

## THE MARITIME BOARD OF TRADE

(Continued from page 4)

Before passing on to the business of the present year, we wish to thank the Premier and the Ministers of the Cabinet for their kind consideration, and Messrs. Stanfield and Rhodes, M. P.s. for the courtesies extended to us, particularly in supplying a room at Ottawa for the use of the delegation. Possibly, however, what will remain one of the happiest recollections of our visit to the Capital is the delightful luncheon given us at the Rideau Club by Mr. F. B. McCurdy, M. P.

It may now be in order to say something of the subjects before us for consideration this year.

Nos. 1, 4, 10 and 12 deal with the increase of freight rates of the Intercolonial Railway. We understand that the Management of the I. C. R. has in the last few days adjusted the rates to a 10 per cent. increase on the former tariff, and partial rates back to the old scale. However, there can be no harm done by a full and free discussion of this subject. Any surplus that has ever been shown on the I. C. R. has been produced from the local traffic, for the through freight traffic both going west and coming east, has, according to the best of our information, never produced a profit.

It has been repeated continually by the middle Provinces of the Dominion that the Intercolonial Railway is maintained wholly for the benefit of these Maritime Provinces. We are of opinion that the Intercolonial has been of greater profit and benefit to the shippers of the central provinces of the Dominion than any other outlet they have had for their goods. Their machinery, flour, and other products have been carried into the Maritime Provinces for years over the I. C. R. at cost; and the coal and iron has been carried from the East to their manufacturers at cost; so they have been getting both going and coming. It is no harm to remind our friends from the Upper Provinces that we have contributed largely to their transportation facilities, both Railways and Canals, and when we ask for additional transportation advantages and a fair deal on freight rates, we should be glad to know that they reciprocate our generosity. It is about time they were forgetting that we are but the "Shreds and patches of the Dominion."

This may sound like harking back into ancient history. I would not do so, only that there seems to be an opinion abroad in the Middle West that the destinies of our Intercolonial Railway can only be controlled by people from the Province of Ontario.

No. 2. TELEPHONES, is a subject Maritime and Provincial.

No. 3. RIVER FISHERIES evidently only applies to the Province of New Brunswick, and I hardly see how it is possible to discuss it at this Board.

No. 5. ISLAND FERRY. This is the transportation problem again, and "The Garden of the Gulf" so far has not been fairly dealt with. This subject should receive the full consideration of this Board.

No. 6. TAXATION is always a burning question.

No. 7. INFERIOR CARS ON THE I. C. R.

There is no part of the I. C. R. system over which more tourists travel than the Divisions mentioned, and in the interests of the Railway they should see that the stranger has the best at their command. I remember arriving in Rimouski in 1906, and the cars supplied by the Intercolonial Railway to meet the passengers at that point and carry them to Montreal were of a most ancient type, and had the officials of the I. C. R. heard the comments of the Englishmen on the class of cars they had to travel in, they would have junked the whole train at the first opportunity. However, we have many beautiful trains on the Intercolonial, equal to the best on the continent, and sometimes in the rush season we must put up with inferior cars. Our I. C. R. passenger service on the whole is better equipped than any other in the Dominion.

No. 8. BRANCH LINES. Agitation and persistence will certainly accomplish much, and if we hammer long enough and loud enough, the business end of the Dept. of Railways will certainly some day see the advantage of connecting every outside point with the Main Line.

No. 9. DISCRIMINATION IN PASSENGER FARES.

We should have equal rates on all lines regardless of East or West.

No. 10. TECHNICAL EDUCATION. This is to my mind the most important subject on the present paper, and too full consideration of this subject cannot be given at this meeting, and I do not believe the Board of Trade of the Maritime Provinces can be better employed than in investigating our present educational system.

No. 11. GOOD ROADS. They are bound to come. Let us all work to further this undertaking.

No. 12. PRESERVATION OF OUR HISTORIC SPOTS.

Strong representation on this subject should be made by our board, and a committee appointed, and we believe it might be wise for us to consult with the Daughters of the Empire or some kindred organization as to what has already been done in connection with this subject. We have Fort Howe at St. John, Annapolis Royal, Louisbourg, the many historic sites around and about Halifax, Fort Beauséjour, Fort Lawrencé, Fort Moncton, and Burnt Church.

### No. 13. ADDITION TO BY-LAWS

There have been many proposals in the last year in regard to the better management of the Maritime Board. The St. John Board suggested that one of the reasons for their not affiliating with the Maritime Board was that they considered the constitution should be altered in some way, and they with others have suggested a council that will meet every two months. We are also informed that the St. John Board are anxious to have this Province under one Provincial Board.

The general criticism of many of the Boards is that the Maritime Board of Trade is not sufficiently active. Certainly much more might be accomplished if we had an active council meeting every two months, and new business arising throughout the year would be attended to at these meetings.

Mr. Stewart, Editor of the "Maritime Merchant" in his issue of August 14th offers some very fair criticisms, practically a repetition of what has been said by members of the Maritime Board for some years.

Want of activity is the key-note of his remarks. We quite agree with Mr. Stewart that the Maritime Board is not doing one-tenth of the work it should, but unfortunately, Mr. Stewart like many of the rest of us can offer criticisms and can even point out the remedies; but he like nearly every member of our own Board is so busy keeping his own pot boiling that he hasn't time to play Providence to the rest of the people.

A letter signed "Optimist" in the same Journal of the same date discusses the Maritime Board in about the same tone as does Mr. Stewart. He, however, says one very significant thing. "If it happened to be a business man living in one of the places I have mentioned and having no hobby I should like to try guiding the destinies of the Board for year or two." I am sure every delegate at this meeting would be glad to know who "Optimist" is, and would welcome him with open arms should he decide to take this Maritime Board up as his next hobby, and go to work at once. The trouble with hobbies is that they are expensive as a rule. I see, the Prince of Monaco has recently been in Halifax, and his hobby is gathering deep sea shells and other flora and fauna from the bottom of the ocean; but then the Prince has the Casino at Monte Carlo to support his hobby. If it were not for that dear gaming table of his, he would probably be content to dig clams on the sea-shore. I suppose there would be no such luck as that some of our good friends of the Halifax Board of Trade had suggested to the Prince that he should take up the Maritime Board of Trade as his next hobby. What we need is the money and the man to carry out the extensive propaganda proposed by ourselves and our critics, and to do this we need at least one permanent secretary who can give his whole time to the work, and we need to pay that secretary a good round salary. Now, is the Board prepared to recommend such a course? for that is really the best way out of the woods.

St. John's suggestion as to a Provincial Board would have the same effect as the Council which we propose, and would not be so good unless these Provincial Boards united under the direction of the Maritime Board. Our great strength lies in cohesive action on a given subject, of all the three Provinces. So long as these Provinces remain sectional, and do not become united in their efforts for everything appertaining to the Maritime Provinces, just so long will we be weak and dead as the historic Sites which we are now asking the Dominion Parliament to take over and keep in a state of preservation.

We find the Boards of the Western Provinces working like mad for their individual cities and towns, but when a question arises of Federal importance affecting the whole West, they unite and pull as one man. If the Maritime Provinces ever expect their great Transportation and other problems to be taken up seriously by the Federal authorities, they must make their appeal as one, otherwise, their object will be defeated as it has been, in the past.

Gentlemen, I ask your pardon for inflicting so long a report upon you to-day. I am only sorry it has not been possible for me to do more for this Board during the last year. Unfortunately my business took me away from the Provinces nearly half the year, and every day has brought new work. My experience is one of the reasons why I urge that this Board employ a permanent secretary who will be continually on the job.

Thanking you for your very kind attention,

Secretary's Report

To the President and members of the Maritime Board of Trade:

The annual meeting of the Board held at Truro on 21st and 22nd August last was characterized by an earnestness which presaged a greater interest in the work of the Maritime Board.

With a view of obtaining better results from the Board's deliberations and resolutions it was arranged that a deputation consisting of as many delegates from the Boards represented at that meeting as could attend should wait on the Prime Minister as early as possible after the Christmas recess and submit to him the resolutions on which action was desired from the Federal Government.

The delegation waited on Rt. Hon. R. L. Borden, Premier, on Tuesday 18th, February, 1913. As their departments were interested in the resolutions the Hon. Premier called in Hon. F. Cochrane, Minister of Railways and Canals, Hon. J. C. Doherty, Minister of Justice, and Hon. Sam Hughes, Minister of Militia. A very patient hearing was accorded the delegation. As the President will deal at some length with this matter in his report it is unnecessary for me to deal more fully with it.

On 21st October last I sent out a circular enumerating the resolutions that had been passed at the annual meeting, and requested that the several Boards would bring the same to the attention of the members of Parliament for their respective districts. Copies of the Canadian Grocer, published by the McLean Publishing Co. of Toronto, containing a very full account of the proceedings of the Board were sent to every Board affiliate or not.

On 3rd January last another circular was sent all Boards notifying them of the date fixed for meeting with the Premier at Ottawa and requesting the appointment of delegates.

While good work has been done by the Board during the past year and some results secured, yet the result in the aggregate is not as great as should be expected from a representative gathering of the business men of these Maritime Provinces.

I have been unable to obtain any response—financial or otherwise—from many of the smaller Boards, and I know several are in a moribund condition. How best these latter can be revived, and the others brought into a vigorous condition is a problem this Board is called upon to face. If the work is to be accomplished that is needed.

It has struck me that the election as secretary of someone whose duties take him over the Maritime Provinces (a commercial man or Insurance Agent) might afford the opportunity of meeting with the smaller Boards, and spur them into activity. At present the revenue of the Board is too limited to permit of the payment of travelling expenses, or for the services of a person to give a good portion of his time to this work.

Whether delegates from some of the larger centres could be induced to make an occasional visit to the Boards subsidiary to such centres is a matter for consideration. It might well repay in increased business between the outlying communities and the centre, and justify the expenditure of time and funds.

In addition to the notices to the Boards invitations have been sent to all the members of Parliament and of the Local Legislatures of the three Provinces, to attend this present meeting.

### Respectfully submitted,

T. WILLIAMS.

The report will be continued in our next issue.

OFFICES TO RENT

Centrally situated, with every convenience. Also quantity of new furniture to be disposed of at low prices in order to clear out. Those who come early will secure bargains.

D. MORRISON, over Russell & Morrison's store.

NOTICE OF SALE

To the heirs of Margaret Russell, John Russell and Annie Russell, late of the Parish of Newcastle deceased, and all others whom it may concern.

TAKE NOTICE that there will be sold at Public Auction on Monday the thirteenth day of October, A. D. 1913, at ten o'clock in the forenoon, in front of the Post Office in Newcastle in the county aforesaid.

All that certain piece or parcel of land and premises situate, lying and being in the Parish of Newcastle aforesaid and bounded and described as follows:—In front by the Miramichi River, upper or westerly side by lands owned and occupied by heirs of the late McEwan, rear by lands owned and occupied by Oscar Druett and lower or easterly side by lands owned and occupied by John Stothart, save and except therefrom that part of the said lot conveyed to Charles A. Munroe by the said John Russell in his lifetime being the same piece of land devised to the said John Russell by his late father by will dated the sixth day of June, A. D. 1872.

The above sale is made under and by virtue of a power of sale contained in a certain Indenture of Mortgage made by the said Margaret Russell, John Russell and Annie Russell and dated the twenty second day of November, A. D. 1879 as by reference thereto will more fully appear.

Further particulars will be given on the day of the sale or on application to the undersigned.

Terms Cash.

Dated at Newcastle aforesaid this twenty-ninth day of July, A. D. 1913.

E. P. WILLISTON, Solicitor for the Mortgagee

## COME TO PICNIC

LEGACEVILLE

MONDAY and TUES.

NEXT, SEPT. 1st and 2nd

Teams will meet the S. S. Alexandra at Burnt Church to convey parties to picnic grounds.

SOIREE IN EVENING

Dancing and all kinds of amusements.

MEALS

Served on the Grounds at all hours

Proceeds in aid of the new Church

Navigation Waters Protection Act

Notice is hereby given that under and by virtue of Chapter 112 "Navigable Water Protection Act" R. S. C., 1906, I have this day deposited in the office of the Registrar of Deeds and Wills for the County of Northumberland in the Province of New Brunswick, at Newcastle, in the County of Northumberland aforesaid, a plan showing the proposed Bridge across the town of Newcastle, in the County of Northumberland and Province of New Brunswick, together with a description of the site of the said proposed Bridge, and I have also deposited with the Minister of Public Works, at Ottawa, Canada, a plan in quadruplicate showing the said proposed Bridge across the Miramichi River at or near the Town of Newcastle, in the County of Northumberland and Province of New Brunswick, together with a description of the site of the said proposed Bridge.

And notice is further given that one month after the date of such deposit, I shall apply to the Governor General in Council of the Dominion of Canada for approval of the said plan and description and of the construction of the said proposed Bridge.

Dated this 23rd day of August, A. D. 1913.

JOHN MORRISSEY, Minister of Public Works for the Province of New Brunswick.

TEACHER WANTED

Second Class Teacher for district No. 13, Parish of South Esk. Apply stating salary to

WILBUR D. HUBBARD, Sec., Trustees, Cassillis, N. B.

ESTATE NOTICE

All persons indebted to the Estate of the late Ferdinand L. Pedolin, late of Newcastle, in the County of Northumberland, in the Province of New Brunswick, Doctor of Medicine, are required to make immediate payment to the undersigned. And all persons having just claims against the said estate are requested to file the same duly attested with them within three months from this date.

ADA J. D. PEDOLIN, LILY M. J. FOWLER, Administratrices of said Estate, Newcastle, N. B., 19th August 1913.

343 South Esk, N. B.

Teacher Wanted

Second Class female teacher for school district No. 14, South Esk. Apply stating salary, etc. to

H. B. TOZER, Secretary, Trustees.

343 South Esk, N. B.

OPERA HOUSE

3 NIGHTS 3

Commencing

THURS. AUG. 28th

Extraordinary Attraction

BARNON & READE

ALL STAR SHOW AND CIRCUS

Marvellous Trained Dogs and Cats

2 EDUCATED PONIES 2

The Smallest in the World

Miss Dot Reade the Worlds greatest Dancer bar none

Gypsy Brown wonderful Violinist

2 TWO REELS OF PICTURES 2

Nothing cheap about this Show except the price

ADULTS 25 cts. CHILDREN 15 cts.

## 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 Stationery, and while we do not give goods away we are content with the smallest reasonable profit.

Terms always cash.

FOLLANSBEE & CO.

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J. A. WHELAN, Manager.

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

NEWCASTLE, Miramichi, N. B.

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Telephone Connection in every room. Artistically Furnished Rooms with Private Baths.

Building is of Brick with Adequate Fire Protection.

Situation—Turfheart of the Sportsman's Paradise.

Best Fishing Privileges on the North Shore Provided.

Imported Chefs. Fine Sample Rooms. Livery Stable Connection.

Rates \$20.00 and \$25.00 a Day

The Probate Court of Northumberland County

In the Probate Court of Northumberland County.

In re the Estate of Robert Swim, Deceased.

To the Sheriff of the County of Northumberland or any Constable within the said County Greeting:

Whereas James Robinson, Executor of the last Will and Testament of Robert Swim late of the Parish of Blissfield in the County of Northumberland deceased, hath prayed that he may have the accounts against the said Estate allowed and passed or such other order made by this Honorable Court as may seem meet.

You are therefore required to cite Agnes Swim the sole Legatee under the said Will and all others interested in the said Estate to appear before me at a Court of Probate to be held at the Town Hall, Chatham, in the said County of Northumberland, N. B., within and for the said County of Northumberland on Saturday the twentieth day of September next at eleven o'clock in the forenoon to pass and allow the said accounts against the said Estate or such other order as the said Court may seem meet.

Given under my hand and the Seal of the said Court this twentieth day of August, A. D. 1913.

County.

(Signed) R. A. LAWLOR, Judge of Probates, County of Northumberland.

(Signed) G. B. FRASER, Registrar of Probates for the said County.

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The Smallest in the World

Miss Dot Reade the Worlds greatest Dancer bar none

Gypsy Brown wonderful Violinist

2 TWO REELS OF PICTURES 2

Nothing cheap about this Show except the price

ADULTS 25 cts. CHILDREN 15 cts.

## 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

GRAND PICNIC

To be held in the Skating Rink and Surrounding Grounds, Newcastle, on

LABOR DAY, SEPT. 1st

Under the auspices of St. Mary's Catholic Congregation.

SPORTS, GAMES AND AMUSEMENTS

of all kinds will be provided by the Committee in charge.

McEachern's Orchestra will furnish music for dancing.

The C. T. A. Band will provide music during the day and evening.

DINNER FROM 12 to 2 TEA FROM 5 to 7

SOIREE

A Soiree will be held in the Rink in the evening and supper will be served at midnight.

STR. "DOROTHY N."

will run regular trips to and from Redbank, and will make a special trip leaving Redbank at 7 p. m. After the Soiree the "Dorothy N." will leave Newcastle for Bougainville and Chatham, calling at Newcastle on return when Steamer will run to Nelson and Redbank, stopping at all intermediate points. This will give all who attend the Soiree an opportunity to return home early in the morning.

First-Class single fare tickets, good to return up to September 3rd, will be issued to Newcastle from all stations on the I. C. R.

Rain or Shine, Picnic will be held Labor Day

THE ROYAL BANK OF CANADA

INCORPORATED 1869.

LIABILITIES

Capital Paid up ..... \$ 11,560,000.00

Reserve Fund ..... 12,560,000.00

Undivided Profits ..... 10,000.00

Notes in Circulation ..... 10,385,376.69

Deposits ..... 136,729,483.41

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 ..... 10,360,329.65

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.

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