POOR DOCUMENT

MC 2033

WOULD PROHIBIT THE EXPORT OF PULPWOOD

Maritime Board of Trade Unanimous for the Resolution

Favor the All-Red Service, Technical Schools, and Many Other Reforms—Long Discussion About Government Acquiring All Branch Roads to Form Part of I. C. R.—Many Delegates Present.

The annual meeting of the Maritime Board of Trade, which opened here Wednesday in the board of trade rooms, has been productive of some very interesting discussions and several matters of considerable importance have been dealt with.

Among the resolution passed Wednesday was an endorsation of the "All-Red Line" project, a proposal to prohibit the export of pulp wood, the advocation of forming a fishery board to have control of Atlantic fisheries, and resolutions favoring the establishment of technical colleges for the maritime provinces; the development of our natural resources to induce our young men to stay here and to promote immigration to these provinces; the abrogation of the fisheries modus vivendi until a more favorable treaty is made; reaffirmation of last year's resolution for a better express service; and the providing of cold storage facilities on steamers plying between P. E. Island, Sydney and Newfoundland.

Good Attendance.

There were upwards of sixty delegates from outside the city at last night's meeting and with the delegates from the local board and a number of visitors the board room was completely filled.

Another business session will be held this morning, commencing at 9 o'clock, when a number of interesting subjects will be taken up, among them being the reaffirmation of the tunnel resolution from the P. E. Island boards, the question of the I. C. R. taking over the branch lines of the maritime provinces, and many others.

This afternoon the visitors and their ladies will be given a sail on the river on the steamer Victoria to Evandale, where supper will be served and a return to the city made by moolight.

Arrangements have been made to have the suburban trains on the I. C. R. and C. P. R. held over until 11 o'clock for the accommodation of members of the local board who are going up.

List of Delegates.

Following is a list of the delegates who had registered last night:

E. A. Saunders, A. H. Whitman, Halifax; B. H. Dodge, Kentville; A. E. McMahon, Aylesford (N. S.); C. D. Allan, Kentville; J. A. Kinsman, Lakesville; E. B. Elderkin, R. Robertson, Amherst; I. E. Sheasgreen, Woodstock; H. W. Turner, O'Leary (P. E. I.); J. R. Peters, Digby; J. L. Stewart, Chatham; John Morrissey, Geo. F. McWilliam, Newcastle; John P. Malaney, Woodstock; W. W. Andrews, F. B. Black, Sackville; James Beveridge, W. S. Loggie, Chatham; E. Seaman, Kings county (N. S.); C. W. Webster, Robert Harrington, Kentville; George E. Corbet, Annapolis Royal; Harvey B. Smith, Halifax; James E. Birch, Alberton; J. C. Anderson, Kentville; R. Dawson, Bridgewater; G. S. Campbell, Halifax; J. Frank Hall, Lunenburg; Geo. R. Pineo, Kings county; J. E. DeWolfe, Halifax; E. H. Armstrong, Yarmouth; D. F. Matheson, Lunenburg; Rev. Charles R. Cumming, Weymouth; F. C. Whitman, Annapolis Royal; M. M. Hall, Halifax; Rev. A. E. Burke, Alberton; H. F. McDougall, Sydney; W. B. Snowball, Chatham; G. E. Hughes, Charlottetown; C. E. Beatty, Truro; E. A. Saunders, Halifax; E. J. Ward, Kentville; D. Frank Matthews, Lunenburg; A. M. Bell, Halifax; George F. Bissett, H. B. Short, Digby; A. W. Eakins, Yarmouth; S. Y. Wilson, Halifax; D. E. Crosby, Berwick; E. C. Whitman, Canso; W. A. Major, Halifax; Geo. V. Goddard, Bridgewater; M. G. DeWolfe, Kentville; W. H. Barnaby, J. H. McRobbie, G. F. Fisher, W. M. Kirkpatrick, J. A. Likely, Hon. W. Pugsley, W. H. Thorne, T. H. Estabrooks, J. N. Harvey, A. H. Wetmore, John Sealy, Geo. Robertson, M. P. P., W. F. Hatheway, R. O'Brien, F. A. Dykeman and others from the local board.

The Morning Session.

J. H. McRobbie, president of the local board, welcomed the visitors in a brief speech, adding that he trusted their deliberations would be productive of much good to the business interests of the maritime provinces. After outlining the programme of entertainment during their stay in the city, he called on the mayor to address the meeting.

His worship after a few preliminary remarks of welcome said he thought in looking over the list of subjects to be discussed that technical education was one of the most important matters for their consideration. He referred to the recent visit of His Excellency the governor-general to the Elinor Home Farm and while it might not come under their jurisdiction he thought this was a matter of much importance and that many more such institutions should be founded. He extended on behalf of the city a cordial welcome and trusted their deliberations would result in a great benefit to business men throughout the province. His worship's remarks were heartily applauded.

The president appointed the following committee to arrange the list of subjects for discussion: Rev. Fr. Burke, J. H. McRobbie, M. G. De Wolf, Hector McDougall, A. M. Bell, F. C. Whitman and W. B. Snowball.

C. M. Creed, the secretary-treasurer, then read his annual report. After referring to the recommendations and resolutions at the previous annual meeting having been forwarded as ordered, the report stated that boards had been formed at Oxford and Weymouth (N. S.), and had affiliated and at Shelburne, not yet affiliated.

Unaffiliated boards had every attention paid to them during the year, and the boards of Bridgewater and Lunenburg (N. S.), had affiliated, also the board of Woodstock (N. B.).

Boards at New Glasgow and Pictou were reorganized, the latter has affiliated and it was hoped the former would also.

Regarding correspondence with boards, some of the secretaries had reported promptly, but others had been slow, which had delayed the work. It was hoped there would be more promptitude in the ensuing year. Reference to able assistance given by M. G. DeWolf, of Kentville, and W. E. Anderson, of St. John, was made.

The accounts will be presented to the board today.

The president informed the members present that invitations had been received from the following industrial enterprises for the members to go through their premises if they had the opportunity. The Partington Pulp & Paper Co., Andre Cushing & Co's sawmill, The Cornwall & York Cotton Mills, T. S. Simms & Co's brush factory, and others. He said that letters of regret at their inability to attend had been received from the boards at Bangor, Portland and the State of Maine board of trade. Forty-nine boards were represented in this body.

Facilities would be provided the president said to take any members who might desire to go to the west side to view the harbor improvements.

The President's Address.

After a number of letters of regret had been read, the president Mr. Fisher, delivered his annual address, which was an able and eloquent resume of matters of interest to the maritime boards. The president touched upon the prosperity in the pulp and lumber industries, reafforestation, the increased trade in spruce lumber with Ontario, and a general widening of the market for this product.

Fruit farming, he said, was showing an enormous development, cold storage warehouses were being erected at central shipping points, the fishing was growing in importance. Coal mining in Nova Scotia was making great strides, but the scarcity in the labor market was working against it. New Brunswick had seen considerable development in coal mining the past year or two.

Money must be spent to improve the transportation facilities both on land and sea. The question of better communication with P. E. I. was touched upon, and reference was also made to the proposed All Red Line. The agricultural development was also dealt with at some length.

Turning to the subject of immigration Mr. Fisher proceeded:

Very few of the immigrants flocking to our shores know anything of the maritime provinces or of the openings that exist for them here, mainly owing to the fact that in the advertising matter issued in the past by the federal government little or no reference is made or information given about this section, their whole effort having been concentrated in exploiting the west.

Our board has been urging for years that this be remedied and it is gratifying to note that the dominion immigration authorities have at last awakened to the need, and at the present time have a staff collecting illustrations which it is understood will, with other necessary information, be used in the advertising matter to be distributed abroad in the future.

If this is done and the local governments of the lower provinces co-operate in offering inducements and in making known what we have to offer, good results must follow.

Within the past year the several provincial governments, co-operating with the Salvation Army, have secured some very good citizens from among those whom this excellent body have been instrumental in bringing across the ocean; but much more remains to be done.

Scarcity of Labor.

"We have not been alone among the eastern provinces in feeling the drain and consequent scarcity of labor owing to this outflow to the far west, as in Ontario also this became so serious that some years ago the government there, assisted by the dominion immigration department, started a special colonization bureau to procure settlers who would replace those drifting westward, with the result that last year more than 30,000 over-sea emigrants were secured and are now chiefly settled in the agricultural sections of that province.

"This year they expect a large increase over last; and as we have as much to offer as Ontario, why should we not take a leaf out of their book?

"There are many thousands among the sturdy, industrious people of Northern Europe whose conditions of life are hard and who would be glad to come to these provinces and make their home among us if the proper effort were made to show them what the opportunities are and to give them such encouragement as they need to induce them to come; and when here, to get them started on the right lines.

"Technical Education—This is a subject of great moment and one that is absorbing much attention. What has been done for years in Germany, Great Britain, the United States, and what is now beginning to be done in Canada, shows the deepening interest taken by educationalists the world over in providing that practical education which teaches not only the value and dignity of labor, but that theory and practice must go hand in hand in securing that all-round training so needed to develop the best in man.

"To train boys and girls in merely literary accomplishments to the total exclusion of industrial, manual and technical training, tends to unfit them for industrial work and in real life most work is industrial.

"The calling of the skilled tiller of the soil or of the skilled mechanic should alike be recognized, just as emphatically as the calling of the lawyer, the banker or the merchant.

"The abandonment of the old apprentice system has resulted in a great scarcity of trained mechanics and this lack must be made up by the trade school if we are to hold our own in industrial pursuits.

"Nova Scotia is moving in the right direction through the government agricultural institutes already established and the technical college about to be.

"Sir William Macdonald has done much for the country in establishing in each province consolidated schools with excellent teachers and departments devoted to manual training, domestic science and school gardens, supplemented by careful indoor studies in agricultural and other lines.

"We also are aware of the great work he has done at McGill and is now doing at St. Anne de Belliveau. These are movements that will prove a great boon in fitting the coming generation to grapple with the problems confronting them as they take their places in the ranks of the workers.

Industrial Situation.

"Industrial Situation—With raw material such as coal, iron, lumber, etc., in abundance; with a climate in which men can work in comfort at all seasons; with an intelligent people available as operatives; with good facilities for gathering together the necessary raw materials at many points; with good local markets for many lines now imported; with excellent steamship services to the largest markets abroad; with a rapidly growing market in our own west—the opportuities for industrial development are not lacking.

"At the present time more than 100 manufacturing firms in these provinces are shipping goods to western points and the number of these is constantly growing. Ten years ago the number of our manufacturers doing business outside the limits of the maritime provinces could almost be counted on one's fingers.

"It means effort and the expenditure of labor and capital to obtain a foothold there, but when we consider the prospect, is it no worth while?

"What is the prospect? The present population of Canada is estimated at six millions in round numbers.

"The immigration this year will exceed three hundred thousand. There is every reason to suppose that this rate will increase. At all events, we are safe in figuring that during the next ten years it will at least average that number, thus making a total increase during that time from immigration alone of three millions or more. Add to that as a conservative estimate the natural increase after all allowances at an average of one hundred thousand yearly, and we will have a total population in Canada ten years hence of not less than ten millions.

"It is estimated that every immigrant is worth to the country not less than one thousand dollars, which—if correct—means an increase in our natural wealth from immigration alone of three hundred millions yearly.

"Think what this vast accession to our population and wealth means in increased demand for every conceivable class of goods, especially when it is remembered that practically all this new population is made up of adult workers who require everything from the ground up.

"Is it not, therefore, well worth our determining to secure a share of the trade in manufactured goods that this growing market will affaord?

The Progress Made.

"Referring briefly to the industrial growth around us, it is only necessary to mention one or two examples of what is possible. Amherst, where we met last year and where is seen the result of the work of a few progressive spirits. It is again in the van this year in being the first section to carry into effect Edison's scheme of producing electric power at the pit mouth and transmitting it by wire direct to the factory.

"The Sydneys, where two of the greatest iron and steel industries in Canada have been developed in the past ten years.

"These might be enlarged upon or others given, but are sufficient as examples of what can be done.

"It is surely very clear that in this, as in the exploitation of all our opportunities, we have touched only the very fringe and that it only needs men with the requisite knowledge and possessed of the right parts to take hold and secure results.

"For this the money should be easily available. We know from experience that when some well spoken gentleman from a safe distance appears with an alluring promise of high returns and waves his magic wand, the wherewithal is not lacking.

"If some of this surplus wealth which during the past has been lost in experiments of this kind, had been invested at home, the results both to the country and to the individual would have been much better.

"Before concluding I wish to draw attention to the need that exists for a general insolvency law that will apply to the whole dominion, looking to the proper protection of creditors and to the equitable distribution of insolvent estates. This is becoming more urgent as trade between the different sections of the country develops. Those firms who are doing business in every province find the present system very troublesome, and the number of these is increasing rapidly.

"The present laws are inadequate. The merchant wants no uncertainty as to his rights and at present there is, owing to the variety of laws in existence in the different provinces.

What is Needed.

"To sum it up, how shall we secure that measure of progress and prosperity which should be ours?

"First, through the development of our rich natural resources; viz., agriculture in all its branches, mining, lumbering, fishing.

"Second, through the development of our manufacturing industries.

"Third, through being on the highway of the all-the-world-round traffic, and by holding the key to the position as providing the only access from the interior to the Atlantic on Canadian territory for six months in the year.

"Where in the whole of Canada or elsewhere can be found a pleasanter country in which to live, a happier and healthier people, more real comfort and fewer drawbacks, than in the Maritime Provinces?

"As with men, so with communities; it is the strong, hopeful ones that win.

"Let us therefore strike a more hopeful note. Let us more fully realize the advantages we possess.

"Let us abandon any inclination towards pessimism, and with that courage born of faith and common sense, co-operate in securing our share of the progress and prosperity with which this country is being so abundantly blessed.

G. S. Campbell, of Halifax, said he thought the thanks of the convention were due to Mr. Fisher for his very able address. He referred to the importance of technical education, and the transportation problem. The address should be published and be in the hands of all the boards of trade. He moved that a vote of thanks be extended. This was seconded by M. G. De Wolfe and carried unanimously.

A. M. Bell, vice-president of the organization, conveyed the thanks to Mr. Fisher, who replied briefly.

The president called upon Mr. C. A. Duff Miller, agent-general of N. B. in London, and Hance J. Logan, M. P. for Cumberland County, N. S., to address the meeting.

Mr. Miller had left the meeting, but Mr. Logan made a few very interesting remarks. He thought there was more business on the list than could be gone through with properly, and said he had noticed that oftentimes matters of importance were rushed through without thought. The maritime provinces should be bonded more closel together and not pull so much for the separate provinces. He was always ready to work in the interests of the maritime provinces, not Nova Scotia alone. He referred to the new electrical power plant at Chignecto Mines by which the Amherst industries were supplied with power.

The All-Red Line.

The list of subjects submitted by the committee was then taken up.

The first subject discussed was the All Red Line project of a fast line to the Orient through Canada. G. M. Campbell, of the Halifax board, introduced the subject. He said he thought it was generally realized that such a line would be a great help to Canada, and in particular to the maritime provinces, as the terminus would be down here.

At present nearly all notable people and bodies of men coming to Canada do not see the maritime provinces at all. This line would make us better known. In Halifax they had been making strenuous efforts the past few days to induce the British journalists, now touring Canada, to come there for a day, and they had made satisfactory arrangements to that effect. If the proposed line was inaugurated, all such bodies would pass through the maritime provinces. He said he wouldn't ask them to endorse Halifax, as the western terminus, but asked that the resolution be adopted in some shape, so that the feeling of the maritime provinces might be known.

The resolution was seconded by M. G. DeWolfe, who said he thought the matter a most important one, not only to the seaboard towns, but inland as well.

A. M. Bell, of Halifax, also spoke on the subject, referring to the remarks made by Earl Grey at Halifax, that England had made a colossal blunder in subsidizing the Cunard steamers at the enormous amount that they had given them. He thought the proposed scheme would be a great benefit to the maritime provinces and Canada.

Geo. Robertson also spoke on the subject, and the resolution was unanimously adopted.

It reads as follows:—

This convention of the maritime Board of Trade, believing that fast high-class mail, passenger and express freight services between the British possessions would be of immense material and political advantage to Canada and all ports of the empire, hereby heartily endorses the "All Red Line" project proposed by the premier of Canada, and unanimously adopted, at the recent Imperial Conference held in London, and urge the Canadian government to take all possible steps to hasten the inauguration of the scheme.

The second subject—a national banking system, introduced by the Chatham board, was laid over for consideration later on.

Cold Storage.

A resolution favoring the installation of cold storage facilities in steamers plying between ports in the maritime provinces and Newfoundland was presented by Hon. Geo. E. Hughes, of Charlottetown, and seconded by Hector McDougall, of Sydney. It was discussed at length by a large number of the members present, including Father Burke, Hon. Wm. Pugsley, Hance J. Logan, M. P., J. E. Birch, J. E. De Wolfe, Joseph Likely and others. Several changes and amendments were suggested, and the sense of the resolution as finally adopted was that the federal government should see that subsidized freight steamers plying between the ports of P. E. I. and Sydney and of Newfoundland be equipped with cold storage facilities.

There was a lengthy discussion on the question of some changes in the Canadian coinage, but the matter was allowed to lie on the table.

The board then adjourned until the afternoon.

Afternoon Session.

At the opening of the afternoon session W. B. Snowball, of Chatham, announced that the member from their board who was to have submitted a resolution on A National Banking System was not present and he thought that subject had better lie over.

E. H. Armstrong, of Yarmouth, brought up the subject of the advisability of the dominion government taking over the railways of western Nova Scotia and making them a part of the Intercolonial system. He referred to the great passenger traffic at Yarmouth by steamer and also by rail.

If the I. C. R. was to be a government road he thought the roads in western Nova Scotia should be taken into the system. There were two railways in Nova Scotia, the D. A. R. owned by English parties and the Halifax and Southwestern owned by McKenzie & Mann. He said that the eastern part of the province and New Brunswick had received more from the government in the I. C. R. than had the western part of Nova Scotia. The I. C. R. he said was built to bind together the four provinces, Quebec, Ontario, New Brunswick and Nova Scotia. The western part of Nova Scotia had contributed more than its share in the expense of building this road, as it was not served as were the other districts. The I. C. R. had been extended to various towns of the eastern part of the province, and if it was good for the east it was good for the west.

He quoted Hon. H. R. Emmerson as advocating the extension of the I. C. R. by taking in branch lines.

He claimer that the pro rata cost of the western railways was below that of any other railway in Canada. If this was so the I. C. R. could to advantage take over these railways. He then read a resolution which was seconded by H. B. Short, of Digby. Mr. Short pointed out that only three freight trains a week passed between Digby and Yarmouth. He heartily endorsed the arguments of Mr. Armstrong.

W. Frank Hatheway also cordially endorsed the proposal that the I. C. R. should take over these lines. He hoped the resolution would be carried unanimously.

H. J. Logan, M. P., thought that the resolution should include all the branch railways in the maritime provinces. He could think of several in New Brunswick and one or two in Nova Scotia that he did not think the people along the lines would object to having the I. C. R. take over. Many of the roads were unsafe. He was strongly in favor of all these small roads being taken over by the I. C. R.

F. A. Dykeman also spoke in favor of the small roads being taken over by the government. The resolution should be changed to take in all branch lines.

W. B. Snowball spoke in support of the resolution being enlarged to take in all small railways. He referred to improved conditions on small lines that were taken over by the I. C. R.

Frank Black, of Sackville, thought the resolution was too local and should be broadened to take in all lines. He knew, for instance, that people along the line of the Cape Tourmentine Railway would not object to the line being taken over by the I. C. R.

Mr. Campbell, the mover of the resolution, said he was agreeable to changing it to embrace all branch lines if the members wished it.

It was then decided that the matter should lie over for a time to see if it could be drafted in more suitable form.

Express Rates.

Hon. Geo. E. Hughes presented a resolution asking for an improvement in the express rates as now in force in P. E. Island. The Canadian Express Company was now the only company doing business there and they had a monopoly.

Rev. Father Burke seconded the resolution and cited instances of excessive charges for sending away shipments of fresh fish. The result of the excessive rates was to kill the trade in fresh fish as far as P. E. Island was concerned.

Mr. Wilson, of Halifax, who was interested in the fish trade, spoke of difficulties in getting fair express rates when only one company was doing business in the territory. He cited a number of instances of unfair charges.

W. B. Snowball advocated that the resolution be so enlarged that the I. C. R. should grant running rights to all express companies.

H. B. Short, of Digby, spoke of the difficulties experienced at Digby, and urged that the resolution should take in all subsidized steamers as well as railways.

A. J. Logan, Amherst; J. E. DeWolfe and G. S. Campbell, Halifax, also spoke on the question.

Mr. DeWolfe read a resolution on the subject which was passed at the meeting in Moncton in 1904, and on motion it was reaffirmed. The resolution read as follows:

"Whereas, under the Railway Act all express companies may have same privileges over all railways in Canada, except over the Intercolonial Railway, and

"Whereas, under the contract between the government and the Canadian Express Company, paragraph 15, stipulates that this agreement is subject to the condition that equal facilities and equal terms shall and may be granted to any or all express companies which may contract with his majesty for the conduct of an express business over said railway, or any part thereof, and

"Whereas, over the I. C. Railway between Montreal and Moncton, and from Truro eastward in Cape Breton and in P. E. Island, there is only one express company permitted to do business, and

"Whereas, the shippers of fish and other merchandise from eastern Nova Scotia and P. E. Island and shippers of fruit from western Canada to points on the I. C. R. east of Truro are handicapped by being shut out from a competing express service and compelled to pay extra rates of carriage, and

"Whereas, numerous resolutions have from time to time been addressed to the government asking that the Dominion Express Company be granted same privileges over government railways as are granted to the Canadian Express Company;

"Therefore resolved, that this Maritime Board of Trade endorse said resolutions and urge upon the government the early granting of said privileges to other companies than that one now having the monopoly of the express business;

"Further resolved, that copies of this resolution be forwarded to the minister of railways and canals, minister of finance and maritime members at Ottawa."

I. C. R. and Branch Lines.

Mr. Armstrong, of Yarmouth, at this point presented his resolution on the subject of the I. C. R. taking over branch railways in which he had made several changes as suggested in the discussion previously.

Hon. Mr. Pugsley thought the board should not pass the resolution without inserting a clause that the government should only take over the branch lines on paying a "reasonable" price for them.

Mr. Whitman, of Annapolis, claimed that the board was only offering a principle and of course the government would use its best judgment in whatever action they took.

Mr. Armstrong also spoke along the same lines and urged the adoption of the resolution.

Alderman Baxter thought the McKenzie & Mann roads would not generally be considered branch roads. There was a probability that McKenzie & Mann would build a line down the St. John valley; it would not be a branch road but probably part of a transcontinental system, and it wouldn't be expected that the I. C. R. should take it over. He thought the resolution should be worded differently.

Hon. Mr. Pugsley said he was strongly in favor of the government taking over branch lines, but he thought that they should put in the resolution the words "at a reasonable cost."

H. J. Logan, M. P., thought there was but little difference between the suggestion, and it might be well if the mover of the resolution and those who desired it changed somewhat, should get together and draft it up in suitable form.

On motion of Ald. Baxter it was decided to allow the matter to stand over until this morning, when Messrs Armstrong, Pugsley, Short and Logan will present a new resolution to the meeting, embodying the changes suggested.

Pulpwood Export.

The next matter taken up was "the export duty on rossed pulpwood" presented by W. B. Snowball, of Chatham. It was as follows: "Whereas it has been the policy of the federal government to encourage and promote manufacture within the bounds of the dominion by duties sufficiently high to keep out foreign manufacture, and by bounties to encourage the use of home raw material, and

"Whereas the federal government has expended large amounts to promote agriculture and to boom the western country and to encourage emigration from the motherland and foreign countries; and

"Whereas we have within the bounds of our eastern Canada as a natural product, spruce pulpwood capable of providing employment for a large number of our present people, and for many who may come to find homes here at profitable wages, instead of going west and thus people our eastern provinces; and

"Whereas this wood is being raised in New Brunswick, Nova Scotia and Quebec, and shipped in that state to the United States to keep their pulp mills running.

"Therefore resolved, that this maritime board of trade is of the opinion that the exportation of pulpwood should be prohibited by the federal government."

He advocated that a prohibitive duty be put on pulpwood so that manufacturers would be induced to come here instead of taking the wood out of the country and manufacturing elsewhere.

In Chatham there was now a rossing plant that provided more pulpwood than could be used by the mill there now, and other mills should be built there. He thought also that paper should be manufactured here as well as the pulp. No raw materials should be allowed to cross the border.

Mr. Ward of Kentville, in seconding the resolution gave some interesting information on the scarcity of spruce in Nova Scotia, which is used for pulp. He thought no rossed pulpwood should be exported, as the forests would soon be depleted.

Mr. Andrews, of Sackville, showed to the members a piece of black silk made from pulpwood. He thought there was a possibility of Canada some time manufacturing goods of that kind.

James Beveridge, of the pulp mill at Chatham, also spoke on the subject of pulp wood and the manufacture of pulp. He thought this board should support the resolution so ably put forth by Mr. Snowball.

Geo. Robertson, M. P. P., spoke interestingly of the uses to which the product of pulp could be put, and he thought it would be only a matter of time when Canada would be manufacturing clothing, shoes and other products from pulp.

Would Prohibit Export.

H. B. Schofield, of the St. John board, said he hoped the time would come when the exporting of pulp would be prohibited altogether and all the paper and other materials made from the pulp be manufactured in Canada.

J. C. Anderson, of Kentville, also spoke on the subject, and Mr. Dawson, of Bridgewater, urged that the resolution should deal with all pulp wood not only with the "rossed,"—that from which the bark has been removed.

F. C. Whitman of Annapolis, and Mr. Pineo, of Kentville, also discussed the subject, and it was pointed out that the resolution would prevent individuals from selling their woods as they might wish.

Mr. Snowball said he had no objection to striking out the word "rossed." He did not know that any but rossed pulp wood was exported. Regarding the contention that private owners would be prevented from selling their wood as they wished, he said it was a matter of national interest and they should deal with it in a broad manner. They should not let their private feelings come in in a matter of this kind.

J. H. Whitman, of the Halifax board, submitted a resolution to the effect that a fisheries board should be appointed along the lines of the fishing board of Scotland, to act under the department of marine and fisheries, for the regulation and control of the Canadian Atlantic fisheries. He spoke at some length on the subject and cited many instances to show that an inspection of fish and packages for shipping them was needed.

Mr. Eakins, of the Yarmouth board, in seconding the resolution presented another resolution dealing with the lobster fisheries and their preservation.

Some, he said, advocated having a size limit on lobsters of 10½ inches, others advocated closing the fishing for a period of five years. His own view was that pounds might be provided near the canning factories where a government inspector could measure the lobsters and all those under size could be put in the pound, and for a diet they could be fed on pickled dogfish, and this would help to do away with this dogfish pest. He strongly favored the resolution submitted by Mr. Whitman.

He read a paper dealing exhaustively with the lobster question which was heartily applauded.

Mr. Wilson, of the Halifax board, also spoke at length on the subject and quoted statistics to show that a fisheries board would be a benefit.

Geo. Robertson, M. P. P., M. G. DeWolf, of Kentville, and F. C. Whitman, of Annapolis, also spoke on the subject.

As it was then 6 o'clock it was decided to defer further discussion until the evening session.

The Evening Session.

At the evening session the debate on the resolution presented by Mr. Whitman, of Halifax, on the fisheries question, was resumed. H. B. Short, of Digby, strongly supported the resolution. He thought steps should be taken at once to protect the lobster fisheries.

W. S. Loggie, M. P., of Chatham, said he could not agree with the gentlemen who had spoken on the subject. He thought the interest in lobster fishing was not waning, and that the government was taking every reasonable precaution to protect the fisheries. He thought a greater danger was the pressure that was being brought to bear by people in Nova Scotia to increase the number of factories. There were factories enough, but they wanted more hatcheries. However, if it was felt that a fishery board would be an improvement to the fisheries he would give it his hearty support.

The president said a letter had been received today from E. C. Bowers, a member of the fisheries commission, which had been handed to the gentlemen who had this matter in hand.

F. C. Whitman then read some extracts from the letter in which Mr. Bowers advocated the establishment of a fishery board, free from political influence.

Mr. Wilson, of Halifax, read some extracts from a lobster canner in Cape Breton, showing that the supply was falling off.

John Sealy, of St. John, followed in a few remarks in which he advocated the forming of a fishery board to regulate the fishing of this section. The board should be free from political influence.

W. F. Hatheway also spoke on the subject, and among other things said he thought a plant for turning the dog fish into fertilizer might be established between this city and New River.

Mr. Whitman, of Halifax, gave some further information on the matter of forming the board as referred to in the resolution.

The motion was then put and carried as follows "That this meeting of the Maritime Board of Trade endorses the movement for the appointment of a fisheries board to act under the department of marine and fisheries for the regulation and control of the Canadian Atlantic fisheries, and that steps be taken to have this important matter acted upon at the next session of the dominion parliament."

To Abrogate the Modus Vivendi.

Mr. Wilson, of Halifax, brought up the matter of the abrogation of the modus vivendi and submitted a report reaffirming the resolution of last year which was referred to a committee to report. This report was read by Mr. Wilson and a letter from Mr. Whitman, of Canso, another member of the committee, was read.

Mr. Wilson also read extracts from the speech of A. K. McLean in parliament, giving reasons why the act should be abrogated. Mr. Wilson moved the adoption of the report which was seconded by Mr. Stewart, of Chatham, and carried.

The report was as follows: "Your special committee of the modus vivendi beg leave to report that it is highly in the interests of the Canadian Atlantic fisheries that the dominion government abrogate the same, until such time as the government of the United States is disposed to negotiate a new treaty.

S. Y. WILSON,
J. W. STEWART,
F. C. WHITMAN,

George Robertson, M. P. P., in introducing a resolution embracing a number of the subjects from various boards of trade, spoke of the natural resources of the Maritime Provinces and reviewed conditions of many years ago up to the present time. He deplored the fact that so many of our young men were leaving the country and going to the west. We had many industries but not enough of them apparently to keep the young men here.

"We must," he said, "take a grip on this enormous depletion of our Maritime Provinces." The tide of immigration, he said, was setting altogether to the west and the Maritime Provinces were being given the go-by. What the Maritime Provinces wanted was a good class of immigrants from the British Isles. He rose to heights of eloquence in referring to the Maritime Provinces as a home for settlers, and his remarks elicited frequent applause.

F. L. Potts, of St. John, spoke of the flowery eloquence of previous speakers and referred to the fact that the expense of living here had increased fifty per cent of late years. He was going on to tell that what was needed in this province was more manufacturing industries when he was reminded by the president that the resolution submitted by Mr. Robertson had not been seconded and was therefore not yet debatable, and also that only delegates were supposed to speak on the subjects before them.

Mr. Potts apologized for his action and took his seat. The motion was then seconded by Prof. Andrews, of Sackville, and carried.

Maritime Province Advantages.

The resolution was as follows:

"Resolved, That the Maritime Provinces, with their rich and varied resources, afford in farming, lumbering, fishing, mining and manufacturing, and in commercial life and other spheres of activity exceptional opportunities for the obtaining of a comfortable livelihood, and the making of pleasant homes with all the surrounding essentials to the highest degree of happiness, That there are here great opportunities for development and progress, and that all reasonable efforts should be put forth by the various provincial governments and municipalities as well as by the federal administration, to induce our young men to remain at home, and also to divert to the Maritime Provinces a portion of the ever increasing stream of immigration which is now flowing from the motherland and other European countries to the Canadian west."

Prof. Andrews, of Sackville, introduced a resolution on technical education, the public support of schools—common, consolidated and technical colleges, the relation of industries of N. S. and N. B. to this question, and the value of such education for provincial revenue. Among other remarks he spoke of the probability of a chair of forestry being established in the U. N. B. Some arrangement, he thought, should be made whereby the three provinces could work together in the matter of technical education.

Frank Black, of Sackville, seconded the resolution, endorsing the remarks of Prof. Andrews.

A. H. Wetmore, of the St. John board, spoke in favor of the resolution and thought that New Brunswick should do its part in forming a technical college for the three provinces. He was in favor of making the matter national in its character. He referred to the system of technical education in Norway and of the colleges in the United States.

G. S. Campbell said he thought the resolution placed Nova Scotia in an awkward light. Their position in N. S. was now this, that they were about to get what they wanted in a technological college. This resolution would have the effect of asking the legislature of N. S. to discontinue their work on the institution now to be built in Halifax.

He suggested that N. B. and P. E. I. should erect schools or that the scholars from these provinces should attend the school at Halifax.

Prof. Andrews said it was not the intention of the resolution to stop the work in N. S., but to get the three provinces interested in having a central college somewhere. He did not want to touch at all on the location.

(Continued on page 7, sixth column.)

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