

The Semi-Weekly Telegraph

is issued every Wednesday and Saturday by The Telegraph Publishing Company, of St. John, a company incorporated by Act of the Legislature of New Brunswick.

E. W. MCKEADY,
President and Manager.

Subscription Rates

Sent by mail to any address in Canada at One Dollar a year. Sent by mail to any address in United States at Two Dollars a year. All subscriptions must be paid in advance.

Advertising Rates

Ordinary commercial advertisements taking the run of the paper, each insertion, \$1.00 per inch.
Advertisements of Wants, For Sale, etc., one cent a word for each insertion.
Notices of Births, Marriages and Deaths, 25 cents for each insertion.

Important Notice

All remittances must be sent by post office order or registered letter, and addressed to The Telegraph Publishing Company.

Authorized Agents

The following agents are authorized to canvass and collect for The Semi-Weekly Telegraph, viz.:
WM. SOMERVILLE,
J. D. MOORE,
W. D. GOUGH.

THE DAILY TELEGRAPH
THE EVENING TIMES

New Brunswick's Independent

newspapers.

These newspapers advocate:

British connection

Honesty in public life

Measures for the material

progress and moral advancement

of our great Dominion

No graft!

No deals!

The Thrift, Shamrock, Rose emblem,

The Maple Leaf forever.

Semi-Weekly Telegraph
and The News

ST. JOHN, N. B. DECEMBER 6, 1911.

PROTECTION AND FISH

Diurnal ones declared that "protection was not only dead but damned." While this may be true in England, the Americans who eat fish might as enthusiastically declare in their country it is damned without being dead. In 1895 the government of Newfoundland began retaliating on account of some of the absurd regulations by which the United States sought to protect "Lodge's smelt," and since that the catch of cod on the Grand and Western banks by the Gloucester fishermen has been greatly decreased in amount and enormously increased in price.

In 1892 the catch was 474,078 quintals; in the following year it reached nearly 600,000. In 1905 it was 140,000, and it has hovered round these latter figures since. The New England deep-sea fishery is an almost moribund, decaying industry, and every year Gloucester finds it more difficult to get men and still more difficult to get bait and fish. The result has been to make every American pay double prices for his fish. Indeed he has paid more than double; the catch of 1905 was valued at a higher figure than 1885 although it was less than a third in quantity in the latter year.

The fishing industry in Gloucester has brought into the city a large number of hardy foreigners from every nation that loves the sea. About one-third of the population of the city is foreign born. It is an important fishing port, with a population half the size of St. John. To keep it in existence the people of the whole country have decided to tax themselves heavily for this article of food. It would be much more profitable to stop paying taxes to support them and buy fish from others. Adam Smith said a century ago: "Neither the public nor individuals will suffer any more from the occasional disbanding of some particular classes of manufactures than from that of soldiers at the close of a war. Our manufacturers have no doubt great merit with their country, but they cannot have more than those who defend it with their blood; nor do they deserve to be trusted with more duties than they are able to perform. Their measure is: 'All the traffic will bear.'"

EXEMPT IMPROVEMENTS

In Ontario Sir James Whitney is fighting against the desire of 300 municipalities which ask for the power to exempt improvements, wholly or in part from taxation. The Conservative Ottawa Citizen, noticing the Premier's assertion that this taxation policy is only another form of Henry George's dream, gravely lectures the misguided and peevish statesman as follows:

The theory by which Henry George is best known is that of the single tax—that the value given to land by the public belongs of right to the public and should be taken to pay the expense of public services.

This antagonized the land owners of the world. The greatest body of land owners that ever lived, probably, is that which meets under the presidency of the great chancellor in the house of lords of Great Britain. They are "practical" men. Their first spokesman against George as a "dreamer," but also denounced him as a would-be robber. Within the last two years we have seen the British public engaged in a continuance of that controversy. On one side was another George, a Welshman, the chancellor of the exchequer, using the very arguments used by his great namesake and using them because they

had been used, during the great meetings in Wales when Henry George appeared with power to the colliers and farmers, and because these people had handed on these arguments to their eloquent champion of this day. On the other side were the lords and their friends, using the outworn cries of privilege. Did the "dreamer" dream true?

But that which today marks Henry George as a "dreamer" for many people who think they are practical, but who are only pessimists and unimaginative, is that he held up to the world the glorious hope that the single tax would distribute equitably the wealth of the world, would abolish both undesired riches and undesired poverty, and would bring about a condition of things millennial in its happiness compared with that which existed when he wrote. And thus far the practical people are right.

But is there no hope that this most glorious dream may come true also?

Consider the state of public opinion when George wrote. The awful doctrine of Malthus, that starvation was the natural, inevitable, never-failing end of those whom fate or folly had placed at the outer margin of society, ruled the philosophy of the time. This doctrine had been made one of the bases upon which was reared the evolutionary philosophy which not merely ruled men's thoughts, but molded their very minds and dictated even their everyday words. But who is there today with any reputation as a thinker who will say that this is such a world as Malthus taught us to believe it to be? Careless people, men who write hurriedly, and therefore must give reasons offhand, sometimes speak of such a case as India, for instance, involving this preposterous so-called "pressure of population upon the means of subsistence." But, though the thinkers have not formally accepted George's conclusion that this is a world of plenty and not a world of scarcity, at least the outworn abstractions of Malthus have been tacitly abandoned. And, on the other hand, everywhere there are signs that new hope springs in the breasts of men everywhere that we may yet work out the sun in simple division which means to so distribute the plenty for all that there shall be plenty for each.

But whether Henry George dreamed true and if so and his dream will be largely delayed in practical expression or the reverse has no bearing on the question of municipal taxation now agitating provincial politics. The municipalities of Ontario are demanding the right to decide each for itself whether it shall or shall not exempt improvements wholly or in part from taxation. With this question of home rule Henry George had nothing to say and even Sir James Whitney cannot delay much longer its enactment into law.

COURTENAY BAY

Those who have followed the discussion in Parliament concerning the preparation of Courtenay Bay to handle the traffic of the Grand Trunk Pacific will regret to note that Conservative statements concerning this matter are marked from day to day by an indefinite note, which cannot fail to produce uneasiness as to the outlook.

There is nothing at all in the five-point theories some are advancing as to whether or not an appropriation for Courtenay Bay expenditure ever was authorized. Further, it does not make the situation any better when Mr. Hazen and Mr. Monk and Mr. Fowler begin to talk about waiting for the completion of the Quebec bridge or the Valley Railway, because while the Quebec bridge and the Valley Railway are both great and necessary projects, and while they are both of Liberal origin and will have Liberal support, the Grand Trunk Pacific will bring much freight to Atlantic tide-water before either of these other projects has been completed. The Canadian Northern has a freight arrangement with the I. C. R., and the Grand Trunk Pacific has access to Montreal over the Transcontinental and can reach St. John over the Intercolonial. The Valley Railway will be utilized in time; but it has to be built first. The Quebec bridge is a big contract, and necessarily slow, but freight will either be carried across on a car ferry or will go around by another route while the bridge is being built.

The situation at Ottawa with respect to Courtenay Bay is simple enough. Hon. Mr. Pugsley had carried the plan along to a point where the old government was ready to let the contract for the completion of the whole scheme of development, and that contract, to which Parliament was committed, would have been let, and the work would have been begun, had the Liberal government been sustained. But Courtenay Bay is a national and a commercial matter rather than a political one, and the best transportation authorities told us a year ago that, even if the work were pushed forward as rapidly as possible from this date, the traffic would be here before the port would be ready to handle it. As the work to be done in Courtenay Bay is national in character, delay in carrying it out is neither necessary nor excusable. The preliminary work, at least, could be commenced next week or next month just as well as later on, and it must be commenced soon unless the interests of national transportation are to be neglected. For while St. John will benefit by the development of its eastern harbor, the more important fact is that this is the natural port for the winter termini of the Grand Pacific and the Canadian Northern, and that unless this port is ready in time, traffic which should come here will necessarily be diverted to other places, in violation of the natural law, that, other things being equal, freight seeks the shortest haul.

When Hon. Mr. Pugsley was Minister of Public Works his opponents frequently charged him with promising too much and doing too little, and with being too optimistic about the time when Courtenay Bay would be ready. Now the Conservative government has taken over, bodily, the Liberal policy with respect to Courtenay

Bay and the Valley Railway, but while it seeks to enjoy credit for progressive ideas regarding the former its members hesitate to commit themselves to any definite statement as to what will be done or when an actual start will be made. Had the Liberal party been successful at the polls the low cost of the tenders among the great British engineering firms which were ready to do the work would already have been busy in Courtenay Bay.

A similar comparison can be made with force in regard to the navy, about which some of our Conservative friends were in such a hurry. Now, thanks to the efforts of their Nationalist allies, they propose to wait awhile and think it all over. In both of the questions there is a great deal of interest in St. John and throughout New Brunswick, and it must still be thought that before the session has grown much older the new government should vary its procedure by taking the public into its confidence.

WHY "TRUST BUSTING" IS NECESSARY

The present activity in investigating trusts and combines in the United States may produce only moderate results, but there is a determination that it will be applied as generally as possible. Now that the Interstate Commerce Commission has decided to investigate the business of the express companies with a view to determine whether or not they are obeying the law, an effort is being made to the commission follow the same course with the telegraph companies of the country.

The telegraphic service and the charges therefor are of vital importance to the whole country. It has been asserted that exorbitant rates for unimproved service have been maintained either by actual combination for the restraint of trade or by "gentlemen's agreements," and that the telegraph and telephone service of the country is fast becoming a complete monopoly in the hands of a few.

The determination of the people to own the trusts, instead of having the trusts to own them, is evidently growing everywhere. The people are stronger than the monopolies, and one of the reasons they have not made their strength apparent is the uncertainty as to the standard to apply to large combinations. The standards of private morality and conduct are fixed; the Decalogue is still in existence. But it is a less simple matter to determine the relations of public corporations to stockholders, the public, and to competition.

Yet the standard of the future, astrologers can easily read in the stars. Frankness and publicity will be insisted upon; the tyrannical conditions of the past by which monopolies maintained a law-defying and right-ignoring supremacy will be found impossible in days to come, and the benefits of competition will be restored to the people of the country.

The rule of right is at present striving to supplant the rule of self-interest. The difficulty is that there is at present no very clear conception as to how this is to be brought about. Mr. Taft says that it is by restoring the right of competition to the people of the country. But competition is not to be restored simply by resolving a few large combines into their original elements. Combination is the logic of the present tendency in business. It cannot be prevented without loss, and it cannot go on without fearful abuses. The present industrial philosophy which says that you can do anything with your fellow-man provided you do it "in the market."

The mighty revolution in industry which followed the introduction of machinery and superior organization has taken the artisan and toiler away from his cottage loom and his village shop and non-competitive brotherhood and placed him in factories and tenement houses. In the early days, master and man belonged to the same union; no man could compete with another of the same fraternity, and the employer had the same right to his place as the employer had. Under present industrial conditions this is completely changed. The brotherhoods of the old industry are broken up and the strongest and cleverest of the workmen have gone so far forward that a small number of men are able to control national interests and so easily to vary fortunes at the expense of the general public.

The work of restricting these tendencies, and of removing the evils wrought by the new industry and its philosophy, is one that will try all the skill of statesmen. An ancient Greek poet foresaw a time when "the shuttle would weave and the lyre would play of itself," but the coming of that time has produced more evils than it has remedied. The monopolies of power have taken such advantage of it that a state of passive discouragement almost can be noticed among reformers. The progress of humanity, Emerson tells us, consists in recognizing the truth that every private and separate good is delusion. When the trusts are compelled to recognize this the work of the Interstate Commission will be completed, but not till then. The "square deal" is still the big issue, and it will press harder and harder for settlement. We have divided the church and state; we must divorce the "interests" and law-making. If we do the "interests" make our tariffs long enough we shall have an explosion.

OUR FAILING OYSTER CROP

Canada's oyster crop, which comes mainly from the Maritime Provinces, requires immediate and drastic attention. In 1889 Canada was at the height of its oyster production, and harvested 64,646 barrels. Since 1901 the yield has never risen above 40,000 barrels. In 1907 it fell to 37,299. By 1910 it had risen to 38,535. The greatest decline has been in Prince Edward Island, which fell from 57,042 in 1882 to 9,674 in 1907. New Brunswick, from 1885 to 1890, had an average annual production of 21,000 barrels. This declined to 12,470 in 1908; it has since been increasing slowly.

While waste, neglect, and improvidence have been ruining the Canadian oyster industry, the demand, both local and foreign,

has been increasing rapidly, and in twenty years prices have increased by 240 per cent. In 1890 the price was \$1.00 per barrel. In 1908 and 1909 prices ranged from \$0.80 to \$7.00 per barrel. Canadians consumed in 1909-10, 389,500 gallons of foreign grown oysters, in spite of a duty of from 17 1/2 per cent to 25 per cent on oysters in the shell, and from one and one-half cents to three cents a pint for those shelled or preserved.

The total value of oysters imported in 1909-10 was \$308,168 and the duty paid on them was \$43,697. Thus Canada is paying to other countries \$350,000 a year for oysters which it could easily produce itself if the industry were carried on under proper conditions and the oyster beds were protected against illegal and improvident methods.

The information given here is issued by the Dominion Commission of Conservation in a pamphlet written by M. J. Patton, M. A., assistant secretary of the commission. The facts are forcibly presented, and should create a strong public sentiment in support of the conservation measures proposed by the commission.

NOTE AND COMMENT

Cigarette smoking in the Dominion during the last fiscal year increased by nearly forty per cent, as compared with the year previous. The cigarettes consumed in the Dominion during the last fiscal year amounted to 49,770 pounds. Ontario leads in the consumption of cigarettes, Quebec comes next, and British Columbia is third in the use of "coffin nails."

Straws show how the wind is blowing. "Mr. David Kerr," says the Montreal Herald, "has been warning manufacturers not to forget to put their cost of production high enough when they submit information for the guidance of the new government in tariff matters. The warning was sadly necessary; it is horrible to think of great national industries being wiped out of existence because they omitted to ask for sufficient protection. And the thing is so common."

It is all very well for Mr. Asquith to say that Britain does not want to be Germany away from her place in the sun, but we must not forget that the sun shines in a world in which the opportunities for the acquisition of German colonies and spheres of influence are extremely few. The British government must do something tangible to show that Mr. Asquith's phrase conveys a real expression of friendship for Germany and a desire to live at peace with her.—Toronto Globe.

Britain proposed gradual disarmament. That was refused. She can scarcely relinquish her margin of security while Germany keeps on preparing for war.

The Westminster Gazette, London, of November 18, has the following:

Mr. Bonar Law may fairly be regarded as the first native of New Brunswick to be elected to the House of Commons, and the maritime province takes pardonable pride in his elevation. But it has long been noted, not only in Canada but in the States, for the large number of the men, British lawyers and bankers, that it has produced. A well-known native of New Brunswick in the City is Mr. P. W. Taylor, the manager of the Bank of Montreal, and in Canada street. Not a little of this success may be ascribed probably to the fact that since the earliest days the New Brunswickers have always been particularly well educated people. Their forefathers, the loyalists who retired from the United States to this province at the conclusion of the War of Independence, included many of the most cultivated people in the American Continent. So much was this the case that it is said that immediately after 1783 there were more graduates of Harvard in New Brunswick and in Canada generally than there were in the United States.

WILL DECIDE ABOUT
CHATHAM PULP
MILL VERY SOON

Chatham, N. B., Dec. 3.—W. B. Snow has received a telegram from Mr. Harling of Montreal, in which he has advised the sale of Miramichi Pulp & Paper Company's property here, stating that the report of Carl Riddon and Charles Read, who have been already in the banks of England, has been received on the other side and is now being carefully examined by people interested in the property. The question is being given earnest consideration. Their decision will be reached within few days and will be made known by cablegram.

Whether or not is one of buying the pulp mill alone or of also entering into negotiations for the purchase of Big Snowball plant as well and running two industries or one is not known. The first would require about \$400,000 to buy out and place in first class running order, while the latter proposition would require a capital of probably \$1,200,000 to swing, but it would give a plant for milling and pulp making purposes that could not be equalled in the three provinces.

ABE MARTIN

MANUFACTURE
KEEP'S
SHOP
EARLY
MORNING

REPORT OF BOARD
OF TRADE COUNCIL

Good Work Done During the Year for City and Province

NEED OF MORE
Urgent Question of Immigration to Eastern Provinces—All Boards of Trade Should Unite in Agitation for Publicity Campaign—Interesting Statements.

The efforts of the Board of Trade to advance the interests of the city of St. John are set forth in an interesting manner in the annual report of the council of the board which will be submitted to the annual meeting on Monday. The report has been issued in pamphlet form and makes a concise history of what is being done to stimulate the growth, development and prosperity of the city.

One of the most important matters dealt with is the problem of increasing the flow of immigration to Eastern Canada. Concerning this the report says:

The council has given some attention to the question of raising the standard of immigration to the Eastern provinces by the press and the Board of Trade of these provinces, in the hope that such an agitation might lead to the establishment of a definite policy of cooperation between the governments of the province and the federal government. Through the efforts of the president, the Canadian Council and some of the leading papers in Montreal and Toronto have devoted considerable space to the question.

The vigorous immigration policy of the federal government and big railway companies has so focused the attention of the emigrant on Western Canada that the future of that part of the country in this respect is practically assured, and the present position of the eastern provinces is expected to pursue a similar policy in the interest of Eastern Canada. With the splendid inducements these provinces offer in terms of land, climate, and facilities of farm produce, small fruits, apple culture, etc., with good markets within a few miles of the farm and direct railway transportation from the farm to these markets, with education, religious and social conditions very similar to what the better class of emigrant has been accustomed to at home, it ought not to be a difficult problem to get European immigration to settle in these provinces, where in addition to the many other advantages they offer over the western country, they would be some three thousand miles nearer their old homes.

A Big Question

"The question is too big for any single board of trade to handle independently, but we would strongly recommend the board soliciting the co-operation of the board of trade of the Eastern provinces in a definite policy of cooperation for some recognition in its immigration policy."

The last year has been an unusually encouraging one on account of the interest in the work which has been shown by the citizens. Concerning this the council says: "It is most gratifying to your council to be able to report that the growth of the organization, both in activity and membership. Committee meetings, council and general board meetings are held much more frequently, the scope of the board's activities has greatly broadened, and the members coming up for consideration are dealt with with that thoroughness and despatch which alone makes the action of the body of real value to the community."

"Probably the best indications of the board's increasing usefulness and popularity in the community is shown by its growth in membership. The active business and professional men are not apt to be associated with any moribund organization. It is only six or seven years ago that the total number of members on our roll did not exceed one hundred and forty-five, some of whom were so far in arrears with their dues that they could not really be considered members. We have today a membership of three hundred and eighty, and in good standing, as a careful system of weeding out those in arrears has been kept up from year to year."

"The following matters dealt with by your council during the year are here referred to briefly for the purpose of record, and further, that they are reported in full at the general monthly meeting of the board."

Other Important Matters

Among the other matters dealt with in the report is the proposed sale of the West Side wharves to the federal government for which negotiations were carried on. The council would have had Mr. Simon, friend from Simcoe (Mr. Bennett) in the city of St. John to aid in our campaign on behalf of better trade relations with the United States, for the very important reason that the West India service, concerning the widening of Mill street, and the widening of the harbor, have been of great importance to the people of St. John, and would have gone far to remedy the situation which was a most embarrassing matter.

Well, Sir, I wish that during the late election I could have had my long friend from Simcoe (Mr. Bennett) in the city of St. John to aid in our campaign on behalf of better trade relations with the United States, for the very important reason that the West India service, concerning the widening of Mill street, and the widening of the harbor, have been of great importance to the people of St. John, and would have gone far to remedy the situation which was a most embarrassing matter.

In reporting on the bill affecting St. John which have been or are before the legislature, the council presents the report of the special committee which suggested that the council of the board of trade, in any charter granted to, or legislation enacted for, any electric, water, or other power companies, which are obtaining franchises of the streets, highways, roads or water powers of the province; that such franchises should never be perpetual; and further, that they should be subject to a revision of rates and regulations within a reasonable time; and that such charters or legislation should also provide for the service furnished, a yearly charge, and it will afford only a reasonable remuneration on the capital actually invested.

Mr. Burdett's suggestion that public meetings be held to consider civic questions is commented on favorably.

During the year the advertising committee has been busy and has accomplished a great deal in the way of making the advantages of the city and province more widely known.

The membership roll shows an increase of twenty-five names for the year.

The total receipts for the year were \$4,161.99, and the expenditures \$4,428.38 leaving a balance on hand of \$1,732.62.

SIFTING THE AIR.

"They tell me the pure food inspectors are going a little too far."

"How is that?"

"Why, they say the bakers are obliged to paste a label on the hole in the doughnut as a guarantee that 'only pure air passes through it.'—Cleveland Plain Dealer.

REPORT OF BOARD
OF TRADE COUNCIL

Good Work Done During the Year for City and Province

NEED OF MORE
Urgent Question of Immigration to Eastern Provinces—All Boards of Trade Should Unite in Agitation for Publicity Campaign—Interesting Statements.

The efforts of the Board of Trade to advance the interests of the city of St. John are set forth in an interesting manner in the annual report of the council of the board which will be submitted to the annual meeting on Monday. The report has been issued in pamphlet form and makes a concise history of what is being done to stimulate the growth, development and prosperity of the city.

One of the most important matters dealt with is the problem of increasing the flow of immigration to Eastern Canada. Concerning this the report says:

The council has given some attention to the question of raising the standard of immigration to the Eastern provinces by the press and the Board of Trade of these provinces, in the hope that such an agitation might lead to the establishment of a definite policy of cooperation between the governments of the province and the federal government. Through the efforts of the president, the Canadian Council and some of the leading papers in Montreal and Toronto have devoted considerable space to the question.

The vigorous immigration policy of the federal government and big railway companies has so focused the attention of the emigrant on Western Canada that the future of that part of the country in this respect is practically assured, and the present position of the eastern provinces is expected to pursue a similar policy in the interest of Eastern Canada. With the splendid inducements these provinces offer in terms of land, climate, and facilities of farm produce, small fruits, apple culture, etc., with good markets within a few miles of the farm and direct railway transportation from the farm to these markets, with education, religious and social conditions very similar to what the better class of emigrant has been accustomed to at home, it ought not to be a difficult problem to get European immigration to settle in these provinces, where in addition to the many other advantages they offer over the western country, they would be some three thousand miles nearer their old homes.

A Big Question

"The question is too big for any single board of trade to handle independently, but we would strongly recommend the board soliciting the co-operation of the board of trade of the Eastern provinces in a definite policy of cooperation for some recognition in its immigration policy."

The last year has been an unusually encouraging one on account of the interest in the work which has been shown by the citizens. Concerning this the council says: "It is most gratifying to your council to be able to report that the growth of the organization, both in activity and membership. Committee meetings, council and general board meetings are held much more frequently, the scope of the board's activities has greatly broadened, and the members coming up for consideration are dealt with with that thoroughness and despatch which alone makes the action of the body of real value to the community."

"Probably the best indications of the board's increasing usefulness and popularity in the community is shown by its growth in membership. The active business and professional men are not apt to be associated with any moribund organization. It is only six or seven years ago that the total number of members on our roll did not exceed one hundred and forty-five, some of whom were so far in arrears with their dues that they could not really be considered members. We have today a membership of three hundred and eighty, and in good standing, as a careful system of weeding out those in arrears has been kept up from year to year."

"The following matters dealt with by your council during the year are here referred to briefly for the purpose of record, and further, that they are reported in full at the general monthly meeting of the board."

Other Important Matters

Among the other matters dealt with in the report is the proposed sale of the West Side wharves to the federal government for which negotiations were carried on. The council would have had Mr. Simon, friend from Simcoe (Mr. Bennett) in the city of St. John to aid in our campaign on behalf of better trade relations with the United States, for the very important reason that the West India service, concerning the widening of Mill street, and the widening of the harbor, have been of great importance to the people of St. John, and would have gone far to remedy the situation which was a most embarrassing matter.

Well, Sir, I wish that during the late election I could have had my long friend from Simcoe (Mr. Bennett) in the city of St. John to aid in our campaign on behalf of better trade relations with the United States, for the very important reason that the West India service, concerning the widening of Mill street, and the widening of the harbor, have been of great importance to the people of St. John, and would have gone far to remedy the situation which was a most embarrassing matter.

In reporting on the bill affecting St. John which have been or are before the legislature, the council presents the report of the special committee which suggested that the council of the board of trade, in any charter granted to, or legislation enacted for, any electric, water, or other power companies, which are obtaining franchises of the streets, highways, roads or water powers of the province; that such franchises should never be perpetual; and further, that they should be subject to a revision of rates and regulations within a reasonable time; and that such charters or legislation should also provide for the service furnished, a yearly charge, and it will afford only a reasonable remuneration on the capital actually invested.

Mr. Burdett's suggestion that public meetings be held to consider civic questions is commented on favorably.

During the year the advertising committee has been busy and has accomplished a great deal in the way of making the advantages of the city and province more widely known.

The membership roll shows an increase of twenty-five names for the year.

The total receipts for the year were \$4,161.99, and the expenditures \$4,428.38 leaving a balance on hand of \$1,732.62.

SIFTING THE AIR.

"They tell me the pure food inspectors are going a little too far."

"How is that?"

"Why, they say the bakers are obliged to paste a label on the hole in the doughnut as a guarantee that 'only pure air passes through it.'—Cleveland Plain Dealer.

REPORT OF BOARD
OF TRADE COUNCIL

Good Work Done During the Year for City and Province

NEED OF MORE
Urgent Question of Immigration to Eastern Provinces—All Boards of Trade Should Unite in Agitation for Publicity Campaign—Interesting Statements.

The efforts of the Board of Trade to advance the interests of the city of St. John are set forth in an interesting manner in the annual report of the council of the board which will be submitted to the annual meeting on Monday. The report has been issued in pamphlet form and makes a concise history of what is being done to stimulate the growth, development and prosperity of the city.

One of the most important matters dealt with is the problem of increasing the flow of immigration to Eastern Canada. Concerning this the report says:

The council has given some attention to the question of raising the standard of immigration to the Eastern provinces by the press and the Board of Trade of these provinces, in the hope that such an agitation might lead to the establishment of a definite policy of cooperation between the governments of the province and the federal government. Through the efforts of the president, the Canadian Council and some of the leading papers in Montreal and Toronto have devoted considerable space to the question.

The vigorous immigration policy of the federal government and big railway companies has so focused the attention of the emigrant on Western Canada that the future of that part of the country in this respect is practically assured, and the present position of the eastern provinces is expected to pursue a similar policy in the interest of Eastern Canada. With the splendid inducements these provinces offer in terms of land, climate, and facilities of farm produce, small fruits, apple culture, etc., with good markets within a few miles of the farm and direct railway transportation from the farm to these markets, with education, religious and social conditions very similar to what the better class of emigrant has been accustomed to at home, it ought not to be a difficult problem to get European immigration to settle in these provinces, where in addition to the many other advantages they offer over the western country, they would be some three thousand miles nearer their old homes.

A Big Question

"The question is too big for any single board of trade to handle independently, but we would strongly recommend the board soliciting the co-operation of the board of trade of the Eastern provinces in a definite policy of cooperation for some recognition in its immigration policy."

The last year has been an unusually encouraging one on account of the interest in the work which has been shown by the citizens. Concerning this the council says: "It is most gratifying to your council to be able to report that the growth of the organization, both in activity and membership. Committee meetings, council and general board meetings are held much more frequently, the scope of the board's activities has greatly broadened, and the members coming up for consideration are dealt with with that thoroughness and despatch which alone makes the action of the body of real value to the community."

"Probably the best indications of the board's increasing usefulness and popularity in the community is shown by its growth in membership. The active business and professional men are not apt to be associated with any moribund organization. It is only six or seven years ago that the total number of members on our roll did not exceed one hundred and forty