

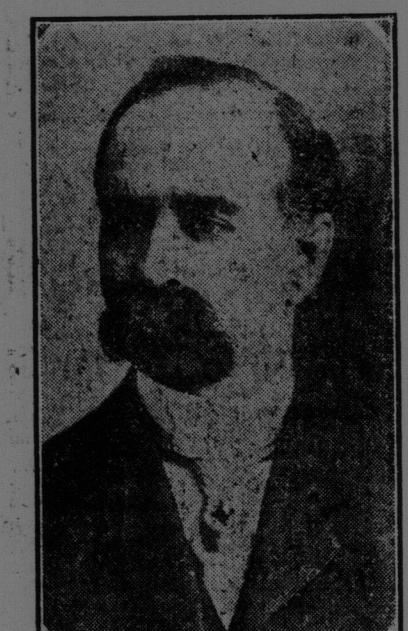
THE SUN, ST. JOHN N. B., THURSDAY, AUGUST 22 1907.

MARITIME UNION FOR TECHNICAL EDUCATION; STOP PULPWOOD EXPORT

Resolutions of Vast Importance Passed by Maritime Board of Trade Yesterday.

Demand Control of Atlantic Fisheries by Non- Political Fishery Board—Effort Urged for the Development of Resources—The Intercolonial Should Absorb Its Branch Lines—All Red Line Indorsed.

The annual meeting of the Maritime Board of Trade, the first session of which was held yesterday morning in the local Board of Trade rooms, bids fair to prove one of the most interesting gatherings held since the Board



HON. GEORGE E. HUGHES.

was organized. The men composing the commercial parliament are the very flower of the commercial and industrial life of the Province, and bring to the consideration of the questions before them mature judgment, and clear headed conviction of what they desire. The tone of the debate yesterday was distinctly high, and it is no exaggeration to say that the manner in which the discussions were carried on would do credit to any legislative assembly.

True there was a number of professional legislators present, notably Hon. Dr. Pugsley who took a prominent part in several of the debates, particularly that with reference to the acquisition by the Government of branch roads. He was listened to with perhaps a greater degree of interest than this subject owing to the fact that his name has been so freely mentioned in connection with the vacant portfolio of Railways and Canals.

Another prominent figure at the sessions was Hanco J. Logan, the handsome member for Cumberland, who is one of the best informed public men on all questions affecting the I. C. R., and Maritime railway matters, to be found in Canada. He was a frequent speaker yesterday, and his remarks were listened to with pleasure always.

E. H. Armstrong, M. P. F., who is fresh from a hard fought battle in House of Commons, also made a most favorable impression on the delegates. He is a fluent speaker and marshals his ideas in a very concise and lucid manner.

W. B. Snowball, who advocated the prohibition of the export of pulp wood from the Maritime Provinces, speaks like an old parliamentarian. Never at a loss for a word, he had a forcible and very attractive manner of presenting his ideas. The question brought up by Mr. Snowball was one of the most important of all the subjects considered, and the unanimous feeling of the meeting in favor of conserving the raw material for pulp to the people of the province, no doubt reflects the sentiment of the province, and would seem to foreshadow some definite action along this line.

Another very interesting question and perhaps the most important considered was that of technical education. Prof. Andrews made an admirable address in favor of having a central technical school, but as the province of Nova Scotia is already committed to a large appropriation for this purpose, the feeling of the delegates from that province seemed to be that New Brunswick's move came perhaps too late. However, a committee was appointed to take up the matter, and they may find a solution. It was clearly evident, however, that the subject was one in which the delegates were deeply interested, all appearing to realize its paramount importance to the province.

The Island boards, which were ably represented by Father Burke and Hon. George E. Hughes succeeded in carrying two resolutions, one calling for the equipment of steamers running between that province and Newfoundland and Cape Breton, with cold storage facilities, and the other asking that the government do something to relieve the present exorbitant express rates over the government railway system in that province.

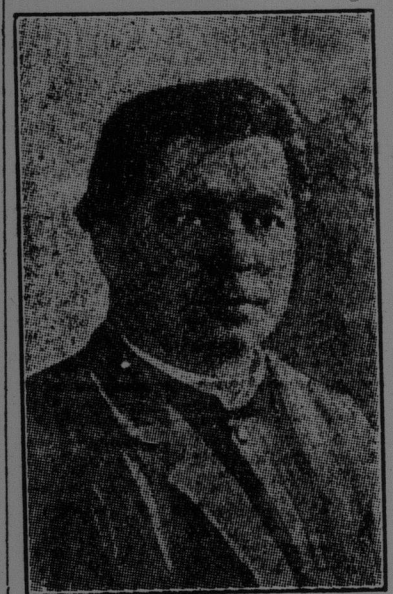
Father Burke's versatility was a revelation to members who met him for the first time in a deliberative body. He is a master of procedure, eloquent and at all times ready to state his views on any question with force and clearness. Then his merry humor causes many a bright spot in discussions which, while profoundly instructive, might grow a trifle tedious to those who were not taking part.

President Fisher is an ideal presiding officer, and at all times has the board well in hand, and the business consequently runs along smoothly and without vexatious delays.

The Halifax delegation is a very strong one, and includes J. B. DeWolfe, who has a caustic tongue and is a hard hitter when aroused on a controversial subject. G. M. Campbell is a precise and easy talker, and well informed on all public questions. A. M. Bell also takes a prominent part in the discussions and will be the next president of the Maritime board.

M. G. DeWolfe of the Kentville Board of Trade and W. F. Hatheway of St. John are also two persistent talkers, and are able to contribute something to the information of nearly all questions that arise. The real spongers of the congress are, however, George Robertson, M. P. F., and Birch of P. E. I. Both rose to lofty heights of eloquence last night, but Mr. Birch combines with his oratory the gift of humor, the extent of which perhaps he is not always fully conscious. It is not so much in the actual words that he uses, but his whole manner of expressing himself is irresistible.

There was very little acrimony in the discussions yesterday, but the debate was conducted with spirit and at times became very interesting.



FATHER BURKE.

All Red Line Resolution.

The "All Red Line" project was the first matter taken up. The following resolution was moved by G. M. Campbell, of Halifax, and seconded by M. G. DeWolfe, of Kentville:

"This convention of the Maritime Boards 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 parts of the Empire, hereby heartily endorse the 'All Red Line' project, proposed by the people of Canada, and unanimously adopted at the recent Imperial Conference held in London, and urges the Canadian Government to take all possible steps to hasten the inauguration of the scheme."

This resolution was from the Halifax Board of Trade. A. M. Bell, of Halifax, and George Robertson spoke strongly in favor of it.

The resolution was unanimously passed.

Cold Storage on Steamers.

The following resolution, introduced by Hon. George Hughes of Charlottetown, and seconded by Father Burke, was then discussed, and after a number of gentlemen, including Hon. Dr. Pugsley, H. J. Logan, M. P., J. B. DeWolfe, had expressed their views, was passed:

"Resolved, that any steamer subsidized by the Federal Government to carry on a direct service between ports in Prince Edward Island, Cape Breton and Newfoundland, be required to furnish cold storage."

Hon. George Hughes then moved the following resolution:

Intercolonial Express Service.

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

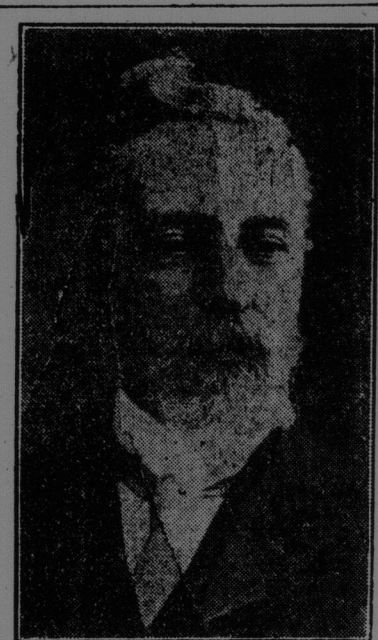
"Whereas, under the contract between the government and the Canadian Express Co., paragraph 15, stipulates that this agreement is subject to the condition that equal facilities and equal terms shall be granted to any or all express companies which may contract with its Majesty for the conduct of an express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

"Whereas, over the I. C. R. 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 of which the Maritime Board of Trade endorses said resolutions 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."



HON. GEORGE E. HUGHES.

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"Resolved, That copies of this resolution be forwarded to the Minister of Railways and Canals, Minister of Finance, and Maritime members at Ottawa."

In doing so he complained of the excessive express rates charged by the Canadian Express Co. and the people wanted opposition.

Father Burke seconded the resolution and gave some figures to show how impossible it was for the fish business to be conducted at any profit at all. He hoped that some measure of relief might be found.

W. F. Hatheway inquired if the government had ever been asked to allow any other company to enter the island fish business.

Father Burke said that the deputy minister had told him that the Board of Trade that whereas the government had a very large share in the receipts of the Canadian Express Co. they would have none in those of another company, consequently they keep up the oppressive monopoly.

The Halifax Board of Trade said Nova Scotia had had a good deal to complain of in the matter of express rates. The D. A. R. had a monopoly.

W. B. Snowball of Chatham said that there was only one express company in Nova Scotia, and that they had their grievances too in this respect.

H. B. Short reiterated what Mr. Wilson had said with reference to the D. A. R.'s Express Company in the valley.

To Acquire Branch Roads.

The session was then adjourned until the afternoon at 2 o'clock, when the first matter to come up was a resolution introduced by E. H. Armstrong, the clever young local representative for Yarmouth county, favoring the acquisition of the branch railways in western Nova Scotia by the government.

"This, of course, involves the extension of the I. C. R."

Western Nova Scotia, he said, is served by two railways, the D. A. R., and the South Shore, which is part of the Mackenzie & Mann system.

There are more passengers landed at the port of Yarmouth than at any other port in Canada. He estimated the number at 60,000 to 70,000. This business is yet in its infancy and Yarmouth holds the key to the New England tourist business, and he thought Western Nova Scotia deserved better treatment in the shape of transportation facilities.

"If the I. C. R. is to remain the people's railway, this question is a live one. If on the other hand the road is to be turned over to any corporation, there would be no point in taking the matter up. I take it, however, that the spirit of the people is to retain the I. C. R."

This sentiment was greeted with applause.

Mr. Armstrong thought that Western Nova Scotia had not been dealt with quite fairly. They had as little to gain and more to lose than any other part of the Maritime Provinces by the I. C. R. R. was built originally to connect the Atlantic Provinces with

the Atlantic Provinces, then Quebec and

Scotland have paid for more than their proper share, and they think their claims should now be favorably heard.

The principle of extending the I. C. R. has been applied to other parts of the province, but Western Nova Scotia has been ignored. Mr. Armstrong mentioned the extensions to Pugwash, Pictou, Oxford, Mulgrave and Sydney. It was not necessary to cement the union in these places, but the extension was made for business purposes purely and simply. Then in that case, why not extend it to the western part of the province?

If these lines were absorbed by the I. C. R. they would be profitable adjuncts for the system.

The D. A. R. carries 1,400 passengers per mile, and is a very paying business. The C. P. R. only carry 900 per mile.

Hon. Mr. Emmerson made the unchallenged statement that the I. C. R. were giving lower freight rates than were found in any part of the world, and why should not the western portions of the province share in these low rates?

Mr. Armstrong, who is an excellent speaker, made a very clear cut and forcible presentation of his case, and he was warmly applauded when he took his seat.

H. B. Short of Digby seconded the resolution, and said it was unquestionable that Western Nova Scotia was not as well served in the matter of freight communication as the east.

W. Frank Hatheway rose to endorse the resolution, and said that he thoroughly agreed with the previous speakers. He was glad that such a strong argument had been made for the retention of the people's railway.

The question was not a sectional one, but one of broad interest. He made a strong plea for government ownership, and expressed the belief that the rates on government owned railways were cheaper than those owned by private parties.

H. J. Logan suggested that the resolution include not only the D. A. R. and the South Shore, but all the other branch roads of the Maritime Provinces as well as some in Nova Scotia.

He thought the people living along them, though not objecting to the extension of the I. C. R. east of Truro, were not in favor of the proposition. The only way to get the rates reduced and to acquire the methods of these local railways was by government ownership. He was in hearty accord with the government action in this respect.

W. B. Snowball, of Chatham, was pleased that the suggestion was enlarged. He referred to the fact that the D. A. R. had been improved and the business had been greatly enlarged. He was in favor of the resolution, and it was impossible for those interested in the branch roads to give the service they were referred to the D. A. R. Tormentine factory, which performed a fairly satisfactory service, but he would rather have the monopoly of the express business at present was too local.

H. B. Short said it was not desirable to pass this resolution to the government to take over all branch roads in the Maritime Provinces, but what the government would have to pay for them. He thought the resolution should be modified to read that the roads should be acquired at a fair price, and with respect to their earnings power.

The resolution was then carried by a large majority.

There are some roads in New Brunswick, he said, which if taken over at their cost, would involve the expenditure of a great deal of money.

Mr. J. B. MacEwan asked if the resolution simply involved the general principle of government ownership or if it was with reference to the branch roads in Western Nova Scotia only? The resolution at present does not say whether it is to apply only to roads connected with the I. C. R. or to all branch roads without regard to their location. If Mackenzie & Mann intend building a road from the St. John Valley to the South Shore, it is part of their transcontinental system, the government could not reasonably be asked to acquire it.

Dr. Pugsley then said he thought it would be a mistake for the government to pass a resolution like that, which would involve the expenditure of millions of dollars were spent for the lands of Upper Canada.

It was then agreed to let the matter stand over until this morning at ten o'clock, when a resolution will be introduced.

Canadian Atlantic Fisheries.

"The Canadian Atlantic Fisheries" question was then taken up. A. H. Whitman, of Annapolis, introduced the resolution on this subject arguing for the appointment of a Fishery Commission to take the matter out of the hands of the government. He spoke as follows:

The administration of the Canadian fisheries is in the hands of the Marine and Fisheries Department, and is carried out through inspectors and overseers appointed by the government. These people do not in any opinion give the accurate and desirable information which the importance of the fishing industry demands. Various times the government has appointed special commissions to investigate conditions, in certain localities, relating to various branches of the fishing industry. As far however as the Maritime Provinces are concerned, matters have been allowed to drift along without much attempt to improve the conditions or conserve the various branches of the industry for our fishermen and the people of the province.

It is time something was done to remedy the present most unsatisfactory state of affairs.

By order,
FRED GELINAS,
Secretary,
Department of Public Works,
Ottawa, August 15, 1907.

Newspapers inserting this advertisement without authority from the Department will not be paid for it.

BANK OF NOVA SCOTIA

CAPITAL, - \$3,000,000
RESERVE FUND, \$5,250,000

Unexcelled facilities for the transaction of all kinds of Banking Business.

Special attention given to the Savings Department and interest credited quarterly on Savings Accounts.

This is the only bank having its head office in Canada that submits its books and statements to Independent Audit.

St. John Branch, - C. H. EASSON, Manager.

THE SERIOUSNESS OF THE SITUATION.

The government's establishment of fish hatcheries, bait freezers, dog fish reduction works, demonstration of the Scotch method of curing herring, etc., are certainly to be commended. They have, however, been more or less abortive, owing to lack of system, the only partial carrying out of the various things attempted, and the seeming impossibility of obtaining political support.

Twenty-five years ago lobsters were so plentiful on our shores that fishermen were making good wages catching them at fifty cents per hundred count. During the early part of the present season they were so scarce that fishermen were unable to make living wages with the price at \$40 per crate in Boston. This condition has been brought about by the illegal wholesale destruction of the small sized and seeded lobsters by the fishermen and packers, in consequence of the law not being enforced by the officers of the department. The conditions in regard to the oyster industry are, if anything worse than those under which the lobstermen are being exterminated. Practically nothing is being done to prevent the depletion of the oyster beds, to say nothing of the oyster fishery, which is the supply of these valuable shell fish.

The clam beds in various parts of the Maritime Provinces are being depleted in many cases to supply bait for foreign fishermen, whereas, under efficient laws properly carried out, a continuing supply could be maintained to the advantage of all concerned. Unless in the near future, therefore, some radical change is made, the oyster industry of the fishing industry will practically cease to exist. New and stricter regulations are required as well as effective means of carrying them out.

THE LOSS ON BARREL FISH.

It is a recognized fact by all concerned in the fish trade of Eastern Canada, that the existing conditions under which barrel fish are handled are most unsatisfactory. The Dominion government recognized this, when in 1902, J. T. Gyles, the Scotch expert, was employed to demonstrate the fact that the herring caught on our shores could be made to give much better returns if cured and packed under the Scotch method. Aside from the question as to whether the large expenditure of the fisheries department has been justified by the results so far obtained, and aside too from the question of the proper method of curing and packing, there is one point that all will agree upon, namely, the absolute necessity of improving the packages. From time to time the individual efforts have been made to supply first-class herring and mackerel barrels, but as there was no recognized standard, gradually the good was accomplished. The barrel fish industry has continued to be handicapped by the use of trashy packages, with the resulting low standard of the pack, and consequent loss to all concerned. This condition of affairs not only means loss and consequent trouble to the merchant and his customers, but unquestionably means a loss to the province. It would be a conservative estimate to put the annual loss to the province of Nova Scotia of the poor methods used in handling the catch of barrel fish at \$200,000. Not only is there the actual loss on account of the low standard or rather lack of any standard, either as regards the cure or the package, but there is also the consequent stagnation of the trade, resulting from the endless trouble and expense of the fishery industry, and the time and again Halifax wholesale houses have received letters from grocers saying that they do not

THE FISHERY BOARD IDEA AND WHAT HAS BEEN DONE IN

SCOTLAND.

The idea of a fishery board for the proper preservation, protection and development of the fishery industry, is one that has proved its worth. Due to the fact that the fishery industry of Scotland was in practically the same unsatisfactory condition and position as is that of the Maritime Provinces today. A popular agitation brought about the appointment by the government of Great Britain, of Royal Commissioners for the betterment and control of the industry in Scotland. These Royal Commissioners were succeeded by what is now known as the fishery board for Scotland, which, if judged by results, is the best and most effective method of fishery administration in the world.

THE SCHEME FOR US.

It is now desired by concerted action on the part of those interested to bring the Dominion Government to see that their present progressive policy for the encouragement of the fisheries could be worked out to better advantage to all concerned, by the appointment of a Canadian Atlantic fisheries board, on the same lines as the Scotch fishery board, which has control of the Scotch fishing industry. Said board to work in conjunction with the fisheries department in all matters affecting the conditions of the fishery industry.

A fisheries board representing all interests would thoroughly investigate and advise the department in regard to such matters as the depletion of the lobster and oyster fisheries, the distribution of the output of the fish hatcheries; the supply of bait, etc. The board must be a non-political body. It would be under the control of the fisheries department in the same way as the Scotch board is under the control of the Secretary for Scotland, in that it would have the appointment of the chairman, which chairman, and the other two paid officials. The Scotch board consists of nine members—three from the individual efforts to represent the fishermen, three for the merchants, a scientist and a legal adviser.

W. S. Loggie seconded the resolution of Mr. Whitman and dealt in detail with the question of the lobster fishing industry and stated that the lobster fishery was fast being depleted, undersized lobsters were being packed all over the Province in large quantities.

Evening Session.

H. B. Short advocated the shelter protection of the fisheries.

W. S. Loggie said that he did not think the industry was wanting up north. There had been an average pack in New Brunswick the past year. He thought that more had been done in the past three years to protect the industry than ever before. Mr. Loggie said the Nova Scotia men were bringing great pressure on the government for licenses for canneries.

F. C. Whitman, of Annapolis, then read a letter from E. C. Bowers, one of the fishery commissioners, in which he said that only lobsters were being illegally canned. He also thought there should be a new lot of officials. He made the further charge that considerable dynamiting of fish was being done. He wrote that the proposed fishery commission would be in his opinion a good thing, if kept clear of the politicians.

Mr. Wilson then read a letter from a Cape Breton packer, in which he said that about 60 per cent of the lobsters in the Maritime Provinces were undersized.

John Seeley said that the remedy for the present unsatisfactory condition of the fishery industry in the Maritime Provinces would be a fishery commission made up as proposed by Mr. Whitman.

Colonel Tucker when M. P. for this county, had the size of the marketable lobster raised and was the white-headed by after that.

Mr. Hatheway said that the package used for fish now was a sieve and not a barrel. If the fishery commission could get a suitable package for keeping fish in good condition, it would be a great boon to the whole fishery industry. He would also like to see something done to dispose of the dogfish pest in the Bay of Fundy. The following resolution was put and carried unanimously:

"That this meeting of the Maritime Board of Trade endorse 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 Canada Atlantic fisheries, and that steps be taken to have this important matter acted upon at the next session of the Dominion parliament."

(Continued on page seven.)

CANADIAN PACIFIC TORONTO EXHIBITION

Aug. 26 to Sept. 9.

EXCURSION FARES

From St. John, N. B.

Going August 22, 24, 26, 27, 28, 29, 31 and September 2, 4 and 5.

\$20.55

Going on August 23rd and 25th only.

\$16.30

Good for Return leaving Toronto up to and including SEPT. 11TH, 1907.

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ONE FARE FOR ROUND TRIP Between All Stations

Good Going Aug. 31st and Sept. 1st, and 2nd. Good for Return Sept. 2nd, 1907.

For Tickets and full particulars apply to W. H. C. Mackay, Agent, St. John, N. B., or write W. B. Howard, D.F.A., C.P.R., St. John, N. B.

INTERCOLONIAL RAILWAY

ON AND AFTER SUNDAY, June 16th, 1907, trains will run daily (Sundays excepted), as follows:

TRAINS LEAVE ST. JOHN.

No. 2—Express for P. du Chene, Moncton, Campbellton and Truro. 7.15

No. 6—Mixed train for Moncton. 7.45

No. 4—Express for Moncton, P. du Chene, connecting with Ocean Limited at Moncton for Halifax, Quebec and Montreal. 11.00

No. 12—Express for P. du Chene, Moncton, Campbellton and Truro. 12.00

No. 13—Suburban for Moncton. 12.15

No. 14—Express for Moncton. 12.30

No. 15—Suburban for Moncton. 12.45

No. 16—Express for Moncton. 12.55

No. 17—Suburban for Moncton. 1.00

No. 18—Express for Moncton. 1.15

No. 19—Suburban for Moncton. 1.30

No. 20—Express for Moncton. 1.45

No. 21—Suburban for Moncton. 1.55

No. 22—Express for Moncton. 2.10

No. 23—Suburban for Moncton. 2.25

No. 24—Express for Moncton. 2.40

No. 25—Suburban for Moncton. 2.55

No. 26—Express for Moncton. 3.10

No. 27—Suburban for Moncton. 3.25

No. 28—Express for Moncton. 3.40

No. 29—Suburban for Moncton. 3.55

No. 30—Express for Moncton. 4.10

No. 31—Suburban for Moncton. 4.25

No. 32—Express for Moncton. 4.40

No. 33—Suburban for Moncton. 4.55

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No. 45—Suburban for Moncton. 7.55

No. 46—Express for Moncton. 8.10

No. 47—Suburban for Moncton. 8.25

No. 48—Express for Moncton. 8.40

No. 49—Suburban for Moncton. 8.55

No. 50—Express for Moncton. 9.10

No. 51—Suburban for Moncton. 9.25