

THE EVENING TIMES-STAR, SAINT JOHN, N. B., FRIDAY, NOVEMBER 6, 1925

SUBSTANTIAL REDUCTION IN CHARGES ON FREIGHT FOR NEAREST HARBORS WANTED

New Tariff of Roads Should be Applied Evenly to and From Saint John, West Saint John, Halifax, Montreal, Quebec

SYDNEY SEEKS MORE SHIP SERVICES

Subvention on Water Carriage of Coal, Duties' Revision Upon Iron and Steel Products Advocated By Board of Trade

CHARLOTTETOWN, P. E. I., Nov. 5.—At this morning's session of the Maritime Board of Trade, Cape Breton Island was heard from through John Pilkington, of North Sydney, N. S., who submitted a brief on Maritime problems, prepared by the Associated Boards of Trades of that island.

A resolution was adopted asking that Maritime exporters and importers be granted a substantial reduction in railway freight rates to the nearest seaports and that the established rates be applied equally to and from Saint John, West Saint John, Halifax, Montreal and Quebec throughout the year.

Mr. Pilkington asked that the improved steamship service under the West Indies Trade Treaty should be extended to include regular calls at Sydney harbor, at least in summer. Other demands set forth were an improved train service for fish shipments from Sydney to points west, also that Sydney and North Sydney would be placed upon the same basis as Halifax and Saint John in regard to local freight through rates and export rates.

DEPUTY MINISTER ASKED.

The appointment of a deputy minister of fisheries under the Marine and Fisheries Department with separate office and staff, an experimental factory in Cape Breton, the appointment of competent trades agents in Newfoundland, St. Pierre, United States and the West Indies Islands and other foreign countries, the carrying out of the government's policy of encouraging the erection of by-product coking plants, the amplifying of subvention granted in respect to coal shipments by rail going westward to Nova Scotia, also the granting of a subvention of water carriage of coal beyond Montreal and coal used by the railways, the revision of the customs tariff upon iron and steel products, an increase of duty upon round coal, the need of further advertising the advantages of the Maritime Provinces in order to bring in settlers and the revision upwards of the annual subsidies paid the Maritime Provinces by the Dominion.

TRANSPORTATION TALKED.

W. S. Fisher, of Saint John, introduced the subject of transportation, stressing the national advantage of equal development of all the year-round steamship services between the Old Country and the Maritimes, lower freight rates, more Canadian trade commissioners for the West Indies and other places and more fish and confidence in the Maritimes. The transportation committee from Prince Edward Island in their report asked that the cost of the car ferry system be charged to the consolidated funds of Canada, that there be improved railway facilities, a separation of freight and passenger services, electric cars for passengers, a second car ferry and lowering of freight rates.

LUMBER INDUSTRY NEEDS.

G. P. Rubie, traffic manager of the Bathurst Lumber Company, spoke of the status of the lumber industry in New Brunswick which is being affected by the increased importations of lumber from British Columbia through the Panama Canal into the United States. There is no doubt, he contended, that the rates to the Atlantic seaboard and preferential freight rates to assist the pulp and paper industry of New Brunswick as the future of that industry lies in manufacturing those commodities instead of exporting the raw material.

MAINE ADVERTISED.

A resolution moved by M. C. Hanson, vice-president of the Amherst, N. S., Board of Trade, was passed, complaining that the Canadian National Railway was advertising in Montreal papers the advantage of the sea coast summer resorts in the State of Maine and that in future such advertising and finance an immediate and effective Maritime coast resorts be featured to the exclusion of the Maine resorts. After considerable discussion and resolution moved by W. J. Burditt, Saint John, and seconded by M. C. Hanson, was passed, asking the Dominion Government to institute an immigration policy for the Maritimes continuing the same for not fewer than ten consecutive years, involving adequate organizations both overseas and in the Maritimes.

MARITIMES EXODUS.

It was pointed out that during the past 20 years that the long continued exodus from this tragic drain has resulted to the very great detriment of their agricultural industries and commerce, narrowing the scope of employment and compelling young men and women to seek a livelihood elsewhere, also that since Confederation, while deriving no benefit therefrom, the Maritimes were suffering from the Western Canada settlement propaganda of federal governments, transportation systems, and others. This was discussed by Messrs. Birch, Higgs, Dewar, Scanders, Belding, Matheson and others, some of the delegates wanting the resolution to be more specific and asking for a certain proportion of the immigration expenses. The meeting was then adjourned to enable the committee on resolutions to complete their work.

P. E. I. IMPROVEMENTS ASKED.

It was resolved at the afternoon session that Prince Edward Island should be given an auxiliary car ferry steamer,

ber of other South American points.

Further, that Canadian consumption of fish is low, and could be stimulated; also, that the outlet for Maritime fish in the United States might be considerably increased.

(c) That there seems to have been an absence of business initiative, resource and enterprise on the part of the Maritimes in the development of their export fish trade.

(d) That, so far as New Brunswick is concerned, no experienced representative of the fish business has yet personally visited even the nearest export markets so as to ascertain their several requirements with regard to cure, size, pack, etc.

(e) That the export fish business is apparently conducted largely through U. S. middlemen who direct the traffic through U. S. ports.

(f) That the advantage of dealing through such middlemen is relief from the financial risk of dealing directly with foreign importers—a risk stated to be considerable, particularly, in the case of South America.

(g) That, particularly with regard to Saint John, the inadequate steamship service to a number of promising export markets has seriously militated against the export fish trade, and is, doubtless, partly responsible for the seeming lack of export enterprise on the part of those concerned.

RECOMMENDATIONS.

In view of above findings, and in the respectful assumption that the same are substantially founded, the committee ventures the following recommendations:

(1) That the Maritime fish industry should consider ways and means toward sending thoroughly experienced experts to hopeful foreign markets to study, at first hand, the individual needs of same, as well as to form direct connections with reputable, responsible importers of such markets with whom direct business may be safely established.

(2) That Maritime exporters who perhaps prefer to operate through U. S. middlemen, do personally interview such middlemen with a view to increasing Maritime export of fish, and adding to the number of U. S. middlemen, particularly in South America, Italy and elsewhere.

(3) That fuller publicity as to the undeveloped potentialities of the Maritime fish industry would seem likely to stimulate the expansion of same by attracting the greater interest of capital.

(4) That improved steamship services from Maritime ports to promising export markets are imperative, not merely to the fish industry, but to all other possible lines of Maritime export, and that to this end Maritime effort should be earnestly and unremittingly applied.

Note.—With regard to Sec. 1, above, it is pointed out that through the Canadian Trade Commissioner Service, or through any of the Canadian Chartered Banks which have branches in export markets, it is now possible for Maritime exporters to obtain reliable guidance as to the financial standing and general reliability of foreign importers, and thus minimize credit risk.

MINERAL DEVELOPMENT.

In its investigations under this heading, the committee gratefully acknowledges the valuable assistance of highly qualified experts. Briefly, the findings of the committee are:

(a) That, contrary to the general popular but fallacious belief, the mineral wealth of the Maritimes is highly important. The references of the committee in this connection are naturally largely confined to New Brunswick; but, in all probability, may not be wholly inapplicable to the Province of Nova Scotia.

(b) That geological surveys have been made but that the extent of the mineral wealth has not been, and can not be determined from these. The surveys indicate, among other things, where valuable mineral deposits may be hopefully sought, since geologists know in what particular geological strata, and in what rock formations, the various minerals are contained, and determine by their surveys where these rock formations are located, and where the various strata make their appearance on the surface. But if the geologists do actually discover mineral deposits in making their surveys, it is only casual and accidental. It is interesting to note, however, that geologists have, particularly during this last summer, made important discoveries in New Brunswick.

(c) That it is the experienced prospector who, guided by the geological surveys, must be depended upon to make the actual discoveries of mineral wealth. It is he who intuitively seeks and locates the deposits. The value of the geological survey is largely academic unless it is followed up by intelligent prospecting. Such intelligent prospecting is not being done in New Brunswick, and probably not in the other provinces.

(d) That, as can be ascertained from a single far as not be determined from these. The surveys indicate, among other things, where valuable mineral deposits may be hopefully sought, since geologists know in what particular geological strata, and in what rock formations, the various minerals are contained, and determine by their surveys where these rock formations are located, and where the various strata make their appearance on the surface. But if the geologists do actually discover mineral deposits in making their surveys, it is only casual and accidental. It is interesting to note, however, that geologists have, particularly during this last summer, made important discoveries in New Brunswick.

(e) That to encourage the advent of genius, experienced prospectors, appeals as of highest importance, and that it is very desirable to adopt ways and means to this end. As an example of what can be done, it might be mentioned that Ontario organizes classes for the training of Prospectors, teaching them enough geology and mineralogy, so that they may know how and where to seek and be able to recognize and identify what they find. Certain of the large Ontario mining companies also employ University students to prospect during vacations, paying these lads \$4 to \$5 per day, and rewarding them for finds. This method is said to have yielded well.

(f) That, according to certain representations made to the committee, the Mining Laws in this section of Canada are capable of revision to render them more attractive to the Prospector, especially by assuring to him more adequate protection in the event of a find. Unfortunately, the committee has not yet been able to compare Maritime Mining Regulations with those of other provinces of the Dominion. It respectfully suggests, however, the importance of such comparison so that desirable amendments may be suggested where necessary.

(g) That the committee respectfully suggests that the Maritime Governments give consideration to the practicability of creating and financing an organization for the examination of mineral discoveries of individuals, and, when apparently warranted, for the development of same to a point at which they might be hopefully offered to actual operators under long and easy leases involving the payment of reasonable royalties in which latter the discoverer should moderately participate. It is further suggested that the initial payment under such leases should include all Government expenditure on preliminary development work; and, in every case, include specific obligations as to operation and employment of labor.

In the foregoing connection, it is well to remark that most mineral discoveries are made by poor or comparatively poor men who lack both means and influence to materialize their discoveries; yet, in many cases, carefully conceal their knowledge in a remote and probably natural hope that, some day, somehow, it may be turned to their advantage. Therefore, it seems reasonable to believe that such men would unhesitatingly reposit confidence in a Government organization as suggested above. Thus, the institution of such an organization might quickly bring to light many valuable finds now hidden, even although small.

(h) That, as Prospectors are imperatively essential to the mineral development of the Maritimes, the Provincial Governments might do well to consider the wisdom of permanently employing several of such; and, in addition to paying them wages, reward them for finds, say along the lines suggested in Section (f).

If, it could be arranged that mineral deposits developed to a point at which they could be hopefully offered, were so offered—to likely parties—by the Provincial Government concerned, and not by private parties, the circumstance would inspire a confidence in prospective buyers calculated to facilitate business. See Sections (f) and (g).

(h) That no real general interest in minerals has yet been developed in the Maritimes, and that in this respect the Maritimes differ outstandingly from other provinces of the Dominion. Therefore, the committee believes it of particular importance that well considered means be taken to awaken and stimulate such public interest in the Maritimes.

(i) That because of the above lack of public interest, the mineral possibilities of the Maritimes would seem to have been discredited or discounted in a measure seriously prejudicial to their development; and that, contrary to the prevailing popular fallacy, the Maritimes are generously endowed with precious and commercially important minerals in considerable variety; for instance, arsenic, copper, gold, iron, lead, manganese, molybdenite, nickel, silver, tungsten, zinc, actinolite, asbestos, barytes, coal, corundum, feldspar, fluorapatite, garnets, graphite, grindstones, gypsum, magnesite, mica, iron oxides, pyrites, quartz, salt, talc, soapstone, tripolite, limestone, dolomite, slate, building stone, granite, fireclay, brick clays, oil shales, crude petroleum, natural gas, etc.

All these minerals are known to exist in greater or lesser deposits. Several of them are being operated in a small way. There is little reason to believe that many of them are not worthy of active development.

PULP AND PAPER.

From information gathered by the committee, it would seem that the Maritime pulp industry is not flourishing as it should do; that it is confronted with certain obstacles to its prosperity and expansion which are not insurmountable; but which call for the sympathetic consideration of our provincial governments. In the opinion of the committee, the industry possesses marked potentialities and might well add to sources of employment in an important and desirable measure. However, the committee is inclined to suggest that the Provincial Governments might each appoint a small committee of broad-minded, able business men to discuss with the pulp and paper interests the handicaps encumbering their activities with a view to the modification or removal of same. The adoption of such means would seem to be a logical and desirable measure.

LUMBERING.

Lumbering has for long been and still is a main Maritime industry—its principal one in New Brunswick. Unfortunately, however, it has suffered considerable decline during the last few years; and, it would seem of paramount importance that it be clearly established whether such decline is due to fundamental or merely artificial causes. If the latter, it seems reasonable to assume that a remedy might be provided by legislation. The committee feels, however, that there is a limit beyond which governments cannot be expected to pass in their support of a single industry. On the other hand, a lack of reasonable elasticity in the governmental relation might seriously jeopardize an indigenous industry employing thousands of people and in many other directions of vital economic moment. The whole matter is, in the opinion of the committee, exceedingly intricate and far-reaching and therefore demanding very serious study.

CONSERVATION.

It is further submitted that the possible exhaustion of our forest resources is a danger to be positively and absolutely avoided irrespective of all influences or interests to the contrary. The forests, mostly government owned, are the heritage of the people, and the governments, the trustees of the people, cannot sacrifice them too cheaply. At times special concessions to lumber-

ing interests are probably necessary, but at all times it is wise to weigh the seriousness of the impairment of a great asset against the advantages of the employment afforded and wages paid as a result of lumbering operations.

The committee would respectfully tender this additional submission that, if it be true that, by the adoption of proper methods, lumber can be continuously cut from the same forests without their exhaustion, then it should be clearly determined whether our lumber companies are or are not conducting their operations in that manner.

Concluding under this heading, the committee realizes that boards other than that of Saint John are in closer touch with the lumbering industry and will, doubtless, present most interesting reports. However, it may well be that, by its very remoteness, our board is able to see in clearer perspective the best interests of the Maritimes as a whole, with special reference to our own province. It is recognized, of course, that the situation in our sister provinces may differ materially.

TEXTILES.

The committee finds that, as in the case of a number of other lines, the textile industry is seriously handicapped because of the very restricted Maritime market in conjunction with the high cost of transportation to more populous sections of Canada. In addition, the much heavier domestic demand available to Upper Canadian

Continued on page 8.

Stores Open 8.30 a.m.; Close 6 p.m.; Saturday 10 p.m.

Boys' Winter Overcoats

For the smaller boy of 3 to 9 years. We have a splendid range of coats in Nap, Chinchilla and Tweeds. Colors: Blue, grey, fawn and heather mixtures.

Styles are raglan or set-in sleeves, convertible collar and one or three-piece belts. Warm serviceable coats at moderate prices. \$6.75 to \$16.

BLUE NAP COATS with red flannel lining, exceptional value, \$6.75.

10 to 18 Years.

An equally good assortment of coats for the larger boys. Styles identically the same as men's coats. Prices range from \$8.75 to \$24.

Special value in dark grey at \$8.75. Fawn with polo lining at \$11.50.

Men's Clothing, 2nd floor.

Men's "Prue" Underwear



One Button Combination Style, Knit-to-fit. Shown in four grades, cotton, cotton and wool mixture and all wool. Prices \$2.75, \$5.75 and \$8.75. Ask to see Prue's Underwear.

Special Offering Men's Silk and Wool Socks 49c

While They Last. Come early. Only a limited quantity. Silk and Wool Socks, medium weight. Colors: Brown and white, blue and tan and blue and black.

(Men's Furnishings, ground floor.)

Unusual Values in Stair Carpets

All Full 3-4 Width.

An opportunity that all good housekeepers should avail themselves of. TAPESTRY STAIR CARPETS—\$1 and \$1.50 yd. BRUSSELS STAIR CARPET—\$2 yd. AXMINSTER STAIR CARPET—\$2.50 yd. An easy way of ascertaining the length required for stairs is to count the steps allowing half yard for each step. Special for Saturday.

(Carpet Dept., Germain street entrance.)

Mill Ends--More Bargains

Stripes and check designs in Sedan Satin. A material very suitable for slips, bloomers, etc. In all the new shades. Specially priced—39c yd.

Lingerie Crepe of fine English quality in stripes and bird designs, all dainty colorings. Nice for Children's Rompers, Pyjamas and underwear. Sale price 29c yd. (Wash Goods, ground floor.)

Look at This For a Bargain Heavy Floor Oilcloth 40 Pieces

All good patterns, 2 1/2 yd. x 3 1/2 yd. Your choice for \$4.50. (Carpet Dept., Germain street entrance.)

Bargains in Hand Bags

Beaded Hand Bags—Colors: Sand, light blue, and green.

Leather Underarm Bags—Some with fittings. Leather Hand Bags and Purses in a variety of styles and colors. Specially priced at \$1.75 each.

Purse Dept., ground floor

Beautiful Down Comfortables

Special Sale

DOWN COMFORTABLES (English make) handsomely covered with figured Art Saten. Panels and borders of plain saten to harmonize with figured centers. Rose, blue and black predominating.

Two Special Prices—\$8.50 and \$14.25 each. (Housefurnishings, 2nd floor.)

Saturday Specials in Linen Room

One-piece Pillow Shams—Sale price \$1.25. Pure Linen Guest Towels, with colored borders. Price 55c ea. Natural Linens for fancy work, 18 in. wide.

25c per yd

Pillow Cases—Good quality, 75c ea.

Turkish Towels—Fancy borders in blue, gold or pink, 60c ea.

Turkish Guest Towels—Fancy borders. 50c ea.

Hemstitched Pillow Cases—Good quality, 75c each.

Hemstitched Sheets—One size only, 63x90. Specially priced \$1.25 ea.

Embroidered Pillow Cases—Scalloped and hemstitched ends. \$1.35 ea.

Heavy Wabasso Sheet—72 in. 5 yds for \$3.

(Linen Dept., ground floor.)

SPECIALS FOR SATURDAY

Gloves, Hosiery, Scarves

Women's Chamouette Gloves—Turn cuffs, perfect fitting. Colors: Fawn, black and white. Sizes 6 to 7 1/2. Sale price 75c pr

(Glove Dept., Main Store.)

Women's All Wool Cashmere Hose—"English make" ribbed, fall weight. Sizes 8 1/2 to 10. Colors: Fawn, grey, camel and coating. Special value \$1.00 per pair.

(Hosiery Dept., Main Store.)

Stamped Guest Towels of pure linen in a variety of designs. Sale price 35c ea

(Needlework Dept., Main Store.)

Fancy Garters in all new shades. Sale price 50c.

(Ribbon Dept., Main Store.)

Two Piece Knitted Dresses

Special Value

Long eases, convertible collar and skirts with kick pleat. Colors: Cocoa, sand, cedar, chinese blue, bur and green. A seasonable weight, very suitable for school and sport wear. Price \$5.95

(Mantle Dept., 2nd floor.)

Coat Linings

Plain and Brocaded Fabrics, in gay colorings or more subdued tones to suit the individual taste. Fancy Venetians in fawns, browns and greys. Silk and Cotton Brocades in fawn, blue, grey and brown shades. A lovely lining for fur coats.

Silk Serge a suitable lining for cloth coats, suits, etc. Comes in plain colors: Grey, fawn and brown shades. These are all 40 inches wide. Price \$1.38 per yd.

(Lining Dept., ground floor.)

Knitted Underwear Sale

Continued

Special values in Knitted Underwear for women and children. Undervests—39c, 59c, 79c, and 98c. O. S. sizes 98c each. Knitted Bloomers—59c, 69c, 79c and 98c pr. Knitted Drawers—59c, 79c and 98c pr. Children's Vests—All wool. 35c, 50c, 75c, \$1.25, \$1.50. Drawers—50c, \$1.25 and \$1.50 pr. Combinations—75c, \$1.25 and \$1.50.

NO APPROBATION. NO EXCHANGE.

(Whitewear Dept., 2nd floor.)

Attention--Men!

Have you looked into our New Ten-Pay Plan? Particulars given in special advertisement on page 9 of this issue.

Manchester Robertson Allison Limited

KING STREET GERMAIN STREET MARKET SQUARE