

the Industries, resources, capabilities and prospects of our magnificent Provinces. To this end I would suggest that for the reason that we are a thoroughly representative non-partisan and non-political body, whose sole primary aim is to promote and foster the industrial enterprises, encourage the development of the resources, and aid the extension and expansion of the trade and commerce of the Maritime Provinces, this board should respectfully memorialize the three Governments for an annual grant to enable it to carry on this important and necessary work in the manner and on a scale commensurate with the magnitude of the interests involved. I venture to think, having regard to all the circumstances, that this board could perform the work more economically and to better advantage than it could be done separately by the three Governments.

TOURIST TRAVEL.

In view of the importance which attaches to the encouragement of tourist travel to these Provinces, it was deemed advisable to issue a circular on the subject embodying the resolution passed by the board at its last convention. The rapid and splendid facilities for intercommunication which are now available by rail and steamboat lines, induce, year by year, an increasing influx of summer visitors, to the manifest advantage, direct and indirect, of these Provinces. Concurrently with the expansion of this business, great improvements in many instances, have been made in the hotel and boarding house accommodation. There is still, however, much room for improvement, and I would again press upon delegates the desirability of providing good and ample accommodation for this class of travel. Other things being suitable and in keeping, and the manifold natural beauties and picturesque scenery which abound in these Provinces, coupled with their historic and romantic associations, will attract still larger and larger numbers to enjoy the cool invigorating breezes of our shores. And it should be remembered that everyone who has been well treated goes away thoroughly delighted and becomes for the future one of our best and cheapest advertising agents. Besides which this frequent intercourse tends to make ourselves and our country better known, and explodes the idea that ours is a worthless and barren terra incognita.

COUNTY BOARDS OF TRADE.

Kings county Nova Scotia, is the only county in the Maritime Provinces, and, as far as I know, in the Dominion, in which a board of trade has been organized. This board has been doing very useful and efficient work, more especially in connection with matters affecting agricultural interests, and it has adopted the highly commendable plan of holding its meetings alternately at different centres in the county. Now, the agricultural, if not the most, is at the least one of the most important industries in these Provinces, and while the Fruit Growers' Association, Farmers' Association, the Stock Breeders' Association, and the Farmers' Institute have done and are doing much useful and valuable work for the advancement of agriculture and the improvement of agricultural methods and processes, still I think it cannot be denied that a live and energetic board of trade in each county holding frequent meetings in different localities would do much more to arouse and keep alive the interest and to stimulate the activity of the agricultural community. The stress of modern competition presses as heavily and tells as keenly upon the agricultural as upon any other industry, and accordingly it would appear that the formation of county boards of trade with the objects of improving the condition, protecting the interest, increasing the production, and enlarging the markets of the agriculturist, would be a step in the right direction, leading to large benefit results.

COLD STORAGE.

For instance, one of the questions which might very appropriately engage the attention of county boards and upon which their deliverances would be of importance and value is that of cold storage. The transport to and the placing upon the markets of the world of our unvalued agricultural and horticultural products in a sound, fresh, untainted and attractive condition has become for us one of the most important questions of the time, on the proper solution of which will depend to a large degree the future development and expansion of our productive energies. What has been done for the products of distant New Zealand and Australia surely can be done, and certainly ought to be done, for the perishable and delicate products of our Provinces. The wide range and admitted excellence of our products and our proximity to the British markets, by reason of our favorable geographical position, should give, and, under proper conditions of handling and transit, would give us a

commanding and remunerative position and lead to extraordinary development along the lines of agricultural and horticultural industries and enterprises. What is needed to secure and maintain this position beyond all question of rivalry and competition is a cheap and efficient cold storage equipment on our railways at our ocean seaports and on our trans-atlantic steamship lines. To attain so desirable and necessary a consummation, our best efforts should be directed.

FAST ATLANTIC SERVICE.

The subject of the establishment of a fast Atlantic mail and passenger service between Canada and Great Britain has been more or less under consideration and discussion during the past few years, and I observe that it is among the matters that are to come before the present convention. It is to my mind a question of the very greatest importance to Canada, and especially to these Provinces. Rapid transit for mails, passengers and certain kinds of freight has come to be an essential necessity of our times, and every consideration points to the policy, the wisdom and the common sense of passing our own traffic through our own magnificent gateways, which are among the most accessible, secure and commodious on the whole Atlantic seaboard, rather than divert it through and help to build up foreign and competitive ports. Powerfully established enterprises and rival interest, together with doubts as to the remunerative character of the undertaking have hitherto prevented the establishment of such a fast and perfectly equipped line as a rapidly developing vitality of our national life and the circumstances and exigencies of the times demand. I am



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of those who believe, that given the necessary facilities and accommodation, trade as surely and invariably follows the route as it follows the flag. We can all remember when the Canadian Pacific Railway was being projected, the chorus of pessimistic alarm with which the daring scheme was greeted and the prophecies that it would never earn sufficient to pay for its axle grease. I believe that the establishment of a fast Atlantic service equal to the best in point of speed equipment and accommodation would be equally successful and contribute equally to the advantage, development and up-building of the Dominion. It is clearly inevitable that such a line by the mere force of geographical consideration would command and attract an enormous and ever-increasing traffic and would form not the least important link in the world encircling chain which binds the Empire together.

PREFERENTIAL TRADE.

Among other subjects to which the attention of the convention will be invited, but not the least important and not the least far reaching in its consequences, if consummated, is that of preferential trade within the Empire. It is a subject beset with many difficulties and regarding which there are wide divergencies of view. It is a notable fact that of recent years the trend of public opinion, both in Great Britain and the Colonies, has been steadily converging towards this end, accelerated by the amazing development and rapidly-growing competition of foreign countries in every branch of commercial industry and production. It seems clear

that we are on the eve of great economic and commercial changes, and it is obvious that the adoption of the principle of preferential trade within the Empire would lead to an enormous development in every branch of agricultural industry throughout Canada.

LEGISLATIVE UNION.

The question of a legislative union for the Maritime Provinces has at various times been a subject of public discussion, which, so far, has been barren of any practical results. The question will again be a matter of consideration at this meeting, and it is hoped that its ventilation will tend to forward the movement a stage or two. It needs little or no argument to show that such a union would lead to great and radical economy in legislative and administrative expenses, would tend to larger and better practical results by reason of the combination and concentration of public institutions, would create a broader conception and a wider recognition of the identity of our material interests, would allay petty jealousies which have hitherto clogged our progress, and would give us a solid and important political entity which would command no mean weight and potency in the Parliament of Canada and the councils of the nation. These are results that are undoubtedly within our achievement whenever the people of these Provinces make up their minds to have them. The progress may be slow, because the established interests and traditional associations to overcome are important and deep rooted. But we are not altogether standing still, and in various ways the Provinces are coming closer together. A very important step forward has been taken in the proposal for the establishment of a Maritime College of Agriculture and the Maritime Technical Training College, under the joint auspices and aid of the Maritime Governments. The successful and harmonious working of our own board is another encouraging instance of progress being made.

OTHER MATTERS.

Various other subjects will come up for discussion at this meeting which cannot be referred to now without overswelling the limits of this address, notably among which is that dealing with the amazing development of the coal, iron, steel and allied industries now in progress, which bids fair to convert the northeastern corner of Nova Scotia into a populous hive of industry, the future of which no man can foresee. It will be noted that none of the subjects are of merely local importance, it being a sound rule to leave all such matters to be dealt with exclusively by the local boards, reserving for the cognizance of this board subjects of provincial, interprovincial and national importance.

THE LATE MR. DWYER.

While we have reason to congratulate ourselves upon the progress which has been made, and the gratifying measure of success which has attended our efforts, we have, I regret to say, one great and irretrievable loss to deplore in the lamented death of the late Michael Dwyer, Esq., of Halifax. Mr. Dwyer was one of the foremost and most active promoters and founders of the Maritime Board of Trade, he took a hearty personal interest in all its business and proceedings, and his wide experience, acute intelligence and matured judgment were at all times freely, fully and cheerfully at our service. I therefore think it would be proper and becoming for this board to place formally on record an expression of its appreciation of the eminent services rendered to it by the deceased gentleman, and of the all but irreparable loss it has sustained by his premature and unexpected death.

SOUTH-AFRICAN WAR.

Since last convention the British Government was forced into a war with the Boer Republic, in order to repel an invasion of British territory and to redress the grievances and secure the rights and liberties of British subjects. The outbreak of the war gave the signal for a remarkable and significant exhibition of patriotic loyalty throughout all the colonies and dependencies of the Empire, each vying with the other in their offers of aid to the Mother Country. The Government of Canada equipped and dispatched to South Africa two contingents of over 1,000 each composed of volunteers from all branches of the service, and Lord Strathcona and Mount Royal at his own expense equipped and sent out a body of 500, known as Strathcona's Horse. We have all followed with keen interest their career in the field, and we have read from time to time with a glow of pride how with intrepid valor they sustained the honor of their country in many a desperate battle, winning the laurels of victory and earning unstinted commendation on all hands from the Field Marshal Commanding downward. But war has its dark as well as its bright sides. Our own Provinces furnished their quotas of gallant