

A STRONG PLEA FOR OUR MARTIME PORTS

National Transportation Policy Demanded by Speakers at Industrial League Banquet

Hon. J. W. Longley, President George of the Manufacturers' Association, and Hon. H. A. McKeown Among the Orators—Reciprocity a Dead Issue—Confine Preference to Canadian Ports.

Halifax, Feb. 7.—(Special)—A strong plea for the nationalizing of Maritime Province ports, the need for a definite national transportation policy, and the restriction of the British preference to goods entering this country direct, confidence in Canada's future, relegation of reciprocity to the list of dead issues—such were some of the prominent features at the banquet given tonight in the Halifax Hotel by the new Halifax branch of the Canadian Industrial League. Hon. J. W. Longley, Hon. H. A. McKeown, W. K. George, president of the Canadian Manufacturers' Association and others of prominence were on the list of speakers.

Hon. J. W. Longley, president of the branch, presided, and proposed the first toast, the King, which was duly honored.

The second toast was the Governor-General and Lieutenant-Governor, proposed by Prof. Howard Murray, and responded by Sir C. Parsons.

The third toast was the Dominion, Provincial and City Governments, proposed by Hector Melnes, and responded to by Hon. Mr. Papes, Hon. H. H. Wickwire and Ald. J. A. Johnson.

Hon. Mr. Longley on Our National Industries.

Hon. J. W. Longley, president of the league, proposed "Our National Industries." He said the league was non-political.

The Canadian Manufacturers' Association was once regarded as more or less partisan. It was not the case now.

George, the president of the association, who sat beside him, was a constant follower of Sir Wilfrid Laurier. The league sought the support of the best men of both parties.

In the Canadian Industrial League great latitude is left to individual opinion in respect to the best methods of securing industrial progress. It is now some twenty-six years since the policy of encouraging domestic effort by means of tariff legislation was inaugurated.

The extent and degree to which this principle has been carried out, which there will be a difference of opinion. Those most firmly convinced of the necessity of a policy of protection to Canadian industries will require that it can be carried to a degree which would be injurious both to the material and moral welfare of the country.

A policy of protection should never be pushed to the point of creating a monopoly or of benefiting powerful organizations at the expense of the masses of the people, but all of us must, I think, have reached the conclusion that the principle of guarding Canadian industries by the operation of the tariff is universally recognized or use public men of both political parties.

Tariff Outlook.

Some changes have been made in the tariff of 1897, but no one would care to affirm that these changes have been in the direction of free trade nor will it be gravely contended by any person that a duty of 50 per cent for revenue purposes.

The changes that have been made in the tariff since 1897 have been made for the express purpose of securing more favorable conditions for the great industries that seemed to be in need of them.

At the present moment the Canadian government have given assurance that the whole question of the tariff will be thoroughly investigated during the present year, and this is an assurance which, I am sure, occasions no anxious concern.

The next was Trade Relations With Other Countries, proposed by George E. Faulkner, of the board of trade.

Watson Griffin on Trade Relations.

Watson Griffin, who spoke on "Trade Relations With Other Countries," said in part: "From time to time our peace of mind has been disturbed by hints that a letter may come from Washington proposing a revision of the joint high commission. If such a letter comes Sir Wilfrid Laurier will not be able to evade it by pleading that he cannot read."

But our own ports by their facilities and advantages are able to compete successfully with foreign cities. He felt, he said, the Canadian people do not desire to expect that the work of equipping and maintaining such ports should be wholly carried on by their citizens and in many quarters much of it has been assumed by the people at large.

Another question has recently arisen which has to be considered when we are discussing the fiscal policy of the country. In 1897 the principle of granting a preference to imports from Great Britain was adopted and it has not only been adhered to but the amount of the preference has been increased until now it amounts to 33 1/3 per cent.

One remarkable result of the old reciprocity treaty which should be of special interest to our people is the fact that Halifax a great Canadian winter port was the sudden falling off in shipping at St. Lawrence ports. The tonnage of sea-going vessels arriving and departing at the port last year was 1,487,007 tons; in 1895 it was only 870,734 tons. The total value of the exports and imports at the ports of Montreal and Quebec in 1894 was about \$42,000,000; in 1895 it was only about \$29,000,000.

It must be remembered that the treaty only provides for reciprocity that the tariff should be lowered to the level of the "free" goods. In 1898 the Canadian government decided to give a preference to manufacturers and a protective tariff of twenty per cent was imposed on a long list of manufactures, while boots and shoes were made ready-made clothing got protection to the extent of twenty-five per cent. Thus during the last eight years of the reciprocity treaty we had in the provinces of upper and lower Canada protection for manufacturers and free trade in natural products. The fact that the customs revenue has increased in the number of lines of manufactures during the period of the reciprocity treaty has been generally overlooked. As a result of this protection a number of new industries were established furnishing a home market for farmers and greatly increasing the prosperity of the country.

Notwithstanding all these facts and favorable conditions the balance of trade was against Canada during the period of reciprocity. Yet prices were so good and they will have during the greater part of that period that the Canadian people for many years looked back to it with longing for a renewal of the treaty.

Canadian Ports of Shipment, proposed by G. S. Campbell, was responded to by Hon. H. A. McKeown.

Mr. McKeown said the phenomenal awakening of the people of this country in industrial and commercial life necessitates the consideration of problems of large importance to the nation.

While the waterways of the St. Lawrence, he said, are available for shipping no competition can operate to seriously disadvantage the Canadian people.

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only for the produce of our fields but for the products of our factories; utilizing to a fuller extent and to a higher degree those magnificent resources with which a benevolent Creator has endowed our land.

While the practical free trader in Canada has become almost as extinct a species as the Dodo, there yet remain some who claim the right to advocate a policy of "tariff for revenue only."

Gentlemen, let me say this, that in my opinion in a country like Canada, young and richly endowed but largely undeveloped, such a policy would be sheer folly.

The tariff was not high enough to be protective and thus lead to the establishment and development of home industries, it would simply increase the cost to the consumer by the percentage of the duty, without in any way building up our own country. It would keep neither our men nor our money at home.

I am a great believer in the use of a concrete example when I wish to illustrate a case in point, and I wish to give you one here to emphasize what I have just said. You could find hundreds of examples, but I use this one because I had some personal knowledge of it.

There was a tin plate manufactured in the United States; it was all imported from Great Britain, and the imports in 1890 amounted to 750,000 pounds.

At that time there was a duty on tin plate of the rate of one cent per pound. It acted merely as a revenue duty, increased the cost to the consumer without inducing the tin plate States manufacturer to go into the making of tin plate in competition with the already established plants in Great Britain.

There was considerable criticism of those who in this way lived in the United States for some years and was at one time engaged in a business using large quantities of tin plate. At that time the tin plate was manufactured in the United States; it was all imported from Great Britain, and the imports in 1890 amounted to 750,000 pounds.

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FURNESS LINER SINKS; FIFTEEN LIKELY LOST

Steamer Damara Struck on Ledge Near Musquodoboit 25 Miles from Halifax

Chief Officer and Seventeen in Lifeboat Reach Shore Almost Perished With Cold—Captain, With Rest of Crew and Three Passengers, Including a Lady, Board Another Boat, But No Tidings of Their Fate Are Known.

Halifax, N. S., Feb. 7.—(Special)—News reached the city late this afternoon that the Furness liner, Damara, from Liverpool via St. John's (Nfld.), had been lost off Musquodoboit Harbor, seventy-five miles east of this port.

A boat containing Chief Officer Nuttall, two engineers and fifteen others of the crew landed at Pleasant Point about five miles from Musquodoboit this forenoon. They reported that the ship struck something supposed to be ledges off Musquodoboit at 2 a. m. She did not remain but passed over and soon after it was found she was leaking badly.

At daylight there were fourteen feet of water in the hold and she was settling fast. Lifeboats were launched, the mate and part of the crew taking to one and the captain and fourteen others, including three passengers, one lady, came unknown here, but into the second boat.

It was blowing hard at the time and extremely cold. The mate's boat immediately heeded for land but the captain's boat remained in the vicinity of the ship and soon after the mate's boat started for the shore a snow squall came on and the ship and captain's boat were lost to view.

It is thought by those who got ashore that the steamer foundered soon after they left her.

The fate of those in the second boat is unknown. The steam tug F. W. Roebing, chartered by the Furness agency, leaves at midnight to search for the captain's boat and steamer, if she is still afloat.

The Damara was commanded by Captain George and on the last trip from here carried a crew of twenty-seven men. The vessel is 1,145 tons, built at Glasgow in 1885. She had on board about 500 tons of cargo for this port.

Up to midnight no word had been received here in regard to the missing boat. Mate Nuttall and those who reached shore had a trying experience, the sea being rough and the waves, which were constantly breaking over the boat, soon incensed them in ice.

As the boat neared the beach, parties on shore seeing it approaching, hurried to their assistance, and so numbed and frozen were they that the men of the shore were obliged to drag them from the boat.

ROSS' GOVERNMENT RESIGNED YESTERDAY

Thomas P. Lowther New Mayor of Amherst

Deceased A. W. Moffat by 45 Votes—Two Labor Councilors and an Independent Win.

Amherst, N. S., Feb. 7.—(Special)—Thomas P. Lowther, auctioneer and commission merchant, was today elected mayor of Amherst, defeating Arthur W. Moffat by a majority of 45, the vote standing Lowther, 406; Moffat, 361.

W. W. Black, W. D. McCallum and N. D. Ackles were elected councilors. There were eight men in the field for councilors and the election was most interesting. Ackles and McCallum were nominated by the labor unions, independent of the mayor.

The following charters have been announced: Bata, Hattie G. Dixon, Savannah to New York, 100 tons; Bata, Hattie G. Dixon, Savannah to New York, cedar and mahogany, 80 tons; Nora Virginia, Black River (N.S.) to Chester, 100 tons; option Boston, 35 tons; bright, L. G. Crosby, New York to St. John's, general cargo, at or about 80 cents a barrel; sears, Jessie Leach, Jacksonville or Brunswick, lumber, at or about 47 and port charge; Lord of Avon, Gulf to Havana, lumber, p. l.; Kipling, New York to Barron, general cargo, and back north of Hatters, coconuts, p. l.

Whitney Submits Cabinet Personnel.

J. P. Whitney, arrived tonight and was announced to government houses where he was commissioned by Lieut. Governor Clarke to form a government.

Afterwards Mr. Whitney explained to the newspaper men that he had submitted a list of his new cabinet, but their names could not be disclosed until tomorrow. It is expected the new premier and his cabinet will be sworn in tomorrow.

E. M. Ganong Elected.

St. Stephen, N. B., Feb. 8.—(Special)—An election was held today in Queen's ward for councillor, to fill the vacancy caused by the resignation of Mr. W. W. Ganong. The result was as follows: E. M. Ganong, 120; W. W. Ganong, 110.

P. E. Island Out Of.

Schoville, Feb. 8.—The storm does not abate and the roads are drifted full. The train on the N. B. and P. E. I. Railway made no attempt to move yesterday nor today.

Ice boats to Prince Edward Island have not crossed since Monday.

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