

give greater hold space and the cars are to be carried on two decks with four tracks on each deck.

The train-ferry of the present day is so constructed as to be in every way as safe, and as reliable as any ordinary sea-going boat.

I may mention that an offer has been made to build a train-ferry to carry ten cars, with a speed of 12 knots, for a very reasonable amount. A ferry of that speed would do the distance between the Bay of Islands and Gaspé in 21 hours—and two ferry boats would therefore provide a daily service.

In conclusion I may say that I had the honor of giving evidence in St. John's before the Dominions Royal Commission, and that the interim Report of that Commission dealing with Newfoundland contains the following statement: "A syndicate is now considering the question of a train-ferry service with refrigerator cars from a port in Newfoundland to one on the Gulf St. Lawrence in order to convey fresh fish to centers such as Toronto and Chicago. The project extends to the conveyance of turbot, halibut, etc., as well as, or even in substitution for cod.

Whether or not this project is feasible, the problem to be solved in connection with the development of a trade in fresh fish, is largely one of the expeditions collection of the fish, and we think that the Colonial Government would be well advised to obtain further expert assistance on this point."

The Newfoundland Legislature has passed an act granting this company substantial privileges and concessions, and one of the objects for which I have been asked to bring the matter before you to-day is that you may be in a position to judge whether the projected train-ferry, for the development of a general trade, and not merely of a trade in fresh fish, would be of value for Quebec as well as for Newfoundland.

I have tried to show you how Norway and Sweden have extended their fisheries—how before the war Sweden was supplying Europe with fresh fish and changing the system of doing so by using train-ferries over long distances—and you have at your doors fisheries quite as valuable

as they have—in the Gulf of St. Lawrence and off the coasts of Newfoundland.

Why should it not be possible by means of similar train-ferries, and by an arrangement of cold storage, touching navigation on the one side and railway tracks on the other, for Quebec to become the principal fish distributing port of Canada, whence fish could be transhipped to all points by the railways which radiate from it in every direction.

In a word to become what Aberdeen and Grimsby are for the United Kingdom, a fish distributing centre for Canada and for the Western States.

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From the 'Quebec Telegraph' of Friday, December 20th, 1918, on the above address:—

His Honor the Lieut.-Governor, Sir Charles Fitzpatrick, was the guest of honor yesterday afternoon at a general monthly meeting of the Quebec Board of Trade, which was largely attended by members to assist at the presentation of an illuminated address of congratulation to His Honor, and also to listen to an address from Mr. H. C. Thomson, of London, England, on the subject of fish and deep water fisheries.

The President, of the Board of Trade, Mr. O. W. Bedard, presented Mr. H. C. Thomson to the meeting, who he said addressed the Quebec Board of Trade in the year 1912 on the question of an endeavor to bring about the establishment of a train-ferry service between Newfoundland and Canada, and since had succeeded in forming a company to which the Newfoundland Legislature had granted a charter for the construction of a short broad gauge railway, which however, owing to the war was left in abeyance. Therefore, Mr. Thomson, was devoting himself mainly to showing the importance of fish as a factor in food supply. During the war the feasibility and usefulness of sea-going train-ferries has been fully demonstrated, and it is on the effect they have on the development of a trade in fresh fish that the Board had asked Mr. Thomson again to address them;