expected.

Through the co-operation of the Toronto office, the Halifax Board of Trade and the N. S. Board of Fire Underwriters, a public meeting was arranged in Halifax on June 12th last, addressed by Franklyn H. Wentworth, secretary of the National Fire Prevention Association on the subject of "Fire Prevention." The meeting was presided over by Mr. R. S. Gourley, president of the Association. As a result of this meeting the secretary of the Branch Association was able to organize a local committee to revise the building laws of the city of Halifax, which committee now has the matter in hand.

The following officers were elected this morning:

Chairman—George Henderson, Halifax.
1st Vice-chairman—H. C. Burchell, Sydney.
2nd Vice-chairman—George T. Douglas.
Executive—J. F. Fraser, Halifax; J. T. Cumming, New Glasgow; R. H. McKay, New Glasgow; G. A. MacKenzie, C. C. Starr, Halifax; Frank Stanfield, Truro; J. F. Edwards, Londonderry, and H. S. Crowell, Yarmouth.

TO-DAY'S SESSION.

The first business session of the Association was held this morning, when a number of the reports were read.

The report of the secretary showed the membership had increased larger than any year since 1906, and they have added 1,000 to their income. The total surplus assets has risen to $36,000. They have launched a widespread campaign for the reduction of unnecessary waste; they have secured the adjustment of many a transportation and many a tariff grievance by well reasoned appeals to the Board of Railway Commissioners and to the Board of Customs. They have carried through to the Privy Council cases their rights to determine the relative jurisdiction of the Federal and Provincial Governments in the matter of the company incorporation and company licensing. They evolved a safe and sane solution of the problem of Workmen's Compensation, which they hope to see adopted sooner or later by all the Provinces.

The report of the Reception and Membership Committee showed a good growth of Association from 340 in 1500 to 3,007 in 1913.

President Courlay's address was the chief event of the forenoon session of the morning session.

Speaking of the money stringency he said the key to the situation lies in the fact that Canada is financing her rapid numerical and material growth and development on borrowed capital. The wealth of our resources is unquestioned, but that wealth has not yet been converted into money, or into merchantable commodities that can be used to pay our debts. Meanwhile our immediate requirements in goods from other nations are far in excess of anything we have to offer in return. For the 12 months ending May our imports for consumption were $685,000,000, our exports of domestic produce only $360,000,000. On the business of one year alone, therefore the balance of trade against us was $327,000,000; if we go back for ten years the total adverse balance amounts to $1,051,000,000. This we have had to pay in cash, and not having the money ourselves we have had to borrow it.

And thus we have gone on from year to year, not satisfied to have made our money before we spend it, hoping thereby to save more. In the natural course of events it could only be a matter of time till our credit abroad would approach its limit, and this past year the inevitable happened. Supplies were in part shut off, carrying charges had still to be met, and the result was tight money.

Since the commencement of this stringency, a good deal of criticism has been levelled against our banks for their alleged failure to provide the funds necessary for the business of the country. From a wide acquaintance of men engaged in commercial pursuits and in large industrial undertakings, I am convinced that not only are these criticisms, in the main, uncalled for, but that, on the contrary, our banks are deserving of much credit for the successful manner in which they have handled a difficult situation. To say that they have refused to provide money for speculative ventures, or for the financing of new enterprises, is to acknowledge that they have chosen rather to reserve their resources so as to be the better able to take care of legitimate business.

Generally speaking, business throughout the year has been good. There has been a noticeable falling off in building permits, especially in the West, a fact which accounts for the dullness which some few trades have experienced. Over-speculation in real estate, too, has been followed by a depression that has restricted spending power in many quarters. The steady continuance of railway construction work and municipal improvements, however, has more than made up for any losses due to the causes mentioned.

We all need the lesson of caution that the past year has administered so effectively, yet with no light a touch. We have grown so accustomed to increases of from 10 to 50 per cent. in our businesses, that when we simply mark time for a year we grow impatient and delude ourselves into thinking that we have lost ground. A maxim in the old school books used to teach us that slow but sure will often win the day against speed and spasmodic action. I do not, of course, accuse the business men of Canada of spasmodic action, but many of them, I fear, fail to appreciate fully the virtues of the slow but sure method.

The President, while approving of the present tariff, said it is by no means perfect. The woolen schedule is not what it should be. Neither is the iron and steel schedule satisfactory. We do not ask nor do we want higher duties all along the line. Let me here and now place our Association on record once more as being satisfied with the present general level of our tariff, subject to the adjustment of certain defects. But it should also be made clear and emphatic that we are unalterably opposed to any general lowering of the tariff on goods of a class or kind made or produced in Canada.

An examination of the Underwood Bill as finally amended confirms me in the belief that Canada made no mistake in rejecting the Reciprocity agreement of 1911. In spite of it I do not question the value of the market concessions we would have secured thereunder, but whereas then we would have secured these concessions only in return for similar concession on our part, now we are to secure many, and some of the most substantial of them without an embarrassing consideration of any kind.

As to the labor situation the President remarked:

Earlier in the year there was a pronounced scarcity of skilled help in certain lines of trade, but continued immigration on the one hand, coupled with retrenchments due to the money stringency on the other, have enabled the supply to overtake the demand. Should the tide of artisan immigration continue, and it is not to be expected that it will terminate suddenly, the probabilities are that this winter there may be a surplus of labor, but I am optimistic enough to believe that by Spring we will be back to normal conditions again.

On the question of Imperial Defence, the President said: "The feasibility of shipbuilding in Canada all or any of the vessels that shall constitute our contribution to the defence of the Empire is a matter which should be left for experts to decide. That we *could* build them goes without saying, were the question of cost to be left out of consideration. Certain it is, too, that we will never have in Canada naval shipyards worthy of the name unless we sometime make a beginning. I am constrained to believe that Canada would be wise to constant herself with the building of smaller vessels and other work incident thereto as a commencement, leaving to the naval yards of England for the time being the task of providing the ships that shall proclaim us a nation.

The Presidents also referred to shipbuilding in general. What we would all like to see, what we believe will eventually come, is the revival of shipbuilding on a large scale at our ocean ports. The days of wooden shipbuilding may be over, but possessing, as she does, an abundance of both iron and coal alongside of tide-water, and with large industries for the manufacture of steel, the natural advantages of Nova Scotia as a home for modern shipyards are most marked.

Secretary G. M. Murray read a number of telegrams of regret.

The secretary's report was adopted on motion of Howard Murray, Montreal.

Several questions were asked, some were in connection with the expenditure of $10,000 for a trade index. The president explained that the receipts from this would prove satisfactory to all, and there would be an opportunity for all to discuss it later in the session.

The report of Treasurer Coombes which was ready by the secretary showed the splendid financial condition in which the Association stands.

The other questions referred to proposed new by-laws and also to the convention of the Association being held in June. A question was raised as to whether the weather will be too hot during that month. Both these points, said the Premier, would later be up for discussion.

Vice-President C. B. Gordon, of Montreal, in a neat speech in which he eulogized President Gourlay's address as well as the efficient manner in which he had conducted the affairs of the Association since its acceptance.

Ald. Sadler seconded the motion.

The report of the "Industrial Canada" and Commercial Intelligence committees was read by Chairman J. F. M. Stewart. The report was discussed by Mr. Saunders, of Goderich, Ont. He thought the paper should be better patronized by manufacturers.

Howard Murray, of Montreal, discussed the scholarship section of the report, which refers to the results from the scholarship presented by the "Industrial Canada."

Mr. Fisher, of St. John, said he hoped that the manufacturers from the West would look around for ports to do export business. St. John and Halifax are open all the year round. There was plenty room in both cities for manufactories, and each was admirably situated to handle all exports.

Mr. Drury, of Winnipeg, said it took him five days to reach Halifax, but he was recompensed for his trip by hearing the address by the President.

A motion to increase the scholarship offered by the paper was adopted to be forwarded to the proper committee to draw up a resolution in keeping with suggestions made. Among those taking part in the discussion were Mr. White of London and Mr. Fairbarn of Toronto.

Mr. A. Seybolt read the report of the insurance committee, which was adopted.

The second business session is being held this afternoon, when reports on the following were read: Technical education committee, railway and transportation committee and tariff committee.

The programme this afternoon includes a Garden concert and an afternoon tea by Halifax Council of Women.

To-night there will be a concert for visiting ladies at the Wesgwoltic, and a business session and smoker for the members.

THE TERMINAL SCHEME.

Mr. G. A. Smith visits the docks at Montreal

And gives his impressions as to Halifax scheme in an interesting letter.

EDITOR DAILY RECORDER:

Sir:—I had the pleasure of being in Montreal last week, and while there, visited the docks of the port of Montreal and River St. Lawrence, and find that they occupy a water-front space of about three-quarters of a mile, and are protected from ice by a guard pier extending from Victoria Bridge to the end of King Edward pier, the Allan steamship piers, the Halifax terminal scheme opened itself upon me, and I saw at a glance the scheme of expert Engineer Cowie.

In May, 1912, an engineer was sent to Halifax armed with a similar plan, and it was his duty to find a suitable location for this plan or scheme. On going over the harbor above the present piers he found difficulties re the Dry Dock, etc. He then moves to the upper basin of the harbor, and south of the Intercolonial Railway, and we have been told by Mr. Cowie that the water is too deep. He then shifts to Dartmouth and finds the location ideal, but as it was the wish of a certain few that the terminals be located in Halifax, this time he settles on Point Pleasant. Having settled that part of it, it is up to him to find a railway connection to the piers, hence the proposed Ditch Railway scheme.

When Mr. Cowie found out that this scheme was so distasteful to the citizens of Halifax it was his place to have it located on Dartmouth, if, as he says, no other site in the harbor was as suitable. It would have been a benefit to Dartmouth, and equally as good for Halifax, and it is not too late even now to have the piers constructed there.

The whole fault of the present scheme is a lack of engineering judgment on the part of Mr. Cowie who is trying to fit into Halifax a dock plan of Montreal, and probably most suitable for that port, but in nowise meets with the requirements or local conditions of the port of Halifax. The dock plan for Montreal is good food for that port, but a Montreal dock plan for Halifax is poison.

The Government own property from Proctor Street, and we have been told by Mr. Cochrane that the Dockyard is now obtainable and when the Refinery at Dartmouth is completed the Imperial Refinery will be on the market for sale; so with the property already owned and obtainable, extending from Proctor Street to the Narrows, the Government will have a waterfront of about two miles.

Now as to the objection raised to the location above the Dockyard, an engineer intimately connected with this scheme said that it would interfere with the right of way to the Dry Dock. Allow me here to make a suggestion. If a bridge were constructed from Campbell Road to the north of the Dry Dock and a runaway built into the Dry Dock, it would have a much better right-of-way that it has at present. This would allow for all excavation necessary to be made for the level of the Dockyard if this site were selected, the passenger lines to remain on higher level near to Campbell Road.

Now as to the location of the Union Station, I, or no one else, can understand why it is necessary to have a Railway Station at the piers. Montreal, the largest city and chief ocean terminal port of Canada has not a principal station at the piers. It is too bad Mr. Cowie could not have a station built on the site of Bonaventure Market, it would have been so handy to the piers, and convenient for the people coming to the City of Montreal, and then the Intercolonial Railway would not have to use the Bonaventure Station! It is really too bad that the Engineer in New York made such a mistake in placing their beautiful station so far up town, when it should have been built at the Castle Garden! Boston, Liverpool, London, and all the other large cities are so far behind in this matter, according to Mr. Cowie's scheme!

Now we are to have a visit from Mr. Borden and it is up to him to have matters made right with his constituency, the City of Halifax, which elected him to his present position. When this dock scheme first came out, he was waited upon by a prominent citizen, and Conservative, who protested as to the location, but was told by Mr. Borden that he could do nothing in the matter. At the same time a committee of prominent Conservatives, were on the same mission, met with a similar fate.

Now it is for Mr. Borden to tell us WHY, he being our chief representative and the First Minister in the Government was unable to do anything in the matter, and it is up to every citizen who has this matter at heart, whether he be Liberal or Conservative, to come together and stop this most atrocious and iniquitous act of vandalism and faulty engineering ever foisted on any city.

Do not be misled by the cry "It is too late." It is not too late to stop a piece of bad engineering. This cry will be raised by a certain few, but it is the duty of every loyal citizen to fight this scheme to the bitter end.

C. A. SMITH.

Halifax, Sept. 16th.

—The largest lobster ever caught in New York waters was introduced to the New York public through the Aquarium. It was caught by James T. Smith, a Fulton Market angler, who was trawling the waters near Scotland Lightship. It weighs thirty-five pounds, is sixteen inches in circumference and the left claw is nineteen inches long. The lobster is said to be about 50 years old. Officials at the Aquarium say that lobsters measuring from twenty-five to thirty-five inches are of that age.

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LOST—Yesterday, either on Prince or Hollis Streets, or on the Belt Line Car, a Gold Bar Brooch, with name "Florie" engraved on it. The finder will be suitably rewarded by returning same to this office. 31 sep 16

LOST—On Barrington Street, Monday afternoon, Lady's Gold Watch. Finder kindly return same to 28 Sackville Street. sept16—3t

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