

A very largely attended meeting of the Board of Trade of this city was held on the 14th inst. to hear an address to be given by the Hon. J. I. Tarte. The chairman, Mr. McFee, announced that the new building would be ready in May, 1903, when, probably, all the rooms would be occupied. Already annual rentals had been secured to extent of \$30,000. He also expressed confidence in the Chambers of Commerce of the Empire meeting in Montreal next August.

The Hon. Mr. Tarte, who was received with hearty applause, at once plunged into the tariff question. He repudiated the charge of disloyalty to his colleagues or that he had taken advantage of the Premier's absence to say what he would not have said had Mr. Laurier been in Canada. He said:

"What I mean by a revision of the tariff was that the tariff should be gone over, item by item, to see what could be done to sooth the Canadian people on certain articles. What were the Americans doing? He asked, were they treating us fairly? They came here, devastated our forests, took our timber to the United States free, and then put a duty on pulp which was just sufficient to close their market against us. They took our timber to the other side of the line, and manufactured pulp and paper and competed with us in the markets of the world with our own timber.

"This was one of the cases where it was our duty to say, 'You shall not do it any more.' He would do everything in his power to convince Hon. Mr. Parent and his colleagues at Quebec not to sell any more limits unless there was attached a condition that the pulp should be manufactured in this country."

He said the tariff is not a party question.

"Tariff is a piece of business, it is not the gospel; it is an implement of business, nothing more, nothing less. That implement has to be adjusted according to the conditions of the day.

"We have not progressed as we should have done, and it seemed to me that the time had arrived when a strong, active, vigorous Canadian policy had to be adopted and carried out.

"We could, in the next five years, with the start we have made, accomplish marvellous things. We are on the highway to prosperity, and Montreal can exercise a great influence on the future of this country if its business men could pull together."

The minister then turned to the transportation question and dwelt upon the splendid liberality of expenditures made by the States in improving their waterways, harbours and rivers. "We are not in it with Americans," he exclaimed! He said: "When the season of 1904 opened, or very early in it, a ship drawing thirty feet of water would be able to run

from Montreal to Quebec, night and day by taking advantage of the tide at Batiscan and Quebec. Montreal should be made as free a port as possible."

"What I mean to convey is that for the future Canada has a right to expect that the port of Montreal shall not be loaded any more, so that we may, by our national waterways, be able to compete against the American waterways. Montreal should have a dry dock. It is a pressing necessity. Quebec has one, and it has proved it should have two. When the equipment on the lakes is completed, when we have a larger fleet on the lakes and when the St. Lawrence improvements are completed, the port of Montreal will certainly be one of the most important shipping points on this continent."

These vigorous utterances were loudly applauded by one of the largest assemblages of the prominent citizens of Montreal ever gathered on a like occasion. The following resolution was moved by Mr. Hugh A. Allan, seconded by Mr. Henry Miles:—

"That, in the opinion of this meeting, it is manifestly the urgent duty of the Dominion Government to adopt a comprehensive and positive policy in regard to transportation facilities;

"That this great problem should be dealt with on broad national lines covering present and providing for future requirements in so far as the progress and development of Canada may be estimated;

"That as a first principle, the aim should be to provide for transportation facilities for the commerce of this country, east and west, through Canadian channels;

"That, in the opinion of this meeting, to avail of the natural advantages and exceptional position of our country, the Dominion Government should press forward with the works already undertaken in the St. Lawrence river, with the deepening, widening and lighting of the channel, with the work upon the inland waterways and canals, and with the modern equipment of harbours and ports; be it further.

"Resolved, that in the opinion of this meeting, in view of the changing conditions in the commercial world, the Dominion Government should examine carefully into the working of our present customs tariff on imports and should so readjust same as to secure Canadian industrial products against the competition of foreign labour, and further

"Resolved, that a copy of this resolution be forwarded to Sir Wilfrid Laurier and his colleagues."

The resolution was unanimously agreed to, and after the meeting was adjourned Mr. Tarte was congratulated on all sides.

A remarkable and unprecedented experiment in wireless telegraphy was conducted by Professor Rutherford, of McGill College, assisted by Dr. Barnes, on the train carrying the Passenger Agents' Association to this city. He established communications between two trains, one running at 60 miles an hour, and kept up signals for over 8 miles.