

MARITIME BOARD OF TRADE MEETING

Western Provinces Have Expensive Railways, for Which all Canada Must Pay, Says President—New Secretary Appointed

PARLIAMENT often forgets that there is in this country an east as well as a west and a centre, said H. J. Logan, K.C., president of the Maritime Board of Trade, at its 22nd annual meeting held in Amherst, N.S., September 29 and 30. The dream of a united Canada has not come true, he continued, and one thing which had not been foreseen was the growth of the western provinces to their present extent. Mr. Logan said in part:—

"As it was considered wise to make the canals of Ontario free, it was also thought right in carrying out the terms of Confederation and in cementing the different provinces together that the rates and charges of the Intercolonial Railway should be such as would encourage interprovincial trade. Up until a few years ago the old Intercolonial, under maritime province management, did a great work in building up trade between east and west. Then came a change. Railroads, costing in the last twenty years over a billion dollars, have been constructed, particularly for the benefit of western Canada. These roads were not paying, in fact, were rapidly becoming bankrupt. A merger was made between these roads and the old Intercolonial, and in order to pay for the long, lean section, the promises of Confederation have been forgotten and the rates on the Intercolonial Railway, which carries 85 per cent. of the passengers, and 50 per cent. of the freight of the whole Canadian system, have been increased to such an extent that trade between the maritime provinces and the upper provinces is liable to be paralyzed.

"We have been able to ship a large part of the product of maritime manufactories to markets outside of these provinces. I am told to-day by manufacturers that if the present freight rates are maintained, we must depend almost entirely upon the markets in the maritime provinces, and as we are not large consumers of a number of the manufactured products in the maritime provinces, the future of these manufactories is nothing less than alarming.

Eastern Provinces Neglected

"A united demand of the west has caused the government to construct a very expensive railway to the north. It is estimated that the total cost of this railway and the equipping of a great national port on the Hudson Bay will cost this country not less than fifty millions of dollars, in spite of the fact that this port can only be open to navigation about two months in the year, and yet we do not seem to be able, in the maritime provinces, to secure the nationalization of our great winter ports and the equipment thereof to handle traffic which comes to our shores.

"I submit what we require in the maritime provinces is less party politics and more maritime politics. I know we are open to the accusation of being grouchers, but as eternal vigilance is the price of liberty, so must the building up of a maritime policy be the means of securing the amelioration of wrong conditions and the securing of national justice to these provinces. We are divided into three camps. Personally, I believe in maritime union, but if that cannot be secured, let us at least be united upon matters which are of vital importance to our welfare. The Maritime Board of Trade is the only institution in existence which can speak for all maritime interests. It is therefore imperative that instead of demobilizing we should secure new recruits in every city and town in these provinces and march forward."

The board went on record in favor of a united office for the maritime provinces in London; changing the rule of the road; the reduction of harvest excursions to the west; the standardizing of the narrow-gauge section of the P.E.I. Ry.; and closer relationship with the West Indies.

The following officers were elected for the coming year: President, H. J. Logan, K.C.; vice-president, J. LeRoy Hol-

man, Summerside; second vice-president, Capt. J. E. Marsters, Moncton; secretary-treasurer pro tem., H. R. Thompson, Amherst. Council: Wallace L. Higgins, Charlottetown; R. B. Emerson, St. John; A. N. McLellan, Sydney; C. C. Avard, Sackville; George E. Graham, Kentville; J. B. Snowball, Chatham; John Kirk, Yarmouth; A. H. Whitman, Halifax.

Robert Armstrong, secretary of the St. John Board of Trade, was appointed secretary of the Maritime Boards, succeeding T. Williams, of Amherst. Mr. Williams resigned because of ill-health.

ALBERTA ASSOCIATED BOARDS OF TRADE

Provincial Organization Formed in Alberta—J. A. Valiquette, President, Outlines Work for New Body

AT a meeting of representatives of boards of trade in Alberta, held in Edmonton, September 29-30, the "Alberta Associated Boards of Trade and Chambers of Commerce" was organized. J. A. Valiquette, Calgary, is president, and the vice-presidents are J. E. Brown, Edmonton, G. R. Marnock, Lethbridge, and Wm. Cousins, Medicine Hat. An executive was elected as follows: R. B. Welliver, Red Deer; F. P. Layton, Camrose, and Angus Campbell, Grande Prairie. J. H. Hanna, secretary of the Edmonton Board, will act as secretary of the Associated Boards for the time being.

It was decided to appoint representatives from the associated boards of trade in Alberta to meet representatives of a similar association in Saskatchewan with a view to securing the services and advice of an expert upon freight matters requiring adjustment within the two provinces.

Will Take Action

Speaking of the new organization Mr. Valiquette said: "There was a spontaneous movement on the part of all the delegates from every board of trade seeking the development of commerce in Alberta and the furtherance of all interests contributory to its development, but the idea in the formation of the Associated Boards of Trade goes further than this. It seeks for the development of opportunities in the province, and it aims at a united effort so that the problems of interest to one locality may, through this new organization, receive the support of all boards of trade.

"The work of this organization is not for the purpose of passing resolutions only, but rather for pushing these resolutions to a practical conclusion when they are of such a nature to warrant consideration on the part of those who are in authority to deal with the questions they entail. These resolutions must be of such nature that practical work can follow, and also such that they may be intelligently dealt with.

"In proof of this a resolution bearing on the cattle embargo which was presented to the convention at Edmonton did not get through, but was, instead, held up to gather further information so that the organization may be in a position to make an honest effort to remedy the state of affairs now existing.

"Another resolution which did not get through was that of the development of power in the province. It was the opinion that there was not sufficient information at hand on this subject to deal with it intelligently, and the Associated Boards of Trade wish to be in a position to handle all such questions advisably and intelligently before they are taken in hand."

The association went on record in favor of: Asking the Dominion government to order the railways to provide more cars for grain shipments and development of water power by the provincial government.

Wood, Gundy and Co. have secured an office in the Lindsay Building, Winnipeg, Man., and will shortly operate an extensive western business under the management of A. H. Williamson.