BOARDS OF TRADE.

Opening Session of the Maritime Association.

The Address of Mayor Robertson to the Delegates Assembled.

The Work of the Board During the Past Year - The Officers Elected.

The second annual meeting of the board of trade of the maritime provinces opened in the rooms of the St. John board on September 29th. The attendance was large and representative, his worship Mayor Robertson, the president of the body, was in the chair and the following delegates were present:

Halifax board-James Morrow, C. M. Creed. Truro board-C. E. Bentley, Hiram Hyde, G. A. Hall, John Stanfield, Dr.

Charlottetown board-P. Blake, H. Haszard. Amherst board—J. A. Davis.
St. Martins—M Kelly, W. H. Moran.
Kentville—M. G. DeWolfe, W. E.

Porter. St. Andrews-M. N. Cockburn, Dr. N. G. D. Parker. Woodstock-W. P. Jones, Samuel

Watts. St. John board-W. S. Fisher, Robt. Gruikshank, T. S. Simms, S. Schofield, W. M. Jarvis, W. F. Hatheway, P. S. MacNutt.

A number of the members of the St. John board were also in attendance including R. B. Emerson, H. H. Harvey, T. H. Somerville, E. L. Rising, John Montgomery and F. A. Dykeman.

Wm. Lamont, the president of the Fredericton board of trade, which has not yet affiliated, was present and was welcomed to the meeting.

After roll call and the reading of the minutes the secretary and treasurer, Ira Comwall, read his report. President Robertson then addressed the board as follows:

To the Members of the Maritime Board of Trade: Gentlemen-Before proceeding

the subject of my address please permit me in my official capacity as mayor to welcome you at this, the first annual meeting of the board, to the city of St. John. The late president of the St. John board of trade was largely instrumental in inaugurating the movement towards foundation of a maritime board. vitations were sent from the St. John board to the different boards throughout the maritime provinces, and a large and very representative gathering was held in this city under the auspices of the St. John board. at which the formation of a maritime board was decided upon. The organization of the board was completed in August last in the city of Halifax under the auspices of the Hali-fax board of trade, whose kindness to the delegates there assembled will not soon be forgotten. I had the great honor conferred upon me, being elected the first president of the board, and beg leave to express my ep regret that my somewhat arduous duties pertaining to the office of mayor has not permitted me to give that thought and attention and effort to the many important matters relating to the maritime board that their importance demands. I am, however, deeply indebted to the secretary, Ira Cornwall, whose executive ability, great experience in organization and witiring application has resulted already in the affiliation of fourteen boards of trade representative of the different maritime provinces with this board. You will tice in the secretary's report that a large amount of work has been done. An impetus has been given to the formation of boards of trade in the different towns throughout the maritime provinces. At the first meeting the following important subjects were discussed by the board:

1st. Extending boards of trade throughout the maritime provinces and affiliation of associations representing the different industries in the maritime provinces with the board. 2nd. Transportation, cold storage imports, exports, mail subsidies.

3rd. Fast Atlantic service, exporta tion of the products of Canada through Canadian and not through United States ports.

4th. Telegraphic communication with Prince Edward Island and cable communication with the West Indies 5th. Tariff question, duty on cornmeal, shall it be reduced? 6th. Modes of assessment and tax

7th. Inspection of fish and fish oil should it be compulsory? 8th. Immigration into the mari-9th. Reduction of fire insurance

rates. 10th. Maritime agricultural and horticultural college.

All of these subjects were very fully discussed, and the board was requested to memorialize the domin-ion government to co-operate with the imperial government with the object of having the Bermuda cable extended to British Guinea, Jamaica and the other islands of the East Indies, This has been done. The memorial was sent forward by the board. It was also resolved that the board memorialize the dominion government to endeavor the cive an additional content of the cont ernment to endeavor to give an additional subsidy or otherwise to effect an arrangement with the telegraph company which owns the cable been Prince Edward Island and the mainland with its connecting lines on the island and mainland, to grant such rates or messages and such open hours of business as would as would place the island on equal footing with the rest of Canada. After a very full and most interesting discussion on the fast Atlantic service. and the exportation of the products of Canada through Canadian (and not through United States) ports, it was resolved that the maritime board ninion governorialize the dor ment urging that in future subsidies be granted to steamers sailing be-

Kingdom and port or ports in Canffiliated boards of trade be requested to urge upon their representatives at Ottawa that they unite with other maritime province members in seeking to secure such subsidies as will result in the through passenger, mail and freight business being done through Canadian ports. The memorial was forwarded to the dominion government, and I am pleased to say was acted upon by an order-in-council complying with the resolution of the maritime board.

The foregoing is a brief report of the work done at the first meeting. Permit me to take a brief survey of the development of the material resources of the maritime provinces during the board's closing year. Giving the first position to agriculture. Providence has blessed not only the maritime provinces but the whole minion with bountiful harvests. The fruit crop of Nova Sctola especially is an unprecedentedly large one, and must add greatly to the income the fruit growers in that province this year. I may specially mention the rapid development that is taking place in the dairying interests. The production of cheese has passed the consumptive demands of our home market, and has already begun to figure in our exports, and doubtless in a very few years will become a most important source of revenue to the maritime provinces. Our other great resources-the fisheries, lun mines and minerals-have also shared a fair degre of prosperity, and from the best information that I can obtain the manufacturing industries are making steady if not rapid progress. This brings us to the consideration of an industry that at one time surpassed all others in importance in the maritime provinces, namely, shipping and shipbuilding. There was a time when every seaport and indeed river leading to the sea in the maritime provinces was a seat of shipbuilding industries. At one time in the early history of the industry we built vessels langely for sale in the English markets, but subsequently as our people increased in wealth we became the owners of our own built ships, and were then found engaged in the carrying trade in all parts of the world. Those were the palmy days in the history of our maritime provinces. The industry gave home markets to the farmers, profitable employment to large num bers of our people, and kept the young men in our own country, and our seamen and captains were not excelled in the marine of any coun try, but the introduction of iron and steam has given well nigh a death blow to the wooden shipping of the maritime provinces. We cannot by any possibility hope for its resuscitàa considerable extent taken the place

While it is true that manufacturing and other industries have to of shipbuilding, yet we cannot overlook the fact, and it seems to me it is the duty of this board to take into consideration whether anything can be done to check the exodus that has continued for a number of years past from the maritime provinces last census returns show that the increase of population in the maritime provinces between 1881 and 1891 was very little over 1 per cent. Making due allowance for the different basis of enumeration, there is still not the population that

I notice that one of the subjects

ought to be.

sent in by the St. John board of trade for discussion at this board is immigration into the maritime provinces. While I would not for a moment underrate the importance of encourazing a desirable class of immigrants the maritime provinces, I must admit that it is much more important for us to retain if possible our own sons and daughters to help build and develop the land of their birth, as bright and fair a land, as capable of giving health, prosperity and happiness to its people as any land on earth. It seems to me the time is ripe for this board to take up the question of iron shipbuilding. The maritime provinces possess such large deposits of iron ore, coal and flux in close proximity to each other and to ship harbors that capital and skill should find a splendid opening for successful enterprise. The industry is in the line of our whole past history, and in the line of the genius of our maritime people. We have only to look at what has been accomplished in Great Britain and Ireland. and see that it is quite possible for us to succeed. Take for instance the city of Belfast, one of the greatest iron and shipbuilding ports in the world, importing as they do coal and iron, they are yet successfully competing with the other great ship

building ports in Great Britain, and we have the products of their vards engaged in the carrying trade between Great Britain and Canada. I repeat we have the iron and the coal and flux at our doors, and a superance of capital lying comparatively idle in our banks ready for investment. It only wants a beginning. We need not at first expect to build magnificent ocean grey hounds but could commence with moderate size freight boats, and I venture to predict that before many years the maritime provinces would become as noted for their iron shipbuilding as they had been for their wooden shipbuilding in the past. It would give employment to vast numbers of our young men who are leaving our ountry, and would create a large field for the employment of a higher order of skilled mechanics than we have at present. I would here briefly refer to the educational system in the public schools of the maritime provinces. Without wishing to detract one lots from the excellent record of those schools and the good work being done, it is yet a question to my mind as to whether they are turning out young men fully equipped to take part in what may be called

the scientific and mechanical develop

ment of the present day. We note

that the foremost nations on the con-

tinent and our own mother country

nical education, feeling it to be a

necessity to enable them to hold

the world. The United States have al-

ready made great strides in the same

struggle that has taken place all over

are giving greater attention to tech

their

tween port or ports in the United | direction, and I am pleased to note

that in the great city of Montreal that an institution of that class, thoroughly equipped, has been founded, and it, I am sure, will soon make its mark on the manufacturing, mechanical and economic industries of the metropolis of the desired the the metropolis of the dominion, and I would suggest that the time had also arrived for the provincial governments in the maritime province to take this question up in earnest and make technical education a part of the public school system, for I do not fear if our young men receive the cilities that they will fail to hold their own against the mechanics

and artisans of any other country. Another question of importance that I may mention briefly is the conservation of the timber lands of the maritime provinces. This has already received the consideration of the provincial governments, but I would gest that further steps might be taken in that direction. The enormous export of unmanufactured lumber year after year from these provinces must eventually lessen the supply, and every encouragement should be given and effort made towards manufacturing lumber into a more valuable class of exports than deals and timber. The manufacture of pulp wood is becoming an important industry and capable of great development. We should be able to easily compete with the world in this industry. The present position of the British lumber markets is a good one, and beneficial results are already felt throughout the provinces. Time will not permit me to dwell on

natural resources. It requires but faith in our own country, in our own people, application and untiring energy to bring out good results. In king out over the broad field of dominion commerce, we are brought face to face with the relation that we bear to the rest of the dominion with respect to our internal trade, and also with respect to the export and import trade of Canada through out maritime ports. of the board to Mr. Cornwall. This question has been a burning one for our boards of trade since confederation and even at this late date it is perhaps the most important one that we shall have to do with at this meeting of the board from the broad standpoint of the interests of the Dominion of Canada. I shall not venture an opinion at this stage, as I note it is one of the questions which will come before the board for discussion. Before closing my address I might briefly refer to the importance of the maritime board extending an invitation to the boards of trade in other parts of the dominion to take up the question of the desirability of forming a Dominion Board of Trade as a ed in the St. John board's rooms at central commercial parliament, so to speak, for the whole dominion. While Robertson took the chair. There were boards of trade have no legislative a number of gentlemen present in powers, they can yet greatly assist not only in helping to form a sound public opinion on all great commercial matters, but can materially assist both the federal and provincial parliaments in framing legislation in the interests of the whole country. I re- of Halifax; Jas. Rourke of St. Margret that our board was unable to send tins. a delegation to take part in the great Congress of Chambers of Commerce appointed to look into the by-laws held in London in June last. One of had decided to do nothing until the the great questions discussed at that newly elected president, Mr. Troop of congress was preferential trade rela-tions between Great Britain and her colonies. While there was nothing of the order in which the various sub- others were building at Grand Mancongress, yet it lifted that question into a commanding position among the other great questions relating to the welfare of the British empire. The dominion government has intimated its willingness to assist in opening up new markets for the trade of Canada. This, it seems to me, is very important. The extension of the trade of the dominion to China and Japan has been in a degree successful through the cooperation of the Canadian Pacific railway and steamship lines, assisted with subsidy by the imperial and dominion governments. The opening up of the Australian markets has not yet been a marked success, yet we find that in agricultural implements and some other manufactures, Canada is eminently able to compete with the outside world. The present position of our trade with the West India Islands is as satisfactory as we could hope for, considering the unfortunate posttion of the sugar cane industry. seems to me that out trade with the South American republics might materially extended, and there is no neason why the maritime provinces should not stretch out and capture a large portion of the Camadian trade in that direction. Trade extension means enterprise, a certain business risk, especially in the pioneer efforts. We belong to the greatest commercial race of the world, and should hesitate in striking out for new n kets if the prospects are at all prom-

of Canada, and we need not fear in future to command the respect and confidence of the world. Our financial ystem is sound, and has stood the strain of commercial crisis and disaster without a break. We have the fullest possible freedom of self-government, and with the strong right arm of Britain to protect us need. What more need we to enable us to march forward in the pathway of progress and development of all those things which make a nation great harpy and prosperous. Finally, permit me to thank gain for your kindness and for kind attention you have given I hope the deliberations of the board may be pleasant for yourselves and profitable for the mercantile interests

ising. God has given us a great herit-

age in this dominion of ours. We are

assisting in nation building. Each one

of us in a greater or lesser degree is

responsible for the future welfare of

our country. Righteousness exalteth the nation. Let the stamp of sterling

honesty be the commercial trade mark

of the maritime provinces The mayor was loudly applauded at the close of his address, and after the adoption of the secretary treasurer's report Dr. Muir of Truro congratulated the president on his excellent address. It was the best thing of the kind he had ever heard in any board. He moved that it be referred to a committee who shall repare a reply to it.

This motion was seconded by C. E. Bentley of Truro and passed. following committee was named: W. S. Fisher of this city, P. Blake of Charlottetown and G. A. Hall Truro.

The following telegram was read

North Sydney, C. B., board: "Ca Breton board of trade sends green ings, and regrets being deprived of the pleasure of participating in your deliberation. Please accept as a sentiment from us: 'Our maritime ports for Canadian trade, rapid transit betweene London and Vancouver for Canada and the empire; North Sydney the front door of North America with its storehouse of coal for stimulating commerce."

The North Sydney board invited the maritime board to meet there next year. The act of incorporation and by-

laws prepared by a committee were ed for a time and referred back, W. M. Jarvis and M. N. Cockburn being added to the committee. The election of officers was then proceeded with, Mr. Robertson stating that he would be unable to take the position again.

Geo. J. Troop of Halifax was nominated for the office of president by W. S. Fisher, who said Mr. Troop was highly esteemed by all who knew him. No other nomination having been made, Mr. Troop was declared duly elected to the position. He will here today.

M. N. Cockburn nominated Wm. M. Jarvis for vice-president for New Brunswick, and he was elected without opposition.

es Morrow of Halifax nominated P. Blake of Charlottetown for vice-president for P. E. Island, and he too was elected without opposithe many possibilities for further development along the lines of all our C. E. Bentley of Truro nominated C. M. Creed of Halifax for the office

of secretary-treasurer, and he was chosen to fill the office. A vote of thanks was moved by G. A. Hall of Truro to Mr. Cornwall, the retiring secretary-treasurer. Several members suggested some-

thing more substantial. The motion passed. The president tendered the thanks S. Watts of Woodstock moved that the matter of the practical recognition of the services rendered by Mr.

Cornwall be referred to the following committee: Mayor Robertson, W. M. Jarvis and Dr. Müir.-Carried. Mr. Creed thanked the board for the honor done him. He had been secretary of the Hallfax chamber of commerce and board of trade for 36

After some routine business had been done the board adjourned till 10.30 this morning.

trade of the maritime provinces open-10.30 on September 30th. Mayor opening session, among them: A. I. G. Vroom of the St. Stephen board; F. Edgar and W. A. Black, M. P. P.,

W. M. Jarvis said the committee appointed to look into the by-laws Halifax, arrived.

After a lengthy discussion as to taken up, a committee consisting of Messrs. Morrow of Halifax; Jarvis of St. John; Hazard of Charlottetown; Bentley of Truro, and Cockburn of St. Andrews was appointed to determine upon the same.

The committee retired and after an absence of a few moments returned with a report, which was adopted, fixing the order for the discussion of the subjects as follows: 1-Cold storage.

2-Immigration into the maritime provinces. 3-Excessive freight rates charged by the exaction of three short haul railway and steamer rates, one hy P. E. Island railway, one by Steam Navigation Co. and one by Intercoionial railway from all points on P. E. Island railway to all points on the Intercolonial railway excepting two. 4-The question of I. C. R. coal and wood freight charges.

5-Reduction of present tarm rate on bar iron, etc 6-Export and import trade via the ports of Halifax and St. John and the relative position of said ports towards each other.

7—Fast Atlantic service, tion of the products of Canada through Canadian and not through United States ports. 8—Telegraphic communication tween P. E. Island and the mainland.

formation of a dominion board of trade. 10-The tariff question; the duty of cornmeal. Shall it be reduced? 11-Capt. Eastaway's proposal communication with ships at sea dur-

ing hours of darkness. 12-Resolutions from Winnipeg board of trade relative to government appointing agents in countries of Northern Europe for the purpose noouraging immigration to Canada and for advertising the resources of the dominion.

13-Resolution from same board relative to reduction of postage to cents on letters mailed in Canada for Canada, United States and Newfound Letters were read from George

Boak and J. A. Chipman of Halifax regretting their inability to attend the meeting of the board. The first question, that of cold stor age, was then taken up, President Morrow of the Halifax board making a few remarks in connection with

Mayor Robertson spoke next, refer ring to the grants given by the local governments of Nova Scotia and New Brunswick to assist in the provision of cold storage warehouses. In St. John two or three companies had been formed to go into the business intention of our government The he understood, to establish a chain of cold storage stations. Th dominion government, too, were evi-dently favorable to the idea. In order-to market their produce in good condition our people must have cold storage space in which to put it. M. G. DeWolfe of Kentville favore the establishment of cold storage stations as soon as possible. Our people needed them.

W. F. Hatheway was one of a co

from W. Purvis, the president of the pany who were talking of building a a position to make any extended remarks on the question.

John Sealy said all felt that it would be advantageous to have cold storage accommodation, but most people were in the dark regarding the matter. W. A. Black, M. P. P. of Halifax, said the late federal government favored the establishment of the wavehouses, as did their successors cow. Cold storage must be riovided on the land before the steamers would adopt it. But when it was provided the question would be how much would it be used. It would add considerably to the cost of transportation. Could enough produce be secured to fill the storage space? It was claimed that cold storage was necessary for the transportation of apples, cheese, butter and dead meat. While dead meat went from the United States to Great Britain in large quantities very little went from Canada. No cheese or apples had been sent from Canada in cold storage. It would be a difficult matter to say how great the demand would be for space. With cold storage Canad ian butter would go to England and compete with continental butter He could not see the need of cold storage for apples as they could be kept in the orchards till the first frost. After that of course the cellars were the place for them. If his advice were asked he would say go slow in this direction. There was a better opening for cold storage in the West India trade, as the produce then went from a cold to a warm climate. More difficulty was of course experienced under these conditions. Still the steamers trading between New York and the West Indies did not have cold storage accommodation. Butter went from Denmark to the West Indies in tins. There were some ice houses in

the West Indies. S. Schofield inquired if there was any one present who could name the products of the maritime provinces for which cold storage was required. If there were products which required the system the steamships would adopt it as soon as it was provided on land. It would be an expensive thing and the producers must consider whether they could afford to pay the additional cost of transportation which would follow its provision. As for apples they were now shipped in the fall and winter and cold storage was not needed. But apple growers said that if they had cold storage stations they could hold their apples over the winter and ship The second session of the board of them the next spring or summer and get better prices for them. M. F. Edgar of Halifax said the

beauty of cold storage was that an even temperature could be maintained. The expense should not be so addition to those who attended the very great. Its provision ought to be a great boon to the raisers of Teed, Mayor F. M. Murchie and E. all perishable products. Once the plant was in the cost of operation should Geo. S. Campbell, J. E. DeWolfe, M. not be large. Mr. Eagar mentioned several sources of revenue from cold storage. The people of the cities could store their furs, blankets, etc., in the warehouses during the summer months and have no fear from moths, etc. E. G. Vroom said Mr. Hatheway

had spoken of the cold storage station which G. W. Ganong, M. P., and a positive character reached at that jects submitted for discussion should an. It was intended to use it for the mackerel, which were so often caught there is such immense quantities that they were used as fertilizers instead of being marketed. They could be properly kept in this place and be sold as the demand for them came It was proposed also to keep bait there. This would make it an easy matter for fishermen to obtain whenever it was required. Much difficulty was experienced at times in getting bait. The station was not oing to cost such a vast amount of

> people of the Island were greatly interested in this question. Cold storage accommodation was needed there during the summer months. The cheese made in June and July had to be shipped at once. The result was that this year only 7 1-4 or 7 1-2 cents was got for it. If the cheese had been kept a couple of months the manufacturers could have got 9 1-2 cents for it. Eggs were shipped from the Island to Great Britain, but the trouble was to place them on the English market in good time and in good condition. A steamship line would be an advantage, as would also old storage.

John Sealy spoke of the large cold storage warehouses in Montreal. Yet the two Allan steamers running there which formerly had cold storage accommodation, had taken the plant out. We needed cold storage here for cheese, butter and eggs, as did also Halifax. He could not see the necessity of having stations at any other place in the two provinces. Fish and small fruit which came out of cold storage did not keep long. Mr. Ganong's station at Grand Manan would he hoped be a success, but Mr. Ganong was not so sanguine of it. In Boston raisins and currants were kept in cold storage.

The mayor thought that might be done with advantage here. He reminded Mr. Sealy that the Elder-Dempster steamers running to Montral had cold storage and the space was, he was informed, in great demand too.

Dr. Muir of Truro was afraid th ssion would lead outsiders to feel that the board was against cold storage. He moved that in view of the importance of the question of cold storage and in view of the absence of practical information to base a result upon the further consideration of the question be deferred till next year.

G. S. Campbell of Halifax was afraid the Halifax board were open to censure for bringing this question up and not being in a better position to discuss it. He seconded the motion. Mayor Robertson trusted that the ection of the board would not lessen the interest in these provinces in cold storage. Mr. Hazard had given an unanswerable argument in favor of

A. I. Teed of St. Stephen though the need for cold storage was as great for the local trade as for export. A thaw often destroyed thousands of dollars worth of poultry. If we had J. E. DeWolfe of Hallfax was afraid

sible. We should have a system all over the provinces, which should be kept up by the government and the charge should be only sufficient to cover the cost of the maintenance of the same. He moved an amendment providing that the matter should be referred to a committee composed of one member from each board represented.

This was seconded by James Rourke

of St. Martins. Dr. Muir and S. Schofield spoke in support of the original motion. The latter believed that cold storage for the local trade would come first. Several members having found fault with the Halifax board for having suggested this subject and then come unprepared to discuss it, Mr. DeWolfe of Halifax said this was one of the subjects carried over from last year. Halifax was not to blame, Mr. Black of Halifax did not wish to be understood as throwing cold water on this question. The begin-

thought. The amendment passed and the following committee was named: Messrs. Sealy of St. John, Muir of Truro, Black of Halifax, DeWolfe of Kentville, Jones of Woodstock, Hazard of Charlottetown, Parker of St. Andrews, Teed of St. Stephen, Moran of St. Martins and Davis of Amherst. This committee are expected to report before the adjournment of the

ning should be on a small scale he

board. AFTERNOON /SESSION.

At the afternoon session Hon. Geo. F. Hill of St. Stephen and R. E. Armstrong of St. Andrews were among the gentlemen present.

Mayor Robertson, who was still continued in the chair, said he was afraid none of the boards except that of Londonderry seemed to have prepared themselves for the discussion of the subjects which they had suggested for consideration The chairman called for the intro-

duction of the second subject, Immi-

gration Into the Maritime Provinces. W. M. Jarvis was the first speaker. He said all business men recognized the importance of advertising their business. It was the same with a country as with individuals. If a country did not place before the world its advantages how could it expect to attract people to it. Look what the advertisement of the Northwest had done for that country? Only the other day a steamer left Montreal with a lot of French people bound for Brazil. Advertising did it. What might not be done if the advantages of the maritime provinces were placed before the world. What had the dominion govennment done and what should they do? The tendency was to take away our population and induce our people to go west. We had here an imm! gration agent who kept a list of the farms that were for sale. He also found homes for children who were sent out here. Mr. Jarvis here referred to the prosperous settlement of New Denmark in Victoria county, which was founded through the efforts of the provincial government some years ago. The people there were doing well. Peace and contentment reigned there, but that was true of all parts of the lower provinces. One who travelled much through them could not help being struck by the utter absence of poverty and pauperism. Look If we advertised the facts great things might be looked for. The last census revealed the fact that New Brunswick had not gained in population. Slight gains were reported from Nova Scotial and P. E. Island. It was evident from these returns that there had not been sufficient immigration to compensate for the emigration that was flowing in the direction of the United States and the Northwest. It was true stens were taken to place plainly and clearly before the European countries the sreat advantages of the maritime provinces. We could H. Hazard of Charlottetown said the give people good comfortable homes. It seemed to Mr. Jarvis that our educational system was somewhat at fault in that it did not make provision for interesting our young people in agriculture. Our young men must be shown that there was something ele-

vating in agriculture. W. F. Hatheway said the dominion government owned large tracts of lands in the Northwest which accounted for their advertisement of that country. The lands in the lower provinces were owned by the provinces themselves.

Mayor Robertson called attention to the resolutions from the Winnipeg poard of trade relative to the government appointing agents in countries of northern Europe for the purpose of encouraging immigration to Canada and for advertising the resources of the dominion.

T. C. L. Ketchum of Woodstock came out in advocacy of the legislative union of the maritime provinces. S. Watts of Woodstock said the question was not so much that of bringing immigrants here as of keeping our own people at home. Why did they leave home? It must be on account of superior claims abroad or inferior claims at home. This country ad been extensively advertised, but how little had been accomplished in that way. Individual effort had done more than advertising. Mr. Watts here showed how the thriving settlements of Glassville. Kincardine and Johnville were formed through the efforts of individuals. Suppose a lot of immigrants reached here. They would at once begin to inquire as to the inducements of the various sections of the country. They would find in the Northwest every facility and inducement. If they decided to remain here in New Brunswick they would have to go into the backwoods to carve out homes for themselves. In Carleton county, which was called the garden, county of the provinces, the population was falling off. Farmers who were in comfortable circumstances raised families of boys. sons became men they began to look about them for a means of earning livelihood. The homestead was divided up as far as that was possible, butthere was not enough to give each one a farm. Then these young men, if they determined to become farmers. must go out into the woods. Rather than do that they left home and took up their residences in the United States and the Northwest.

cold storage that would be impos- we should not look for the settlement

the resolu ple the s from out Hiram 1 were diffe were year required i were toda with the men and the impro had the They had were man province. have to he devise industries. E. G. VI it was t Let the b ing the the gover Mr. W took the the attenmeans of The agen out regar ticle. The keeping t H. Haz some one dispose o E. I. go Dr. Mu would be provincia wanted t our peop calities. ed certai cial lines in. The the othe greater present over from Red Rive the su country. Mr. Ja lieve tha farmers After a man, Mi Mr. Ha duced the "Exces by the railway the P. Steam 1 C., railw Island : Interco Mr. H an agri had to fishing. larger people charged E. I. 'r compan rate wa A carlo Leary, distanc cents 1 a car from bushel. Hazard charged that the here in prevent the san had to to sell The ma ways b them. always to mak railway The Mr. Ha field, p "Tha freight E. I. r

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