GOOD WORK OF MARINE AND FISHERIES DEPARTMENT FOR FISHING INDUSTRY

(Continued from page 1)

The member from Inverness suggested that the harbors in Inverness county were in a deplorable condition. They have not got into a deplorable condition in two and a half years. If they were in good condition when the Conservative party came into power they would not be in a deplora ble condition now, even if they were neglected. Then let me ask my hon. friend, why it was that during the fifteen years the Liberal party were in power he permitted the harbors of Inverness to get into this condition; why did he not get his friends to put them into good condition in that time.

After thus disposing of the weak effort to make political capital out of the resolution, Mr. Hazen explained the policy of the government. The late government in connection with the devolping of the fish industry arranged that fish should be taken by fast freight in refrigerator cars "that was good as far as it went" said the Minister, but the present government has taken a step more in the public interest and a great step in advance by arranging for the fish to be taken from the Maritime Provinces in the last twelve months in express cars with results most beneficial to the fishermen of the Maritime Provinces in enabling them to get fish on the markets of Ontario and the West in very much better condition."

"Now a car is sent forward every day attached to an express train and the government guarantees that the car will contain a certain number of pounds of fish, if it does not contain that much, the government will pay for the deficiency, and that has proved such a very great success that in many cases there is no deficiency to be paid for at all, and we believe it will be practically self supporting and will be no burden to the county. There has been an increasing amount of fish going forward and at one third of the charges prevailing under the arrangement made by the late government.

Getting In Ahead of Competitors

Mr. Hazen then quoted from the annual report of the Department of Marine and Fisheries, showing how formerly the fish supplied to Montreal and Toronto came from United States sources and was now supplied from the Maritime Provinces.

"It is evident," said Mr. Hazen, "from the facts as they present themselves that the department has not been at all lacking in its desire to develop the fish trade between Nova Scotia points and points in Ontario and Quebec. A further arrangement was entered into last year with the express companies and the I. C. R., whereby a cold storage express car for the transportation of fish leaves Mulgrave for Montreal on Saturday of each week. Shipments for Halifax are consolidated in this car at Truro. It arrives in Montreal on Sunday night in time to connect with the Toronto train so that the shipments for Toronto reach there by ordinary express cars Monday morning."

Mr. Hazen pointed out the value of the fish exhibit at the Toronto exhibition and defended the personnel of the fishery advisory board. He showed how impossible it was to have a representative from every constituency on board. One word more, said Mr. Hazen, about some remarks made by Mr. Sinclair. He referred to the subsidy granted to the West Indian Line of steamships and the subsidy granted by the country to the line of steamships sailing to South Africa.

West Indies and Fish Market.

"It seems to me that the subsidy granted to the West Indian Line of steamships is one that is very much in the interest of the fishing industry of the lower provinces, because a great deal of the freight that is carried by the West Indian Line of steamships is fish carried from Halifax, Nova Scotia, to the West Indies, whom are large consumers of fish caught in Nova Scotia waters, cured and dried there and sent to the consumers of the West Indies. I am sure that Mr. Sinclair and other members from Nova Scotia knowing the importance of that service, would be among the last to suggest that the money is not properly expended or that the service is not a proper one in the public interest.

A Great Benefit to Fishermen.

"Mr. Sinclair" wanted to create the impression in Nova Scotia that the Government had plenty of money to give to a service which was not very useful to the country, not nearly so useful as the one he advocated and the subsidy which he tried to make it appear was not very useful was the subsidy granted to the West India Steamship Line. I am pointing out that this subsidy is a subsidy very largely in the fishing industry of Nova Scotia because I think that I am correct in saying that the bulk of the freight that is carried by the West Indian steamships down to the West Indies is composed of fish caught and cured in Canada and sent down to the market of the West Indies.

Increase Warrants Subsidy.

As far as the South African service is concerned, perhaps I might point out that, whereas a few years ago we were sending comparatively small quantities of things to South Africa, owing to the steamship service, I find by the trade and navigation returns that last year we sent to South Africa $3,340,513 worth of Canadian products. They went, I think, practically altogether by this subsidized line of steamers managed by the Elder-Dempster Company and sailing from Montreal in summer and from the Maritime Provinces in winter to South Africa.

The business has been a growing one and it will continue to grow.

"We have not been idle in regard to improvement in the matter of the transportation of fresh fish between the Maritime Provinces and the United States. The question has been receiving the consideration of myself and the permanent officers of the department during the past two seasons.

By my direction and at my request last year an officer of the departmen interviewed the officers of the company operating the steamship service between Yarmouth and Boston, and arrangements were then made by which the steamship company undertook the more careful and expeditious handling of fresh fish in transit between the Maritime Provinces and Boston.

Lobsters especially were being very carelessly handled, with the result that when they reached Boston market sometimes in a condition which seriously impaired their value. We had the matter investigated, and I am advised that the improvements that have been made have to a very considerable extent been carried out by the steamship companies that a great deal of handling of freight has been exercised with the result that fresh lobsters are now in a much more marketable condition when they arrive in Boston market than they were previously to those enquiries and investigations being made. I am advised by the officials of the department that as a result of the reputation made arrangemtnts have been made for more prompt deliveries at Boston on the arrival of the various steamers from Maritime Province ports, that better transportation facilities are being provided by the department, and that with the opening of the present fishing season I directed attention to the matter and requested that the officers of the department should give their consideration to the matter with the view of bringing about some further improvements.

Further Improvements Planned.

The superintendent of fisheries went carefully into the matter and he has submitted a memorandum pointing out the different steps which should be taken in order to bring about the desired improvements. These improvements involve negotiations with the department of trade and commerce, and these are in progress at the present time.

At the present time the steamship line which has been referred to as running between Yarmouth to Boston operates one boat from the first of October to the first of June, making two trips a week. After that two boats are put on which makes four trips a week up to the end of July.

Then a third boat is put on till the end of October. So that from the first of June to the end of October the service out of Yarmouth is a daily service. There have been recent negotiations with the company and we hope that a second boat will be placed on the ruote from October to June instead of one boat as at present. There has been a very large expansion of the shipping business from Yarmouth during recent months and it is hoped that with that large expansion of business the steamship company would find that it would be possible to put on a daily service during the months that I have mentioned in order to carry this trade to Boston which it carries, and which, as I understand, has been fairly profitable to the company looking at it from a purely business standpoint.

"I think I am absolutely correct in saying," declared the minister, "that for a period of 15 years in this country, no subsidy has ever been voted by the parliament of Canada for a line of steamers running from a Canadian port to a port in the United States. And that is a matter which is worth remembering, in connection with the whole question. No subsidy has been given to a line of steamers running from St. John to Portland and Boston, or to the line running from Yarmouth to Boston and return or from Halifax to Boston and return However, with the extensive business which must develop in connection with the increased development of the fisheries, it would seem to me that the company itself might find it in its own interest, without any subsidy from the Dominion parliament, to put on a line of steamers running daily during the fishing season or during the season when business is mist active between Yarmouth and ports in the United States as steamers run daily during a great part of the season between St. John and Boston."

Value of Salmon Hatcheries

After dealing with the fisheries of the West Mr. Hazen continued, "The superintendent of fisheries informs me that for the first time since we have established fish hatcheries in Canada the hatcheries are today filled with eggs and are being more successfully operated now than at any time in the past. It has been demonstrated that the salmon hatcheries done most useful work. Speaking from my own knowledge of my own Province of New Brunswick, I know that the fishermen along the coast East of St. John County, who drift out almost across the Nova Scotia shore, night after night in the prosecution of their trade, tell me that there is no such thing as a year now when they are not getting a good supply of salmon. The salmon come up the Bay of Fundy and along the coast making for the spawning grounds on the St. John and Tobique rivers and they are being caught at points along that river, that they were not caught at fifteen or twenty years ago, and they are being caught in greater numbers. "That is a very desirable state of things, and it is due to the more perfect enforcement of the fishing laws, and perhaps it is due most of all to the work of the salmon hatcheries.

The same thing is true as to the white fish hatcheries on the Great Lakes and although the results obtained from the lobster hatcheries may at the present time be a matter of some doubt, yet I trust that in a few years these hatcheries will become successful and that they may in time to come make up for the destruction of the lobsters in the past.

"I entirely agree with one honorable gentleman opposite who said that there has not been as much done for the fisheries of Canada by the Department of Marine and Fisheries as should have been done, but I assure my honorable friend that the officials of the department today are doing their very utmost to promote and develop the fishing industry and for my part I am giving them the very best assistance and support that it is within my power to give. I trust that in years to come, good results will follow from the efforts now being made by the Department of Marine and Fisheries."

Mr. Hazen, who was frequently applauded during his speech then concluded and the debate was adjourned.

Ottawa, Feb. 2.—The government was confronted with a series of 191 questions standing on the order paper when the House opened this afternoon. Nearly all of them were opposition members desiring information as to the government's legislative plans, as to various administrative acts and as to the government's views generally on a number of subjects of either local or general interest. Most of the questions were answered.

On behalf of the government Premier Borden told Mr. Sinclair of Guysboro, that the questions of the re-adjustment of the provincial subsidies and the appointment of a public prosecutor to act in cases of electoral corruption were "under consideration."

Mr. Borden told Mr. Lemieux that the government had received a resolution passed by the Montreal Chamber of Commerce, urging the construction of the Georgian Bay Canal.

The Premier told Sir Wilfrid Laurier that the chairman of the British Columbia Better Terms Commission was still to be selected by the colonial secretary.

To Mr. Devlin the Premier said that there was no official record as to any promise that had been made to Nova Scotia at the time of Confederation of an Ontario market for Nova Scotia coal.

In reply to Mr. Marcil the Premier said that the government's attention had not been drawn to an article published in Les Cloches De Saint Boniface, the organ of Archbishop Langevin, complaining of injustice to the Roman Catholics of Manitoba in regard to school matters. No federal action had been taken to remedy the alleged injustice, and of course any action would have to be limited by the provisions of the British North America Act. Similarly in reply to a question by Mr. Gauvreau as to the appointment of a French-Canadian from Ontario to succeed the late Senator Cox, as urged by L'Action Sociale of Quebec last month, Premier Borden said nothing had been decided, and no promise had been given.

Hon. Colonel Hughes was a little more communicative. He told Mr. Sinclair that 34,050 applications had been received from Fenian raid veterans for the bounty of $100; that 3,046 requests had been refused and 14,237 applications were still under consideration. The act would be amended, if necessary, to extend the time for filing applications so as to "meet every case not settled yet."

International Inquiry Impracticable.

Hon. J. D. Hazen told Mr. Lemieux that the marine department had approached the United States authorities with a view to holding an international inquiry into the Great Lakes disaster of last November, but it had been found impracticable to hold such an inquiry. The whole question would come up in the house later under the resolution of Col. Currie for a special commission of inquiry.

Mr. Hazen told the Hon. Frank Oliver that the last word received about the Karluk had been Stefansson's report from Point Barrow on Oct. 30, that the ship had drifted off in the ice in September. Mr. Stefansson, before leaving Vancouver last summer, had expressed the opnion that the vessel was extremely well equipped and experts who had examined the Karluk had reported that she was the best vessel available for the expedition. Mr. Oliver also learned from the minister of interior that the order-in-council requiring immigrants to have in their actual possession $25 in cash on entering Canada had been suspended by order-in-council from April 1st last to September 30, in the case of all railway and general laborers going to the western provinces. After the privileges had been in effect for a month or so, however, ti was cancelled and after the sixth of June all restrictions on immigration were rigidly enforced.

No Branch Line Bill.

Hon. Frank Cochrane told the ex-minister of railways, Hon. Mr. Emmerson, that the government did not intend to introduce any legislation during the present session relating to the acquisition of Intercolonial branch lines as the government regarded it as useless in view of the action of the Senate last session in killing the government bill providing for the acquisition of the branch lines.

For the same reason no steps had been taken towards the acquisitoin of the Quebec, Oriental and Atlantic or the Quebec and Lake Superior Railways as feeders to the Intercolonial. To Mr. Sinclair the minister said the question of constructing a branch of the Intercolonial through Guysboro County was under consideration.

Mr. Sinclair was told that the duty on unbarked marlin used in the lobster fishing was 25 per cent., and that any change would be announced in the budget.

Canada's present naval force on board the Niobe, according to an answer given by Hon. J. D. Hazen to Mr. Boulay, consists of fourteen officers and 155 petty officers and men, of whom eight officers and seventy-five men were Canadians.

Since the arrival of the Niobe in Canadian waters there had been 241 desertions, and a total of 548 altogether who had left the service for one cause or another. The total cost of the Niobe last year was $317,881, and the total cost of the administration of the naval department for the year $2,364,322.

To a query as to what requirements were asked of applications on fortification work at Halifax, Mr. McLean got the concise reply:

"Evidence on this and all other government work that the men are competent and desirable."

Hon. J. D. Hazen informed Mr. McLean that Prof. J. B. McCarthy, professor of science at King's College, had been sent north to make a preliminary inquiry into the value of the fisheries in Hudson Bay. However, the weather conditions on the bay this season were such that he was unable to make observations.

Notice of Motion.

After disposing of the long list of questions the house devoted an hour to the pa g, mostly without discussion, of the list of 89 notices of motions for the production of papers.

Mr. Kyte moved for a return showing the names of all persons in the county of Richmond, N. S., who made application for Fenian raid bounties, as well as all persons who were paid the bounty.

Hon. Sam Hughes said that it would be impossible to comply with this and similar requests, because the returns were not all in. He added that it would be practically impossible to give such information by counties. Mr. Kyte, while admitting that this would involve a great deal of work, said that it would be worth while.

"Let the motion stand in the meanwhile," said Premier Borden.

Notices of motions for papers involving debate were reached shortly before the House took recess at six o'clock.

Mr. Michaud was told by the Minister of Railways that the subsidy act of 1910 provided subsidy for a line from St. John to Grand Falls, that the act of 1913 provided subsidy only from St. John to Andover; that there is no settled policy; that the line will not be extended to Grand Falls.

In submitting his resolution calling for improved means of transportation for fresh fish between the Maritime Provinces and the United States, Mr. Sinclair, Guysboro, urged the government to prompt action. He advocated the building of branch Intercolonial lines through eastern Nova Scotia, which he pointed out would do a lucrative tourist traffic, tap a splendid spruce and hardwood timber country and connect it with the market at the coal mines of Cape Breton, develop a productive agricultural section and give a great impetus to the fishing industry. He maintained that the government would be justified in offering a subsidy for a fast line of steamers, equipped with cold storage facilities, to make three trips per week from the Maritime Provinces to Boston.

Hon. Mr. Hazen asked if the Guysboro member would combine his proposal with the existing service from Yarmouth to Boston and have the vessels and trains connect with the Yarmouth service.

Mr. Sinclair said he would be satisfied if the feeding service were made sufficient. He thought, however, the most successful business would be done by specially equipped freight boats as a fast fish line. It would involve some expenditure, but it would secure results in finally better than the $350,000 steamship subsidy for service between Canada and the West Indies or the large expenditure made for a South African service.

Mr. Kyte of Richmon, pointed to the aids the government has given to rail and water transportation lines in various parts of Canada and especially on the Pacific coast.

There is a line of steamers between Port Hawkesbury and Boston. Not being subsidized they make no call on their way to Boston except at Halifax. He suggested a subsidy to this line or some other which would result in calls at such fishing ports as Arichat and Canso.

The acquisition of the Cape Breton railway as an Intercolonial feeder would be a great benefit. He urged proper government consideration to the problem of transportation development for the Maritime Provinces.

Mr. Law of Yarmouth said his town was the western gateway to Nova Scotia. It was a great fish centre. For many years there has been a steamship service twice a week to Boston, but it is no longer adequate.

To assist the fishermen of western Nova Scotia cold storage should be established on the Yarmouth boats to enable them to better handle live lobsters and fresh fish. The government should subsidize the lines to get more and better boats. Yarmouth should be dredged to give accommodation for larger boats.

Ungar's Laundry.

Fifty pieces for 75 cents. 'Phone us. Team will call.

Concerning the Unconcerned.

(Toronto Telegram.

How can the high cost living affect the Hon. the Laurier Opposition which has long since ceased to live?

Didn't Help Any.

(London Free Press.)

Sir Wilfrid Laurier has not claimed that his $150,000,000 railway through northern wilds has reduced the cost of living.

No Time for Speeding.

(Wall Street Journal.)

Newly-born optimism need not mean releasing the speed control.

ENGAGEMENT ANNOUNCED

Mr. and Mrs. Robert H. Colter announce the engagement of their daughter, Helena R., to Mr. J. Frederick Crockett of Dover, New Hampshire. The marriage is to take place this month.

DIED.

HARRIS—Entered into rest at his residence, Steadman street, Moncton, N. B., Sunday morning, February 1st, 1914, Christopher P. Harris, in his 77th year.

Funeral from his late home, Wednesday afternoon, February 4th at 3 o'clock.

VINCENT ASTOR NOT GOING ON MEDITERRANEAN TRIP

VINCENT ASTOR.
PHOTO: SUPPLIED BY DR. MARSHALL.

Vincent Astor, in New York, denied that there was any truth in the report that he was to take his fiancée, Miss Helen Dinsmore Huntington; her mother, Mrs. Robert P. Huntington, and his own mother, Mrs. Ava Willing Astor, on a long cruise on the Astor yacht Noma as a preliminary to his wedding.

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A Woman's Message to Women.

Mrs. James Elsworth, 902 Selkirk Ave., Winnipeg, Man., says:—"Four and a half years ago ulcers started on my left ankle, and spread until the top of my foot and limb, to the knee, was well-nigh covered. I used ointment after ointment, until everything I knew of had been tried, but I received little or no benefit. I was laid up in bed for a long time, and had no rest or sleep, night after night, from the acute pain and irritation.

"I consulted doctors, until I had taken treatment from at least five. After using their ointments and preparations until I was positive I could get no cure, I almost gave up in despair. I was next persuaded to try a course of treatment supplied by a company operating in this city, paying as much as thirteen dollars and a half in one week for ointments, which proved of no use whatever.

"One day a sample of Zam-Buk was left at the house. This seemed to soothe the pain almost instantly, and encouraged me to get a supply from the druggist and give it a fair trial. Zam-Buk had a wonderful effect in a very short time. The irritation and the pain were quickly relieved, and gradually the ulcers were cleansed of all poisonous matter. The discharging then ceased, and the ulcers began to show signs of healing. I kept on using Zam-Buk until every ulcer had been completely healed."

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