THE WEEKLY SUN, ST. JOHN, N. B.

Sun Weekly

SAINT JOHN, N. B., DEC. 8, 1886.

MINISTERS ON THE STUAP.

So long as Canada enjoys responsible government Canadians will have the privilege of hearing addresses from Ministers. The from official correspondence, are probably public do not read Hansard. Very few of accurate. The first letter is from commisthe electors have occupied the people's galsioner Irvice to Governor Dewdney. It is lery of the house of commons. They, howwritten from Fort Walsh, and states that ever, have a reasonable desire to meet their 2,000 Indians are there in a destitute conservants, the members of the administration, dition. The commissioner stated that the and to hear from them in person an account Indians proposed to remain, adding that of their way of doing business. A minister, there was only three weeks provision for like a member of parliament, is under oblithem. The date of the communication is gations to give an account of his steward-September, 1882. Turning to the official ship to his constituents. But the constitureports for the year in question we ents of a cabinet minister are not the peoplo find that there were a large number of one county. They are all the people of of Indians at Fort Walsh. These Indians the Dominion. Ministers have other work belonged to no single band, but were stragto do, but they can find time to address glers from all parts of the country. In order public meetings occasionally during the interval between sessions, explaining the pol-icy of the government, and discuss-ing the public questions of the day. An English cabines minister who can speak to understand their relations with the government, it must be understood that the government in its treaties with the Indiana agrees to pay a certain annuity, but, with well, delivers many addresses in the course the exception of one treaty which does not of a session. Political banquets, gatherings concern this Fort Walsh matter, there is no political clubs, and other occasions for undertaking to feed the Indians. Neverthepublic speeches are always occurring so that any weekly paper that is taken up conless the government has recognized the Intains two or three accounts of ministerial dedians as in a sense the wards of the nation. Such being the time honored custom both

and has undertaken to keep them from want on their compliance with certain conditions, in this country and the mother land, it is a little remarkable that the grit press should Reserves have been set aside for each band assail the present Dominion ministers for which will accept a location. The Indians addressing public meetings in Outario and have been allowed to choose their own the lower provinces. The large attendance localities. The tracts set aside are large, at the meetings in Nova Scotia and New so that each band has all the land that it Brunswick, and the still larger gatherings in can cultivate. Farm instructors are engaged Ontario show that the people are glad to bear what their ministers have to say. Rather than censure the members of the adto teach the Indians how to cultivate the soil. Farm implements, horses and working oxen are provided for them, and seed is ministration for making public explanations of their conduct and policy, we should be disposed to regret that it is impossible to Schools are established on the furnished. reserves, and the young people are taught various industries. In doing this, the govhear from them more often. A visit of Sir ernment recognize the fact that the Indians John Macdonald to the eastern provinces can no longer live by the chase, and it is not desirable that they should live by stealwould be welcomed not only by his supporters but by his opponents. Mackenzie, ing. The present generation cannot, per-Cartwright and other grit ministers were with us in their time, as White has been in haps, become efficient farmers, but better things are hoped for the children now grow-This suggests the fact that whatever duties the Mackenzle government neglected ing up. Now the government undertakes to take care of all Indians who will go on the they did not fail to recognize the duty of addressing public gatherings during their reserves and do what they can to make a living. They issue rations to all who are short of food, provide clothing, and assist term of office. In testimony whereof THE SUN can produce a pamphlet, bearing this allo the for the Dominion the Dominion the reserves and abtain remain on the reserves, and abstain The pionic speeches delivered in the province of Oatsrio during the summer of 1877 | well

from predatory expeditions, all would go well with them. Here is where the agents have trouble with their charge. The old migratory instinct is hard to overcome. by Hon. A. Mackenzle, premier and minister of public works, Hon. E. Blake, president of the council, Hon. R. J. Cartwright, min-It is found difficult to get the bands located, Still more difficult is it to keep them in the ister of finance, Hon. L, S. Huntington, postmaster general, and Hon. D. Mills, minister of the interior." settlements. Some day the farm instructor finds his students setting forth on a hunt or The pamphlet covers a period of a little more than three months, that is to say, from and go. By and by they are found a long June 27 to Ostober 6th, 1877. We find that Huntington is down for the same number of speeches. Sir Richard Cartwright spoke in Even if the agents could follow the wander-

THOSE STABVING INDIANS. BOARD OF TRADE. An esteemed local contemporary has set forth in the path marked out by M. C. Cameron, M. P., who charged the government with shamefully treating the North-Report of Sheriff Harding on the west Indians. Mr. Cameron proved his

statements by garbled extracts from the Winter Port Delegation. blue books. The Globe has not followed Mr. Cameron far in this line. Its quotations

A LETTER FROM HON, MR. FOSTER TO DR. BARKER, M. P.

Memo. From the Deputy Minister of Marine.

COMPLAINTS TOUCHING EXISTING HABBOR REGULATIONS.

Communications from Feveral Leading that it was advisable that the government Shippers and Merchants.

A special meeting of the board of trade the matter alive. We must be doing some was held Wednesday, 2d inst., Sheriff Hard- thing to help ourselves and to help the goving in the chair. There were present: J. DeW. Spurr, Robt. Cruikshank, Wm, Pagsley, M. P. P., S. Schofield, Arthur Everitt, W. S. Fisher, W. F. Harrison, W. E. Vroom, S. S. Hall, Geo. Robertson, Simeon Jones, Jas. F. Robertson, Jas. A. Estey. J. V. Ellis, M. P. P., W. H. Thorne, John McMillan, W. W. Turnbull, Robert Reed, Robt. Stewart, T. W. Daniel, J. H. McAvity, W. L. Busby, A. C. Jar-dine, Andre Cushing, W. F. Hatbeway, J. S. Harding, Geo. McLeod, C. S. Taylor, Robt. Stewart.

The secretary read communications from F. E. Barker, M. P., and C. W. Weldon, M. P., regretting that business engagements prevented their attendance at the meeting. [C. A. Everett, M. P., who had been at Moncton for a couple of days, did not return until Wednesday night.]

The railway commission conveyed their thanks to the board for the use of the room n a brief letter addressed to the president. Robert Cruikshank stated that the comnittee on the Bay of Fandy was not in a position to report. The time taken up has been caused by the difficulty in obtaining books. As soon as all the information was obtained a report would besubmitted, W.E. Vroom explained that the committee

on life boat service was not able to report at present.

SHERIFF HARDING

said he had asked the representatives of the city and city and county of St. John in the Dominion parliament to be present and to report on the result of their recent visit to Ditawa. They were unfortunately not able to be present and he would make a few remarke on the matter. He and Mr. Weldon had which during fog or severe storms were fre-Ottawa. They were unfortunately not able to on the matter. He and Mr. Weldon had some other journey. They leave everything started from St. John a day ahead of the quenily unable to steer their proper course, and June 27 to Ostober 6th, 1877. We find that Mr. Mackenzle is credited with speeches at fourteen meetings during that period. Mr. Huntington is down for the same number of other two gentlemen and they stopped off at those whom they met

promptness is so much gain and will serve by so much to assure the accompliahment of that which we all have at heart. Yours very truly, G. E. FOSTEB. For all these reasons, therefore, I am optaion that St. John would be a most suitable port at which any ocean steamers subsidized by the government of Canada to carry the mails between Esgland and this country, should THE SHERIFF said this confirmed what Sir Alex. Campbell and Hon. Mr. Foster had intimated at the interview. They had asked that all the information obtainable as to the Bay of Fandy and the port of St. John be published for distribution. It would be valuable for the people of Canada generally. The business men of Montreal have agents and warenouses in New York and in case St. John became the winter port of Canada, these merchants would be obliged to make new arrangements. It, therefore, behooved the the last three years will snow that very lew seagoing vessels of a large size, say over 400 tons, trading to St. John, have been stranded in the Bay of Fundy, although the number of such vessels trading to that port has been very people of St. John to see that facilities are offered here similar to those of other ports. It was a matter of surprise to him that the large. A report by the Nautical Adviser of this department on the subject is herewith atgovernment had so early given an answer to the people of St. John. We had for years tached.

been living in hope and led to believe that when the Short Line was completed A map showing the route and distance from Halifax to Portland and St. John respectively is also herewith attached. prosperity would return to us. Such de-lays had occurred, however, that the people here began to have a feeling of doubtful loyalty. He had told Sir Alex. Campbell To vessels over 400 tons register, having occur. give us an answer at once. This, he was glad to say, had been done, and now the duty comes upon. ourselves. As stated by Hon. Mr. Foster, it was our duty to keep 1884 - L. H. DeVeber, sail, 600 tons, St. John, outward, stranded on Lurcher Shoal, 25.h May. Total loss; no lives lost. ernment. He spoke of the interview in yesterday's SUN on the wharfage charges and arbor regulations. He trusted that this and all other grievances would at an early day cease to exist. He hoped that all the difficulties that could be mentioned would be overcome in a feasible way. It was his great desire that the cloud which hangs over our shipping and other business would b dispelled, and that at an early day. He then submitted the following report of the Deputy Minister of Marine and Fisheries,

Mr. Smith, on the Bay of Fundy, etc. : Memorandum for the minister of marine and fisheries, re-lative to St. John, N. B., as a winter port for

the Canadian ocean mail steamers. OTTAWA, Nov. 22, '86,

With reference to the question of the port of St. John, N. B, being a safe port for OCBAI mail boats to use for entering and discharging and loading cargoes, I beg leave to state that I was for many years Controller of Customs and Navigation Laws, and Registrar of Shipping at hat port, and have had good opportunities of being able to form an opinion on that question, and I have no besitation in stating that, in my opinion, it is easy of access, and with ordinary care, as safe as an other and with ordinary care, as safe as any other port on the Atlantic

coast, During the many years I resided there, I never knew of the harbor being frozen over, and I never saw sufficient ice in it to interfere udgment. with vessels arriving or departing during the winter months.

Fogs frequently prevail in the Bay of Fundy, intrance to the bay. during the summer months, and snow storms during the winter months, but these difficulties in the way of navigation usually prevail at Portland and other ports on the North Atlantic coast in a similar manner during these seasons. casualties.

Referring to the remarks in the sailing direc-

December 8, 1886,

on steamers coming to this port. He had suffered no end of inconvenience and ezpense in the matter of steamers, and had government of Uanada to carry the mains between Ergland and this country, should terminate their voyages in Canada after call-ing at Halifax, assuming of course that the necessary facilities for loading grain cargoes are provided at St. John, similar to those at Montreal, Portland and Halifax. had considerable experience at the railway wharf. The I. C. R. cannot furnish sufficient lumber to keep going a vessel taking in a cargo of lumber at the pier, and unless the vessel can take in cargo from alongside some one will be mulcted in great expenses, The number of seagoing vessels which entered inwards at St. John during the fiscal year ended 30th June, 1885, was 1,740, measuring There should be some laxity of the regulations to enable a vessel to take part cargo 401 546 cons, and the number of seagoing ves-sels which cleared outwards during the same from vessels lying alongside. He moved sets which cleared outwards during the same period was 1,777, measuring 428 521 tons. A reference to the record of wrecks during the last three years will show that very few 400 that the communications be referred to a committee of the board to is quire into and report upon.

S. S. HALL seconded the motion. He was of the opinion that the charges at this port generally were not exorbitant. The question should be considered and all the information procurable obtained. The Common Council was the body to deal with it.

W. W. TURNBULL

thought these difficulties came from class legislation. If wharfage was charged vessels lying at the government pier this difficulty would be obviated. He thought that steam. ersshould be induced to come here if posred to vessels while approaching or leaving the port of St John during the years 1884, port. sible, if it would prove beneficial to the

HARBOR MASTER TAYLOR

said that in what he had done he was only 25.h May. Total loss; no lives lost. Plevne, sail, 656 tene, St. John to Carnar-von, stranded on Bliss Island, 22nd October through error in judgment of pilot on board. No lives lost; vessel total loss. State of Maine, steamer, 1,145 tons, East-port to St. John, stranded on Point Lepreaux during fog 12:h July. No lives lost; vessel partial loss, Sch 000. carrying out his instructions. The managers of vessels would come to him and state that vessel was going to the pier to take in a cargo. In some instances vessels took in only a few carloads of lumber, and the greater portion of the cargo was taken from lighters. It was to prevent this that vessels Justian Loss, \$60,000. 1885 - St. Olaves, sail, 572 tons, St. John to Liverpool, damaged by drifting ice in Bay of Fundy. February. were prevented from loading from vessels lying alongside,

J. V. ELLIS

of Fundy. February. Wawalenab, sail, 542 tons, Boston to Sack-ville, stranded on Grand Manan during fog 25 h May. No lives lost; vessel total loss. Humacoa, steam, 1714 tons, Spanish steamer, Baltimore to St John, stranded on Grand Manan, during fog. Totol loss, \$200,000; no lives of crew lost. 5 th August. Antwerp, sail, 573 tons, St. John to Queens-town, stranded on Grand Manan, fog. Partial loss, \$8,000. thought the matter should have been brought before the common council, It would be better, probably, if the government pier was placed on the same footing as the corporation and private wharves. Many of the speakers had spoken of the interests of the port, and he did not think the complains of mill owners on the line of the I. C. R. were the interests of the port.

ROBERT STEWART

WM. SMITH, Deputy Minister of Marine.

STATEMENT OF CASUALTIES

1885, and 1886:

York City, steam, 1530 tons, St. John to Halifax, 5:h September; partial loss, \$3,800. Grounded in Petit Passage, N. S. 1886 Unity, sail, 420 tons, Barbados to St. John, damaged while at carbar explained that he had previously brought the matter before the common council and John, damaged while at anchor off Dipper Harbor Ledges; dragged anchors, 13:h Februnothing had been done.

Harbor Ledges; dragged andnors, to in router ary. Loss only \$600. Neabit, sail, 440 tons, Windsor to New York, stranded on Grand Rock during fog; Complained that in one instance the owner of a vessel was refused permission to move her from one wharf to another, notwithvessel total loss; no lives, Henry, sail, 1096 tons, Greenock to St. John, standing the fact that she could lie at the tranded at Moose Cove, Maine, 31st August. latter for half the charge to which she would Total loss. No lives lost; fog and error in have been subjected at the former. Nors-The Nesbit and Wawalenab, al-

S. S. HALL

though not bound to or leaving St. John, are included in this list, having stranded in the said the question under discussion would have to come before the common council and it would be advisable to get all the infor-Of these eleven casualties which occurred mation obtainable for the council. This dissince the 20th May, 1884, up the present date, six were outward bound and five were inward. cussion would prove beneficial.

As no lives of crew were lost by any of these GEORGE M'LEOD hey cannot be considered as very serious

said the wharfage charges in this port were lighter that in any port of such importance on the Atlantic coast. Messrs. Stewart's steamer was subsidized to run to the North Shore and when she came here she should

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The commissi

nine placer, Mr. Mills in three, and Mr. Blake, who, as president of the council had on an occasion when his leader was not available. Mr. Mackenzie was not a very successful premier, but he was not a man to leave his departmental work unless he had some good season. His fault in this regard details of his office. But he felt it to be as much his duty to meet the electors occasionally as to manage the department of public works. Sir John takes the same view of the CASE.

liverances.

these later days,

THE BOAD TO ST. JOHN.

The Dominion government have done much for St. John by annually extending and improving the light service on the coast of the Bay of Fundy. New fog alarms and light houses have been established near by year, and old establishments have been fitted up with modern appliances. The report of nulties at this place. This request was 1885 mentions the erection of two new acceeded to though with misgivings. It ber had not blown on an average 24 hours in lights, and the construction of several new was not long until the Indians the month. In December it had blown but were in the destitute condition de-source on account of fog. January, February, and March had been repetitions of that of the bay. Next year a fog horn will be added to the establishment on the Murr Ledges. The Yellow Murr, where it will be erected, is a bare that the government were issuing only enough provisions to sustain life. Fred of access. Bat money can do anything, and it is enough to know that this once dangerous locality can be made more safe. St. John politicians discussing the increase in Dominion expenditure, would do well to notice some of the items. well to notice some of the items. They would find on inspection that the ex-penditure for the maintenance of light-houses, fog whistles, buoys, and beacons on the New Brunswick coast alone have increased nearly sixty per cent. since 1878. The expenditure in 1878 was \$56,000. In 1885 it had increased to \$92,000. In 1878 the had survived starvation." agent reported 67 lights, and in 1885, 102. There is nothing more important in connection with the winter port question than the proper protection of the coast. Endless elightly.

nd scope is afforded for the Minister of Marine in this direction. Mr. Foster took the earliest available opportunity to personally inspect the lighthouses on the Bay of Fundy coast and to visit the localtion with these words :--Itles where further security is desired. His trip is already bearing fruit, and the end is not yes.

A Boston journal states that the Canadian Pacific Railway Company have made running arrangements with a New England railway by which the C. P. R. freight can find a winter port in Boston. This may well be correct. The Intercolonial railway to Hallfax is a long way for the transporta-

were Sir Donald A. Smith. They found ing bands about the country, with unlimit-Blake, who, as president of the council had no official duties, spoke but once, this being visable to do so. At least that that the feelings of the Montreal steamship owners and agents generally were blased against St. John, possibly from ignorance and possibly from other reasons. Their inflaence that is the view taken by the department, The deserters are never allowed to starve, too was one of great power, both in Montreal but they are left to feel that they fare better and with the government. He and Mr. Weldon endeavored to convince these gentle. on their reserves. Now as to this Fort Walsh letter. The men that many of their impressions were wrong. They found that the charts were

report for 1883 says that the Indians who were congregated at this place were "stragincorrect, stating that the fogs are dense, the tides swift, and the reefs numerous and dargerous, glers from various reserves." Apart from the considerations that these stragglers should be induced to return to their locations, it These things have much effect upon shipown-

was pointed out that Fort Walsh was near ers. Fortunately the Dominion government the international boundary line, and that have extended the light house service along the temptations to make horse stealing raids the coast of the bay and fog whistles have been erected here and there. At the present was too strong to be resisted. The American Indians retaliated and serious trouble time a vessel coming into the mouth of the bay never goes beyond the sound of the fog was threatened. The agent reports that he among them and the foolish savages were in- records of the man in charge at Partridge Following Irvins's letter was one to the same month. There is at times a smoke which is purpose from Inspector Norman, who, writsufficient to cause the Island whistle to blow, ing in October, 1882, stated that about 3,400 | and it and other whistles cccasionally blow Indians were collected at this post. He said on account of snow and vapor. This information went to show the Montreal men that there could be no objection to St. John as a White wrote to the same effect. Another winter port on account of the fog. The re-ports from Machias Seal Island as to the letter states that the commissioner desired the Indians to be kept on short allowace. state of the weather are indicative of the Governor Dewdney closes the correspond-ence in February by requesting the agent to increase the rations slightly. The Globe is weather in Penobscot Bay as much as that in this port, and the weather at Cape Sable affects vessels going to Portland and Boston quite wrong in saying that -

just as it does those coming to St. John. Capt. Chisholm, for many years in command of one of the steamers of the I. S. S. Co's line had informed him that his vessel had never been delayed by fog. These steamers, plying between this port that time had been worn to skeletons-such as and Boston, had never been inconvenienced by fog to any extent, and it was a well Rations had been given out all the while. known fact that they made their trips with singular regularity. He had pointed out the number of large steamers which had come and the order for tea and tobacco contained also the direction, "increase the rations to St. John from 1882 up to the present The Globe, at this point, makes a queer time, with their draft of water on coming in blunder. It quotes a report from Dr. Edwards respecting a certain illness prevail-ing to the men who heard it, and went a ing among the Indians, prefacing the quotalong way towards convincing them that this bay and port were not such dangerous places "The report of the destitute state of the after all. The government had treated the Indians had been made to the government at delegation very courteously. A railway ac-Ottawa, Dr. Edwards was sent out to enquire cident had prevented the delegates meeting the government on the day fixed, but at Now, Dr. Edwards' report referred to some inconvenience to themselves met them on the day following, though it was Thanksanother locality, namely, Pispot's reserve. another locality, namely, lispots reserve, The stragglers around Fort Walsh were at length induced to come away, but many of modating the delegation, were obliged to them returned again to the place where they cancel previous engagements. The people were aware of the claims put forward by the had been accustomed to be fed without work

and where, according to the agent, "they delegation and the result. had been bribed by the trader to remain and He then read the following letter received receive their payment." In 1885 the agent reports that the Fort Walsh stragglers by Dr. Barker, M, P., from Hon. Geo. E.

The Intercontinit rainway more than the promotion of the Autor of the Auto

sit St. John for the purpose of carrying away cargoes, and very few accidents have taken place with reference to such vessels. Any cautionary instructions contained in ing ships. the admiralty sailing directions for the naviga-tion of the Bay of Fundy, were written at a

time when sailing vessels were employed in the carrying trade, and chiefly for their benethe carrying trace, and child if for their bene-fit, and do not apply so much to steamers which can steer their course in and out of the Bay of Fundy, even in fog or severe storms, with the facilities which now exist for navigashelter, if required, in several harbors of that coast, tion by sound, when the numerous lights which have been placed there for their guidance can-Now, the fact is that steamers bound into

not be seen. Since confederation the marine department has done much to improve the entrance to the Bay of Fundy and the port of St. John by the es-tablishment of new lights and steam fog whistles, other than that to which they are destined. other than that to which they are "destined. With the lights, fog whistley and automatic buoys now established. I see less difficulty in navigating the channel from Cape Sable to St. John, than in running from the Tuskar rock and also by the improvement of the old lights which were in existence previous to 1867. Steam fog whistles have been established since 1868 on Machias Seal Island, Briar Island, Yar to Liverpool, about the same distance. The prevailing winds during fogs are from on Machias Seal Island, Briar Island, Yar-mouth, Digby, Point Lepreaux, Head Harbor, Campobello, Lette Passage, and North Head, Grand Manan, with the view of rendering the navigation of the Bay of Fundy and its the southwestward and generally are moderate, the tides are very regular and the sea entrance as safe as possible during foggy weather and snow storms, for vessels bound to

St. John and other ports in the bay. On Partridge island, at the entrance of St. John harbor, the first steam for whistle which both sides of the channel, more than twenty new lights having been established between St. John, Grand Maman and Cape Sable since was ever in operation on the American coast, has been maintained for many years previous to confederation up to the present time, and arrangements are now being made for placing a fine modern dioptric light in the lighthouse there, instead of the catoptric light at present in use, which will render it one of the fintst

lights on the coast of America. In addition to the lights which were estab-lished previous to confederation, the following mentioned new lights have been placed since 1868 to facilitate the entrance to the Bay of Fundy and to the harbor of St. John and the other barbors in the bay, viz : Ospe Spencer, Negro Point, Musquash, Beaver Harbor, Pea Point, Bliss island, Wolfe island, Cape St. Marrs, Tusket island, South Head, Grand Manan, Grand Harbor, Grand Manan, and Bon Portage island. Minor improvements such as beacons and

automatic buoys have also added much to the safety of the entrance to the Bay of Fundy, ad much to the ther coasts and well marked. safety of the entrance to the Bay of Bundy, and the marine department now proposes to take the necessary steps to erect at a consider-able expense, a lighthouse and steam fog whistle on Murr ledges at the entrance to the bay, which will do much to prevent accidents on these rocks, and will be a useful guide to prevent accidents and the prevent accidents navigators are no worse in making St. John harbor than in making any of the harbors on the coast of Maine from Cape Elizabeth eastward. vessels entering the bay in snow storms or foggy Nautical Adviser, Marine Department.

weather. The distance from Halifax to Portland is S. S. HALL 228 nautical miles, while the distance from Halifax to St. John is only 267 nautical miles, a difference of 61 miles in favor of St. John, or about five heurs steaming. said he had listened with pleasure to the chairman's remarks and felt that all were half a cargo by rail the council might be

At the port of St. John a cargo of deals of done. He moved that the thanks of the from lighters, other lumber can usually be procured as freight for ocean steamers, bound to Liverpool, in the event of there being board be tendered to Sheriff Harding, C. W. Weldon. C. A. Everett and F. E. Barker, no grain or cargoes of produce available, with which to load such steamers, while at Portland no lumber cargoes while at M. P.s, for their valuable services in proceeding to Ottawa in the matter of the winter port question .- Carried.

Portland no lumber cargoes can usually be procured. Previous to Confederation, when the Allan mail steamers carried the Canadian mails from Portland to Liverpool during the said his attention had been drawn to a matwinter or spring months, it sometimes happen-ed that no grain or produce cargoes were avail-able for them at Portland, within the prescribter of very considerable importance. A

nion government, the corporation of the eity of St. John, and the private wharf owners. The matter should be fully con-

Keterring to the remarks in the saling direc-tions accompanying the English charts relative to navigating the Bay of Fundy, I have no hesitation in saying that they do not adequately apply to navigation as now prosecuted in staunch, well equipped, fast running steamers. These directions were carefully compiled at a These directions were carefully compiled at a time when the promotion of commerce depend- mittee of the common council. ed very largely on the safe navigation of sail-MR. SCHOFIELD

OTTAWA, 20th Nov. 1886.

ing ships, It was recommended that "for ships destined for the bay, it is best to make the coast of United States, about the Skut-tock hills and Little Manam, as you can pass with greater safety to the westward of Grand Manam than to the setward and can have J. V. ELLIS

thought some steps should be taken for raising money to have the information as to the bay, from the eastward, never think of taking the channel to the northward of Grand the Bay of Fandy published and also to Manan, nor of seeking shelter in any harbor pay the expenses incurred by the delegation which went to Ottawa.

THE SECRETARY

read a paper handed him by James F. Robertson, which contained some suggestions as to the obtaining of an increased membership of the board. The board, it stated, was becoming a more important institution each year, and if an effort was comparatively smooth, consequently the coast made a large number of new members could be brought in. It also recommended a re-

comparatively smooth, consequently the coast is less dangerous than many other parts of the Atlantic seaboard. In passing Cape Sable, bound to St. John, the coast will be found to be well lighted on duction in the membership fee. This was referred to the finance committee,

WM. PUGSLEY, M P.P., stated that the government had treated us

very fairly in the mail service matter. The At Seal Island and at Briar Island, steam teamship people will ask what are the og whistles have been established. Southwest chances for obtaining cargoes here and the adges are marked by an automatic buoy. hese are the dangers on the starboard hand facilities for discharging and loading. We should place our harbor in the best of and the course has to be changed only once from Seal Island to St. John when off Briar positions. If there are any grievances felt Itom Seal Island to St. John when CH. Driar Island. The dangers on the port hand are all well lighted or buoyed. The Machias Seal Islands have two lights and a steam fog whistle; Gannet Rock has a light, and a gun is by our merchants they should be redressed and that as early as possible. He thought the people had a fair claim upon the government to crect a grain elevator in this city. whistle; Gannet Kock has a light, and a gun is fired once every hour during foggy weather or snow storms. Old Proprietor rock is marked by a spindle, and a fog alarm has been erected on Big Duck island. These indicate the dan-He thought there should be a strong expression of opinion by the board in favor of the construction of a large grain elevator here by the government. We should let the gers on the port hand when bound to St. John through the south channel, from the south and eastward. These with the light and fog alarm to government know that unless they recognize the justice of our claim then we would insist be erected on the Murr ledges show the dangers to navigation to be few in comparison with upon it.

ROBT, CRUIKSHANK stated that the government had recently The fogs and snow storms so dreaded by asked how many wharves there are in this

port in a good condition now and how many others can be put in a position for use by large steamers. This information had been already forwarded to Ottawa.

GEO. ROBERTSON spoke in high terms of the harbor master and stated that the mayor had intimated

indebted to the delegates for what they had able to allow her to take in the remainder

S. SCHOFIELD

stated that the steamer question was the most peculiar one that ever came before St John. One would have imagined from the expressions of opinion at the recent public meeting held in the Institute that the people of this city were unanimous on the winter port question and the desirability of having steamers calling at this port. The steamship business of this port had many opponents and it was his intention to enumerate some of them. The first one he would mention was the Dominion government. The government were opposed to it because they have not afforded us the facilities which are had in Halifax. Perhaps we have not represented the matter to the government as we should have. He regarded Nova Scotia as an opponent of ours in consequence of the way in which business is manipulated there. He regarded the I. C. E. management as an opponent of St. John, as the road is run in the interests of Halifax, He referred to the discrimination of the He referred to the discrimination of the railway management against St. John in the shipment of lobsters, bark etc. The shippers made arrangements with the Fur-ness Line for the shipment of these goods from the North Shore to England, and then came up the matter of the division of the rates between the railway and the steamer. The mileage from Kent Junction to this eity of St. John, and the private wharf owners. The matter should be fully con-sidered. S. SCHOFIELD, said what appeared in Mezers. Stewart's communication was not the only drawback

name of his Trimoilla-the La called in the ne famous,

> Born in the mids France, she experishocks of the parli 1664. Her father Dake of Thouars of Talmont, H Charlotte Braban William the Si was married in James Stanley. of Darby. The land in August, residence, Latham When the parli in 1642, Lord 8 king, Charles malice of some se giments which be culty were taken command of othe he was bautch **inheritar** ce) unde to protect it. carcely had th Latham received p governor of Manch which she was call to surrender Lathan ild not suit her eit to purchace neace petitioned that she at Latham House, ing country." The her house and time she secretly ed provisions preparing for the sinevitably follow. into the house mor and an abundance of was more difficult t up their quarters bout two miles fo siege was opened on until the 27th of M ed in coming to her of Prince Rup with admiration made by a woman

with her husband an Man. The death of Char tion to all their hop England of Charles hastened to join the the of Worcester to and the Earl was beheaded on the traitor to his country undaunted by her i keep possession of th ful retreat which h dearly. But, owing her captains her cas hands of the enem prisoner. She ob's months to go to E of her days betwe House, in Lancashi 31st March, 1664 'grand dame' and resolute, loyel and the great houses fr and to which she proud,-one who w her arms the two mo her life: -"Je me

and resolute. The

John Jacob Astor i America, counting up Gould is worth \$100,0 Cornelius Vanderbil Mackay in the neigh

changer."

Bach. The widow of Nana-Sepoy mutiny of 18: mandue, the capital o daughter of a Hindu s her husband's ambition there of India. She throne of India, She a small pension grants of Nepaul.

The New York I kindly to Dr. Holmes It mays: "Of the hist logical quality, the bas inence of such a poem circumstances, there among considerate me to that class of perform withily described for

the letter sent the harbor master by the firm and the reply received (as given in THE SUN.)

Stewart to attend the meeting. [He next read a communication from F.

In view of the importance of the matter Mr. Robertson said he had invited R, A,

Tufts & Co., and also one from D. J. Mo-

Laughlin, which are given on our inside

GEO, ROBERTSON

pages.] Mr. Robertson went on to say that these letters represented only one side of the question. There were three interests in the harbor, those of the Domi-

M. P. MCELHINNEY,

member of one of the principal firms in the city had called upon him and spoken of the matter of wharfage and the harbor regula. tions. He and Sheriff Harding called upon the mayor and in his office met the harbor master, neither of whom was in a position to do anything without the authority of the common council. He read a communication from R. A. & J. Stewart which contained

