

MARITIME BOARD OF TRADE

Much Business Transacted at all the Sessions Yesterday--- P. E. I. Tunnel Endorsed---Other Business Done.

YARMOUTH, N. S. Aug. 16--The Maritime Board of Trade had a busy day today. Three sessions were held and much business done.

The afternoon session opened at 3 o'clock with a good attendance. Delegates from St. John and other points arrived shortly after 4 o'clock by the train from Digby.

A resolution was presented by J. E. Woodworth, of Berwick, as follows:--

That in the opinion of this board, increased facilities for railway travel between Halifax and that portion of the Annapolis valley lying west of Kentville should be provided.

This was seconded by Judge Owen, of Annapolis, and carried unanimously.

Alex. Stephen, of Halifax, introduced a resolution relative to a fast Atlantic steamship service. He contended that a subsidy should be given a company that would furnish the fastest service, irrespective of who it was.

It was seconded by John Read, of Summerside, who strongly advocated instituting the mail service with steamers fully as fast as any afloat.

A discussion followed as to the port of call, arguments being offered in favor of Sydney, Halifax and Louisburg. The resolution was adopted.

A resolution that incorporated towns should have representation in the council of municipalities was proposed by M. G. DeWolfe, of Kentville, and after discussion was adopted with only a few dissenting votes.

James W. Day presented a resolution favoring municipal ownership of electric light plants. He said that Parrsboro had a good paying municipal plant, which represented a capital of \$17,500.

A large number of members spoke in favor of this resolution, which was carried unanimously.

The following motion presented by C. P. Moore, of Sydney, and seconded by W. S. Fisher, of St. John, was adopted:--

Whereas, in the opinion of the Maritime Board of Trade, the reports of Canadian commercial agents abroad, as published by the department of trade and commerce, contain much information of value to Canadian manufacturers, shippers and dealers in produce; and

Whereas, these reports constantly present opportunities looking to the advancement of the export trade of the dominion.

Resolved, that this Maritime Board of Trade does hereby request the maritime provinces press that they publish each week such information as these trade reports may contain relative to Canadian

trade and commerce, and that a copy of this resolution be sent to each newspaper in the provinces.

Adjoined to 8. At the opening of the evening session the committee appointed this morning to draw up a report on the president's address reported their hearty endorsement of the recommendations and suggested they be formed into resolutions and forwarded to the proper officials.

This report was adopted by an unanimous vote.

The question of steel shipbuilding was taken up by J. E. DeWolfe, of Halifax, who moved to reaffirm the resolution of the last annual meeting, asking the government to assist this industry and regretting the government had not dealt with it at the last session.

It was further resolved that a copy be sent to every member of parliament and all boards in the dominion were asked to urge representatives in their section to work for the scheme. It was seconded by C. P. Moore, Sydney, and E. B. Elderkin, Amherst.

Senator Ross, of Cape Breton, also spoke on the subject, advocating prompt action and suggesting that a delegation be sent to Ottawa.

W. S. Fisher spoke of the interest St. John has had in the question and referred to the work of George Robertson in that regard. He spoke of the maritime provinces standing shoulder to shoulder on the question and sending a delegation to urge the immediate attention of the government.

Mr. Fisher's address created enthusiasm and was warmly received.

M. G. DeWolfe, of Kentville, spoke along the same lines and Capt. Jas. Reed, of P. E. Island, referred to former shipbuilding in the provinces and of the time when St. John stood only second to Liverpool in the point of shipbuilding.

After other speakers had stated their views the motion carried unanimously.

The five boards of Prince Edward Island united in asking for improved transportation between the Island and the mainland. Rev. Father Burke referred to the necessity of unrestricted traffic which could only be achieved by the construction of a tunnel. He stated that distance would be only six and a half miles and the cost is estimated at \$10,000,000.

The time necessary to build it would be five years.

After referring to the geological tests which had been made showing the nature of the soil through which the tunnel would pass he moved a resolution to the effect that this maritime board request the government to erect a railway tunnel and

Further resolved that such improvement be made to the system of communication by navigation as will lessen the great disadvantages under which the Island laborers in winter by a new and efficient icebreaker of modern type.

The resolution was seconded by Captain Joseph Read, who referred to the conditions, cost of maintenance, etc.

After a number of members had spoken on the question it was unanimously adopted.

THE OUTDOOR TREATMENT FOR TUBERCULOSIS CASES

Dr. R. L. Botsford's Success in Combating the Disease--- Remarkable Results Already Attained---Moncton Wrestling with Pavement Problem.

MONCTON, Aug. 17--For the past two years Dr. R. L. Botsford, of this city, who has been most active in educating the people along the line of the cure and prevention of tuberculosis has been successfully combating the disease by practicing the out-door treatment. Dr. Botsford has had as many as thirty or forty cases of tuberculosis under treatment in the open air, in the higher altitudes in the vicinity of Moncton and his success has been such as to greatly encourage him in his work.

At the present time he has quite a number of patients camping out. He has one case at the Gorge, about seven miles from Moncton, where the patient considered to be hopeless since last April has gained about forty pounds in weight and is now considered to be on the road to recovery.

This patient was taken to the top of a mountain, about eight hundred feet above the sea level and has been camping out for over four months, spending sixteen hours out of the twenty-four in the open air. The cases now under treatment are located at different points and are subjected to the same routine. Fresh air and good, nourishing diet is the whole treatment prescribed.

The patients are, of course, under the supervision of Dr. Botsford whose faith in the fresh air treatment has been greatly strengthened since he began putting theory into practice.

Some of the patients treated for tubercular trouble have been sent up to the Restigouche and Miramichi rivers and equal success has been attained in these cases as with those treated on the higher altitudes in the vicinity of Moncton. One hopeless case taken hold of by Dr. Botsford astonished the practitioner himself.

The patient was considered hopeless but he was nevertheless taken hold of and sent into the woods at Coal Branch last summer. After taking the fresh air treatment for two or three months the young man had gained thirty pounds and before he left the woods he was able to hunt down a moose and bring it out to his friends.

His medical attendant considers that nothing but the out-door treatment would have saved him. Dr. Botsford, who has made a specialty of the question was upon the Canadian white plague, has started an agitation for the erection of a sanitarium on one of the high altitudes in the vicinity of Moncton.

His successful treatment of many cases in the camping-out life, is expected to give the movement an impetus and it may not be long before he sees his hopes fulfilled. Dr. Botsford is a member of the executive of the society for the

prevention of tuberculosis in Canada and articles written by him on the cure and prevention of the disease have been highly complimented upon. His efforts along this line are all the more praiseworthy when it is considered that his labors, apart from his practice, have been wholly gratuitous and devoted to the general good of the public. His successful demonstration of the benefits to be derived by tubercular patients from the treatment he has been advocating through the press and in other ways will have the effect of drawing particular attention to his work.

Rev. David Hutchinson, pastor of the Main street Baptist church, St. John, who has been spending some time here with J. J. Wallace, general freight agent, left today for Charlotte-

town to attend the Maritime Baptist convention, which meets on Saturday. The ministerial session opens tomorrow. Mr. Hutchinson is down for an address on the Grand Ligne Mission.

The city council and board of trade are at present wrestling with the street pavement problem. A short time ago a delegation from the city council went to New York to inspect the Hastings block pavement, and since their return there has been a good deal of discussion as to the merits of the Hastings block and the Warren Bitulithic pavement.

The maritime representatives of the two pavements have had their say before the board of trade, but that body is not much wiser on the question of which is the better of the two. Some favor one, some the other, and the probabilities are that the failure to agree on one will result in neither being accepted. It is understood that a meeting of the city council is to be called shortly, probably Friday night, to deal with the question.

At the same time some of the side streets are being macadamized with Londonderry Iron Mines slag.

Mrs. J. F. Robinson, of Alameda, California, who has been spending the summer with her father, B. H. Foley, at Buctouche, left yesterday on her return home. Her husband, Captain F. J. Robinson, is an Albert county boy, and is now master of a large steamer running between California and China.

A. H. Robinson, a former I. C. R. man, who has been here for a month on a visit after an absence of nine years, left today on his return south, where he is engaged on the Santa Fe railway. Mrs. Robinson, who was formerly a Miss Ring, of St. John, accompanied her husband on his trip home.

ENGLAND AND CHAMBERLAIN

Prof. Wickett Gives His Impressions of the Conditions.

(Toronto News.) "The sentiment of protection has gained ground, I think, during the past year, and Chamberlainism with a great many is gradually evolving into moderate protection, not affecting food, with the colonies favored by differential duties." This is the opinion expressed by S. Morley Wickett, Ph.D., who has just returned from the trip to England with the Canadian Manufacturers. Only a few months ago Dr. Wickett resigned the position of Professor of Political Economy of Toronto University, and his impressions on industrial and political situations in the Old Land will be of especial interest.

"Protection is undoubtedly occupying the British mind," he continued. "I met a number of prominent men, who confessed that though they had formerly been staunch Free Traders, they had been compelled to change their views. Foreign competition was too strong, particularly with Germany and the United States, and by having no protective system England was badly handicapped. She had no means of negotiating with her rivals, and had shot her last arrow, so to speak. One gentleman who had travelled extensively through the United States, said: 'I am convinced that if we had a protective tariff the influence would be so marked on Germany and the United States that we would soon meet a very different attitude. If the United States would not trade freely she would at least give us a different duty, and this would mean a great deal to us.'"

"As to industrial conditions generally, I believe they have materially improved. The field is very wide, however, that it is extremely difficult and dangerous to try to make any very general statement. On a brief visit to England you cannot possibly see more than a fraction of what is going on in that tremendous workshop. I noticed in several lines, however, that trade had improved over last year, and that people were more hopeful of the immediate future than they have been for some time. Many industries are still languid, but taking things all round I consider them satisfactory. But in the race of international industrial competition you can't help but notice that the English do not take things half so seriously as the Germans or Americans. The English manufacturer is probably wealthier as a rule than the others, and if things are going fairly well he is content, but England's competitors concentrate their whole attention on the struggle and go into it in real earnest."

"I visited Germany for the first time since I went there nine years ago, and going to Frankfurt and Leipzig, which I knew well then, I was very much surprised to see the change which had been wrought by the recent manufacturing development. There were new railway stations, new factories, and the towns had greatly increased in population. It is the same all over Germany. Several causes may be assigned for this. One is the tariff, and I was told that in six months this will be raised still higher, reaching as much as 50 to 75 per cent. on some lines. Then the Ger-

mans are a harder working class of people than the English. Technical education and scientific research have also materially helped in the wonderful industrial development.

"In England, as I said, they take things easier. On the whole they have not got as good machinery as their energetic rivals. While we found some factories with magnificent modern plants, and manufacturers who thought they could defy the world, we visited where we found the plants in a bad way. Many of them were built some years ago, and need tearing down and rebuilding, if their owners are to compete with the foreigner, and in certain lines I am familiar with the machinery used was not the latest and best. In many factories much piece-work is done, and each department is under a separate foreman, and there is not the advantage of centralization under a single high-priced manager as in the United States. For these reasons England cannot manufacture at the lowest possible price, and, with the lack of protection, is doubly handicapped in the industrial competition.

"But there are evidences that the Briton is beginning to realize that he should take off his coat. I noticed that in some cases where a son succeeded his father in the management of an industry, he went to work and put things in a more up-to-date condition. Technical education is also receiving a good deal of attention. The Yorkshire Technical College at Leeds for instance, deals especially with the textile manufacture, dyeing and leather, and they have a great many graduates in many of the large factories of England, who have helped materially the industries they were connected with. In fact, Chamberlain thinks that while the Liberals will win, it will not be by so great a majority as they would have had eighteen months ago, and they will still be dependent on the Irish vote for this majority, and, to retain their support they will have to make certain concessions of local government, which will alienate some of the others, and besides they are without any definite policy. So he gives them about three years of power, after which the Conservatives will return."

"Wait until the Liberals get in, and they will show what they will do. They will steal the wind from Chamberlain's sails by enunciating a broad Imperial policy, and one wiser than he has propounded! The educational question will also help to defeat the present Government, for a great many of the Non-conformists have been alienated on this account."

Trump--Please give me a bite? Kind Lady--I'm sorry, but I don't keep a dog.--New York Mail.

American Palace Car Company

NOW OFFER THEIR FIRST ISSUE OF STOCK AT

\$25.00 PER SHARE

Par Value \$100.00.

This issue is limited to 5,000 shares, and each subsequent issue will be made at an advance of at least \$5.00 per share. The demonstration car "Columbia" is now making a tour of the U. S. and Canada, and was in Montreal on Wednesday, Aug. 2nd, when hundreds of people visited the car, and every one, without exception, evinced the greatest interest, and were not only strongly impressed but enthusiastic over the great stride the new system marks in comfort, sanitation and safety for the travelling public over the sleeping cars now in use.

It is impossible to set forth the many important advantages of this system in this announcement, but among them is the feature that cars can be converted from a parlor car into a sleeping car in less than one-quarter the time required in the ordinary sleeper. While this is only one of a number of strong features, it is in itself a big thing for both the roads and the travelling public.

The car can run as a sleeping car at night and a parlor car by day, doing away with the dead-head hauls or waiting for the next night before going into commission, as is necessary at present, besides having double earning capacity.

BERTHS BENEATH THE FLOOR.

The berths are lowered by a simple mechanism into a steel berth pocket beneath the car floor, through which a current of filtered air passes all day, and when they come up for occupancy at night the bedding is thoroughly aired and is fresh and inviting, which is impossible when it is shut up against the top of the car, with no possible access of air. Two-thirds of the weight being beneath the floor, the car runs very evenly, eliminating the swaying motion caused by top-heavy cars, and strengthening the car where strength is needed--on the drawing bar.

The other improvements are comprehensively set forth in the company's illustrated prospectus, which fully explains the new system and will be sent free to any one who may be interested on application.

As it is probable that application will shortly be made for listing the stock of this company on the exchanges of New York and other financial centres, all the requirements for listing have been complied with.

H. WOLFERSTAN HIGGINS, TEMPLE BUILDING, MONTREAL, Manager for Eastern Canada.

The American Palace Car Co. Douglas, Lacey & Co.

G. C. GEROW, - - 22 Canada Life Building, Manager St. John Branch.

Registrars--The Trust Company of America, New York.

LATER

The following telegrams have just been received:--

New York, August 14, 1905.

H. Wolferstan Higgins, Temple Building, Montreal:

More than four-fifths founders share issue American Palace Car stock already subscribed for. Orders must be wired in to insure being filled. Applications may follow by mail. Company's success exceeding all expectations. Have several orders for private cars, and will shortly close deal with at least two railways. (Signed) DOUGLAS, LACEY & Co.

H. Wolferstan Higgins, Temple Building, Montreal:

New York, August 14, 1905.

Received following telegram from Myers, Saginaw, Michigan: "Can probably place one hundred thousand dollars car stock, provided we can be represented on board of directors by local millionaire." We answered as follows: "Telegram received. You can name one of the nine directors on conditions stated, provided he is AI, as permanent board will be the best obtainable in United States and Canada." (Signed) DOUGLAS, LACEY & CO.

New York, August 14, 1905.

H. Wolferstan Higgins, Temple Building, Montreal:

Columbia creating intense interest in Buffalo. C. W. Goodacre, president Buffalo and Susquehanna Railway and vice-president Leather Trust requests specifications for private car. Hon. A. G. Blair wants his car delivered in three months. Developments of a very important nature will be made public in a few days which will cause a strong advance. (Signed) DOUGLAS, LACEY & CO.

SEND FOR PROSPECTUS NOW.

SAN TOY TONIGHT



FLORENCE SMITH IN SAN TOY

"San Toy," the Chinese musical comedy, which is second to none in popularity, will open here tonight at the Opera House. It is to be presented by John G. Fisher, and with greater elaboration than has hitherto been noted in any representation of this play in this country. This rather sweeping statement is borne out by the fact that Mr. Fisher will offer George E. Mack, Edward Bagley and many other members of the original company at the head of the cast, and in the costume and stage setting will show a wealth of expensive detail which was not dreamed of when "San Toy" was first produced at Daly's Theatre.

SYMPATHY FOR GEORGE H. HAM

The widespread sympathy which has been felt throughout the entire Dominion with Mr. George H. Ham during the last few weeks when affliction has borne

heavily upon him, could not have been more sincere or universal at the suffering of any other Canadian. Mr. Ham is known and loved in every centre of population in the country; and everywhere his friends were shocked to hear of his own recent danger and are now sorrowing with him in the loss of his wife. In this crisis, his unconquerable spirit of optimism will stand him in as good stead as it has so often brightened the hard path of his friends in the day of trouble. --Montreal Star, Editorial.

It is doing the little "extras." The things we're not asked to do--The favors that help one's brother To trust in God and you; It's doing, I say, the "extras." The things not looked for, you know, That will bring us our King's kind notice, --A "well done" as on you go! [McMillan.]

In clubs and hotels, on the banquet menu and the home table. **Sanitaris** RULES MONARCH OF MINERAL WATERS AT ALL DEALERS. LEON A. KEITH, Agent, - St. John

Your money back if GIN PILLS do not cure. Each Pill Contains all the medicinal qualities of one and one-half ounces of the best Holland Gin. As a positive cure for all kinds of Kidney trouble. **GIN PILLS** stand unrivalled. It is not necessary to wait for days for beneficial results, you know at once that GIN PILLS are helping you. Sold by all Druggists at 50 cts. per box, 6 boxes for \$2.50 or direct from THE BOLE DRUG CO. Winnipeg, Man. Trial box free if you mention this paper.

Recommended by the FACULTY **ABBEY'S** Used by the masses, who, unsolicited, certify to its worth. Tones the Stomach and Stirs the Liver to healthy action. **Effervescent** is Nature's Remedy for Tired, Fagged-out and Run-down Men. If taken regularly contributes to the Perfect Health, Makes Life Worth Living. ALL DRUGGISTS. **SALT.**