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TRAIN-FERRIES

AND THE

PROBLEM OF FOOD SUPPLY

ADDRESS

DELIVERED BY

MR. H. C. THOMSON

BEFORE THE

QUÈBEC BOARD OF TRADE

IN THE PRESENCE OF

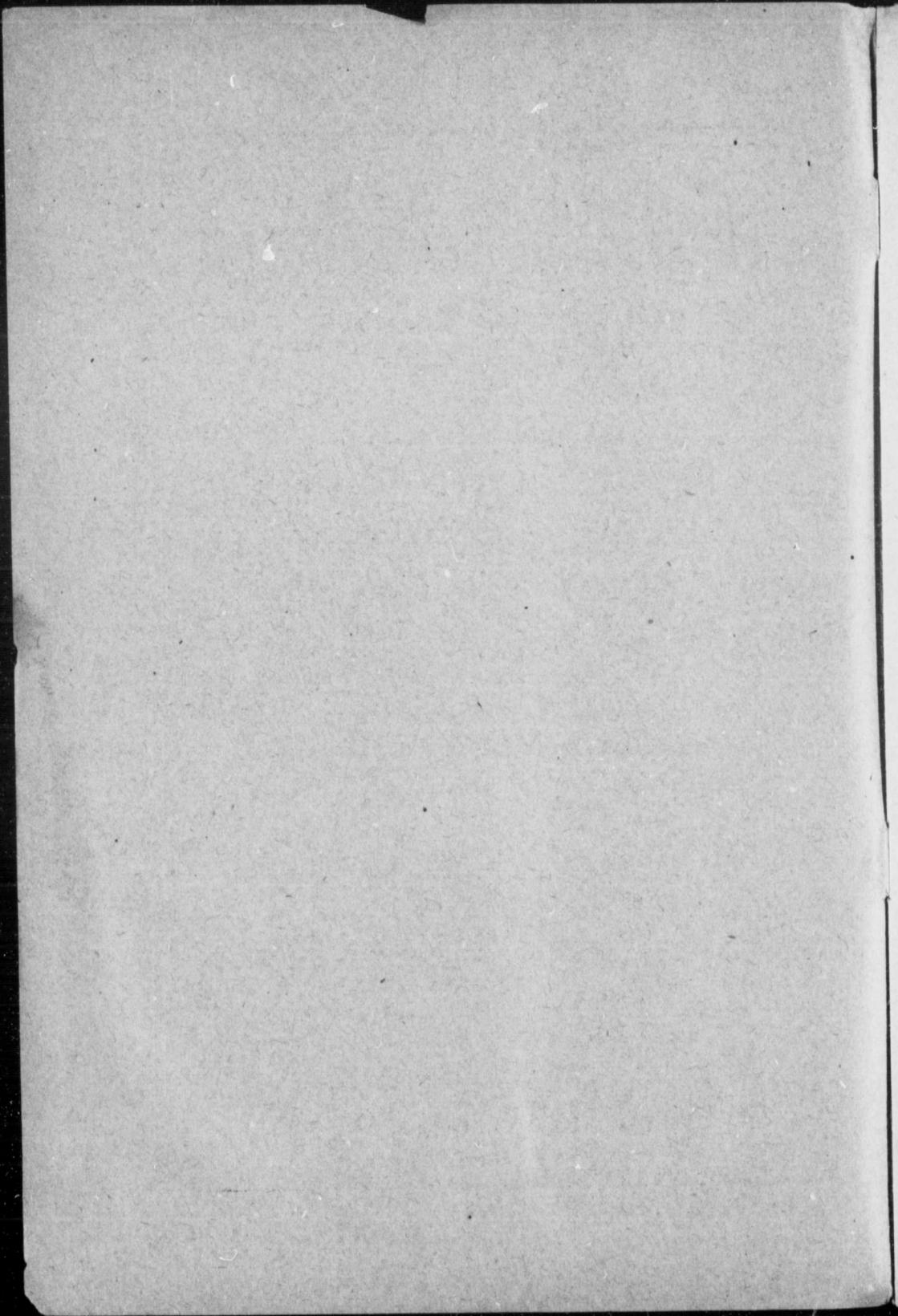
The Right Honorable Sir CHAS. FITZPATRICK, P.C., K.C.M.G.

LT.-GOVERNOR OF THE PROVINCE OF QUEBEC

THURSDAY DEC. 19th, 1918



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TELEGRAPH PRINTING CO.
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I feel much honored by being asked to address the Board of Trade of Quebec upon train-ferries, and upon their influence on a trade in fresh fish; for the importance of fish at the present time cannot be exaggerated. It is destined in the near future to play a greater part in the feeding of the world than it has ever yet done.

The demand upon meat, due to the immense armies in the field, has caused prices to go up to an unprecedented extent, and it is not likely that they will come down again for a long time, if ever. Even before the war the growing shortage of meat was making itself felt. The export of live cattle and of chilled meat from the United States had stopped altogether. That country for some time past has absorbed all her own supplies, and is drawing now upon outside sources.

Mr. James B. Poole, writing in the *Farmer's Gazette* in February of the present year, depicts vividly the exceedingly critical food condition of the world at the present time.

"There exists a world-wide shortage of both meats and bread stuffs. Nature has apparently determined to put the civilized world on a semi-famine basis. Every country of surplus food production in both Northern and Southern hemispheres is delinquent. Argentina has been in the throes of drought, Australia has been eliminated by the same agency as contributor to the world's larder, and here in North America drought and depletion have exerted production repression influences.

internecine feud has put Mexico out of the cattle question; grain raising has been the chief factor of depletion in Canada and in the United States.

Cattle breeding has been materially contracted, and the wool and mutton industry depleted until it has no footing west of the Missouri River. Only in pork production has there been decided increase recently, and but for that development America would have been meat hungry long before this."

Soon after the war began, attention was called in the United States to the impending shortage of meat, and it was shown that the only way to reduce the cost of living in the future would be by a more scientific exploitation of the resources of the sea. Before long, it was stated, meat will be too dear for any but the wealthy classes. When that time comes, the bulk of mankind will have to fall back upon fish, just as they did after the Napoleonic wars. It is the cheapest and thriftiest food there is, and it ranks very high in food value.

In the "Times" resume of our food resources, published immediately before the war, in June, 1914, it was stated that fish contains more nutriment (bulk for bulk) than any other kind of food.

Its value even then was becoming generally recognized all over Europe.

The annual report for 1913 on the sea fisheries of England and Wales contained the following statement:

"A great part of the expansion of fishing enterprise in recent years is no doubt directly connected with the increased continental demand for fish and fishery products. This demand may be assumed to have been affected by the general rise in the price of all food stuffs, and notably meat, which has caused attention to be directed to the use of fish as food."

In consequence of this increased demand British fishing firms, before the war, were extending their operations to more distant waters, and were on the lookout for new and undeveloped fishing grounds in order to increase their source of supply. The question is, do such grounds exist, and can they be turned to account in the present emergency?

It can be shown incontestably that they do exist, in the Western waters of the North Atlantic, and that only organization is needed to render them immediately available; though in saying this I do not for a moment underrate the difficulties implied in the word "organization" or the obstacles which will have to be overcome. They are many and great.

But as the war has gone on the food question has become increasingly urgent, and the opinion is rapidly growing that every possible source of supply should be drawn upon; that mere difficulties should not be allowed to stand in the way; that if the food is there, the difficulties shall and must be overcome.

Before the war Great Britain depended largely upon the fish brought in ice from the White Sea, Iceland and Morocco by the deep-sea trawlers; a number of German trawlers, for instance, used regularly to land large quantities of Icelandic fish in Aberdeen—as much as from 700 to 800 tons a day. That, of course, has come to an end, and the taking over of most of the British owned deep-sea trawlers has still further curtailed the supply.

There seems no reason, however, why the deficiency should not be made good from the fishing grounds on this side of the Atlantic, and the fish landed in equally good condition. It is purely a matter of organization.

The Newfoundland Government are doing all they can to increase the catch, but so far the fish has had to be marketed almost entirely in a cured, green or frozen state. Hardly any is exported fresh. Mr. Coaker, however, has always advocated a fresh fish trade because it makes the fishermen more prosperous and independent, and he has stated that the Fisherman's Union will cooperate cordially in any effort that may be made to bring such a trade about. There is no doubt

about the immense quantities of fish such a trade would render available.

These grounds are more extensive by far than those around Iceland, and the French trawlers, which also fish off Iceland, have shown that they are more prolific. The difficulty during the war has been to obtain the necessary tonnage, and it has proved to be so far an insuperable one. It has not been in the lack of fish.

Mr. Walter Duff, of the Scottish Fisheries Board, made an extended inspection of the Newfoundland Fisheries on behalf of the Newfoundland Government in 1914, and gave a full report.

I will quote certain passages from that report; for should a train-ferry service be established from Newfoundland to the main land, Newfoundland fish will become more easily available for the Canadian and American markets than for the other side of the Atlantic; and it matters little where the fish is sent so long as it is made use of, and other food stuffs rendered available for places where they may be more needed.

Great efforts are being made now in the United States by the National Food Administration under Mr. Hoover and Mr. Kenneth Fowler to increase the consumption of fish; the rallying cry being "catch more fish, and eat more fish, and save the beef and the wheat for the boys over there."

Great efforts are also being made to the same end both in Canada, and in Newfoundland; but all the fish that can possibly be caught will be needed before long, for the whole of Europe will soon be in a state of semi-starvation.

Mr. Duff's report, shows how great the fishery resources of Newfoundland are, and of what value they will be if they can be fully utilized to meet the coming crisis.

I may mention that I was privileged to accompany Mr. Duff, and so was enabled to acquire a great deal of valuable first-hand information regarding the nature and extent of these immense fishing grounds. I will quote briefly what he said about the more abundant kinds of fish. It will give some idea of how varied and extensive these fisheries are.

"The principal fish in Newfoundland," he says, "is the cod, so much so that it overshadows all other fish. Its total value last year (1913) was £1,644,700, whilst the value of the herrings was only £79,983. Yet from my own observations and from the information I was able to acquire there seems to me no doubt that, properly handled, the herring fishery may become almost as important and as valuable as the cod."

Mr. Duff found that the Newfoundland herring have a somewhat tougher skin than the Scottish herring, which will enable them to bear transportation better. He says: "I consider them for flavor and quality superior to the bulk of herrings caught in Scotland. Indeed, the herrings of Newfoundland remind me of those caught on the west side or Atlantic side of Castle Bay, Scotland, the finest in quality and flavor in the British seas."

The Newfoundland cod fishery is the greatest in the world but Mr. Duff says: "Immense though it be, it is capable of still further extension if improved methods of fishing were adopted." He speaks most favorably also about the salmon: "Moreover the salmon at the present time is caught almost entirely in the cod traps. If it were fished for with proper salmon nets, the salmon fishery might be developed into a most important branch of the fishing industry, for from all I could gather there seems little doubt that with proper protection Newfoundland might be made one of the most important salmon-producing countries in the world." Mr. Duff dealt briefly with many other kinds of fish, haddock, hake, halibut, the Newfoundland turbot, flatfish, skate, caplin, smelts, sea-bream, tuna or horse-mackerel, lobsters and cels.

Even dog-fish are being used freely both in London and in New York, and are fetching good prices. As Mr. Duff expresses it, "Once get a means for getting fish away, and before long every fish in the sea that comes to the net or the line will be utilized, as is the case in the densely populated countries of the Empire." He sums up the possibilities of these vast and largely undeveloped fishing grounds in the following words: "With its harbors

and its great, land-locked fiords Newfoundland ought to build up a fresh fish industry which will in time equal its salt-cod industry, and be unrivalled anywhere in any part of the world. The initial difficulty lies in the very immensity of the coast line, in the means for collecting the fish when caught, and concentrating it at suitable points for transportation to the European and American markets; for the first essential—I would again lay stress upon this—to a successful fresh-fish industry, is as far as possible a constant and uninterrupted supply of fish, and regularity and rapidity of delivery."

How rapid the growth of a fishery can be, when ready means of access to a market are provided, is exemplified in the case of Grimsby.

"I will quote from Mr. Aflalo's well known book, "The Fishing Industry of England and Wales."

In 1854 Grimsby despatched 453 tons of fish. In 1882 the total was 56,000 tons; in 1892, 78,225 tons; and in 1902, at the end of which year the port owned over 500 trawlers, mostly under steam, the output reached the enormous total of 165,570 tons. . . .

In an average busy day the Great Central officials are concerned in the dispatch of two or three hundred fish wagons, conveying 700 or 800 tons of fish, while as many as 1,153 have actually been sent away in one day."

M. Marcel Herubel in a most valuable book on Sea-fisheries, published in 1912, shows how the same rapid development has taken place in Boulogne. To take a nearer instance, during the present war Iceland, which was a poor country, has become rich by the sudden rise in the importance of her fisheries—whilst Norway has trebled both the value of her catch and of her manufactured fishery products. The Government has taken control of all branches of the fisheries and is spending the greater part of the increased revenue in railways and improved coastal communications to enable them to be still further developed. If similar efforts were made here, and if suitable means of transportation were provided, a like development might be confidently looked for here.

Establish a train-ferry route and just as the American fishermen prefer to sell their fish in bond at Prince Rupert in order to save the long run of 1000 miles to and from the fishing grounds and Seattle, so they will prefer to ship direct from Green Bay to save the long run down to Boston or Gloucester.

The market is a greater one and the fisheries are just as prolific and as capable of extension.

I have shown how immense the Newfoundland fisheries are. The Canadian fisheries are quite as great. The following statement is taken from the Canadian Fisheries Report for 1916-1917.

"It is not an exaggeration to say that Canada possesses the most extensive fisheries in the world; moreover, it is safe to add that the waters in and around Canada contain the principal commercial food fishes in greater abundance than the waters of any other part of the world. The extraordinary fertility of what may be called our own waters is abundantly proved by the fact that, apart from salmon, all the lobsters, herring, mackerel, and sardines, nearly all the haddock, and many of the cod, hake, and pollock landed in Canada are taken from within ten or twelve miles from shore

The coast line of the Atlantic provinces, from the Bay of Fundy to the Strait of Belle Isle, without taking into account the lesser bays and indentations, measures over 5,000 miles; and along this great stretch are to be found innumerable natural harbors and coves, in many of which valuable fish are taken in considerable quantities with little effort."

These fisheries, more particularly, those of the Gulf of St. Lawrence ought to be utilized a great deal more than they are, for the fact cannot be too often re-iterated that in the years immediately before us food is going to be more important than any thing else. Nothing conduces so much to industrial unrest as the high price and the scarcity of food. Hunger is a great unsettlement.

And in considering this question we must remember that the hour of need is near at hand. The high

cost of living, so far, has not caused any widespread distress—not certainly amongst the working class—for those of them not actually serving in the ranks have nearly all been employed on high wages in munition factories, or on other war work. The real pinch will come in a year or so from now, when all this work is at an end; when the exhaustion of the war and the tightness of money will make it difficult to start new industries, when thousands of people will be out of employment, while food will be just as dear because of the heavy taxation and the depletion of supplies.

Then if Canada and Newfoundland have put themselves in a position to supply fish in sufficient quantities to bring down prices, here or on the other side to before war figures, or even, lower, they will be rendering an inestimable national service. But that fish cannot be supplied unless the necessary preparations are made beforehand. It will be too late when the crisis is on us, the proper time for making them is now. There is work for every one who can lend a hand.

It has been found that to keep fish in cold storage for long periods is by no means a satisfactory solution of the problem. It does not cheapen the prices of fish. Instead it has worked in favor of the trusts.

Mr. Walter Long, the Colonial Secretary has stated that he thought great openings can be found in connection with the fishing industries on the two coasts of Canada; that there is an immense industry to be created and developed in connection with the sea fisheries. Moreover, if fish can be made more plentiful and cheaper, its consumption will increase proportionately.

Professor Prince, the Dominion Commissioner of Fisheries, who has done so much to bring about a more general use of fish, has told us that the amount consumed in Canada is about half that consumed in England—only 30 lbs. per capita as compared with 56 lbs.

It is not that people will not eat fish, it is the high price, and the difficulty of obtaining it that stands in the way. What is needed is a

regular and reliable means of transportation, to bring the fish direct from the fisherman to the consumer.

That is what Mr. Aflalo lays such stress upon—a regular supply of fresh fish must, he says, be the paramount object of all future fishery effort.

He has shown the stimulus given to the development of the British fisheries by rapid railway communication from the fishing ports to the great centers of population,—that what is essential to create a great and permanent fishing industry is a daily supply of fresh fish such as we have in England—so that the fishermen are kept in direct contact with the market and have the advantage of a ready money business—rather than the accumulation of great stocks of frozen fish, bought cheap where there is a glut, and sold dear when there is a scarcity.

As I have before stated, to keep fish in cold storage for long periods is by no means a satisfactory solution of the problem. A leading article in the "Daily News" of St. John's, Newfoundland, of the 9th January, 1913, commenting upon an interview in the Montreal "Witness" with Dr. Robertson, the head of the Canadian Conservation Department, states certain draw-backs to it very clearly and forcibly:—

"Dr. Robertson's idea was that cold storage would cheapen the price of food. Instead it has worked in favor of the trusts. Fish bought for a small figure is held in cold storage until stocks are low, when it is placed there at the seller's price; so with eggs and meat. Another serious feature, and one that the Health authorities are beginning to appreciate, is, that although cold storage preserves, it does not so indefinitely, so that foodstuffs deteriorate under the process. The result is that the article sold is often positively detrimental. . . Health authorities have had sufficient opportunity to say just how long it is safe to keep the various food stuffs. If it were made illegal to sell cold stored article after such time, the trouble would soon vanish, and cold storage prove what it should be, a blessing to man. As things now are, the producer and consumer are both being sacrificed for the benefit of the cold

storage magnate who attempts to corner the market."

If instead of cold storage depots, in which the fish is kept for an indefinite time, train-ferries and refrigerator cars were employed in which it could be kept constantly moving through to the different markets, none of these bad results would follow. The fish would be delivered to the customer in a fresh and wholesome condition, and the cornering of markets and consequent control of prices would be rendered extremely difficult.

The fishermen would have an alternative market and the regularity and rapidity of the service would enable them to deal directly with their purchasers, at fair competitive rates.

There is no reason, whatever, why the fisheries here should not be developed in the same wonderful way as the British fisheries if efficient means can be devised for marketing the fish fresh; for bringing it, not from one or two great distributing centres, but for linking up as many great fishing areas as possible so that they may all share in the same rapid transportation service in spite of the long distance to which the fish will have to be sent. The only suitable means for doing this seems to be the refrigerator car, and if the Newfoundland fish is also to be used, the train-ferry, Sir Douglas Hazen, when Minister of Marine, stated that freight trains with iced freight cars had proved to be unsatisfactory. The trains were a long time on the way, the ice melted and the fish was spoiled; and he said that the plan had been adopted instead of sending the fish by a refrigerator car, attached to the passenger Express, with excellent results.

I have often been asked why ordinary steamers, with refrigerator holds, would not do just as well as refrigerator cars on a train-ferry. Sir Douglas Hazen's statement is the answer—with the repeated handling, the fish would deteriorate even more than it has been found to do in the iced freight cars.

Those familiar with the fish trade say that the only way by which satisfactory results could be obtained, would be to pack the fish into refrigerator cars directly after being

caught; that to send it across in refrigerated steamers, to be again transferred into cars at the port of landing, would not succeed at all where the fish has to be sent afterwards to such great distances; that it could only be kept fresh if it were never handled after being taken from the boats and packed in the cars.

Bring the fish over from Newfoundland in refrigerator cars on train-ferries, and before long it will be necessary to have, not a refrigerator car attached to an express train, but a rapid fish express consisting solely of refrigerator cars. In Great Britain this fish express takes precedence of all other trains, and if the demand for fish increases it may have to do so here, for fresh fish can be sent great distances if properly looked after.

Before the war, it was sent all over Europe from the North of Norway and Sweden, carried across the Baltic by the train-ferry between Trelleborg and Sassnitz.

So, too, in this country.

The report of the Conservation Commission of Canada for 1915, states that shipments of fresh halibut are regularly made on refrigerator cars from Vancouver, New Westminster and Prince Rupert to the cities of Eastern Canada, even to Toronto and Montreal, and that, though they take from four and a half to six days in transit they arrive in good condition provided they are fresh caught when sent off.

In the United States, at the present time regular shipments of many varieties of fresh fish are being sent from the Gulf of Mexico to Nashville, Louisville and Indianapolis in order to encourage the use of less meat by an increased use of fish—an agent of the Department of Agriculture is working with the Railroad Administration in handling the transportation, and the distribution is under the direction of State and city food administrators, in cooperation with the Bureau of Fisheries. The same thing could be done here.

Professor Prince, and there can be no greater authority, has stated that with help from the Government and under official supervision it would be quite possible to carry out a scheme all over the Dominion

for distributing fish to every town and village.

To take an example from your own Province of Quebec—if fish can be sent fresh for such great distances, and under such far more trying climatic conditions, so far as from the Gulf of Mexico to Louisville, it could surely be sent equally well from the great fishing grounds that stretch along the Bay des Chaleurs, grounds famous for centuries, which are in direct connection throughout the whole of their length with the railway which runs from Matapedia to Gaspé along the line of the coast and touches at various ports from which the fish could be shipped in an absolutely fresh condition, caught only a few hours before,—or better still it could be sent direct all the way up the great waterway of the Saint Lawrence. Quebec ought to have one of the finest fish supplies of any city in the world, with a great landlocked arm of the sea at her very gates, yielding her an inexhaustible supply of fish just as her mountain lakes yield her an inexhaustible supply of water.

A regular trade would lead to the fish being sent off in better condition; a very important matter. Professor Prince has called repeated attention to the careless way in which it is now handled by the fishermen at the time it is caught.

When they find they have a steady market and that they can get better prices for fish in first class condition they will take just as much care of it as fruit growers do of their fruit to prevent it being bruised or hurt.

With regard to the suitability of Gaspé or Paspébiac as the train-ferry terminus, Mr. J. F. Downey, a member of the Newfoundland House of Assembly, speaking on March 10th, 1914, on the Resolutions then before that House relating to the proposed train-ferry, made certain statements which are important, and which I will read to you:

“As far back as the year 1902 I realized that other facilities than those existing at Port-aux-Basques were requisite to the building up of a large fresh fish business, and I submitted to the Government of

that day a proposition covering very nearly in its entirety the scheme now submitted to the House in the Resolutions that we are at present discussing.

The following extract from the proposition that I then submitted to the Government will show that in these days—12 years ago—the time, in my opinion, was ripe for the introduction of the facilities that are now contemplated.

I said, in part, in that communication:

"To transit frozen fish and herring to Western Canadian or United States points, via Sydney, means a steamer freight of 250 miles from Bay of Islands to Sydney, and a railway car freight of 1000 miles from Sydney to Montreal—a total mileage by this route of in or about 1250 miles.

"An alternative, and far more advantageous and economical route, would be by steamer from Bay of Islands to Paspébiac, near Gaspé—to which port there is a branch of the Intercolonial Railway—a distance of less than 400 miles. From Paspébiac to Montreal the railway freight would be over a distance of about 470 miles, making a total mileage of slightly in excess of 800 miles, and a saving in distance of over 400 miles. (At that time I should say, the railway did not extend to Gaspé which is in every way more suitable as a terminal)

"In the case of the Sydney route four-fifths of the distance is by railway freight, which is far more expensive than water borne freight. The Paspébiac route has other most important advantages which it is not necessary to refer to here."

"The scheme here outlined, Mr. Chairman, failed to evoke any interest on the part of the Government and was lost sight of, but I am abundantly pleased to see it resurrected and, I hope, developed into actual operation through the scheme embodied in these resolutions."

I have confined myself in this paper solely to the influence of a train-ferry upon the development of a trade in fresh fish, but the impetus given to trade generally by the adoption of such a system is made

apparent by the following figures kindly supplied by the Swedish Chamber of Commerce in London, showing the increase of traffic between Trelleborg, in Sweden, and Sassnitz, in Germany, since the establishment of the train-ferry service.

For the six months, July-December, 1908, immediately preceding the establishment of the train-ferry, there were 9,640 passengers, and 2 600 tons of goods.

For the corresponding six months in the undermentioned years, after the adoption of the train-ferry, the figures were:—

July-December, 1909: Passengers, 34,248; goods 35,100 tons.

July-December, 1910: Passengers, 43,415; goods, 55,136 tons.

July-December, 1911: Passengers 48,819; goods, 44,376 tons.

And for the whole year, 1913: Passengers, 95,746; goods, 111,349 tons.

An increase in four years from roughly 20,000 passengers to 96,000, and in goods from about 5000 tons to over 111,000.

I may mention that there are four train-ferries operating now across the English Channel although the tide at Boulogne is 31 feet, and on the English side 24 feet.

There will not be that difficulty in the case of the Newfoundland Ferry as spring tides both at Gaspé and at the Bay of Islands only rise 5 feet. The distance 257 miles seems rather long, but the projected train-ferry between Gottenberg and Immingham will be 520 miles across the widest port of the North Sea. The Swedish Royal Commission appointed to inquire into the matter has reported unanimously in favor of a daily 20 knot train-ferry and that it should be made an adjunct of the Swedish State Railways.

There is no reason, indeed, why the train-ferry, if thought desirable, should not come all the way up to Quebec, which is almost the same distance from Bay of Islands as Gottenberg is from Immingham, calling at Gaspé on the way.

These train-ferries are to take 150 cars of from 12 to 15 tons carrying capacity—that is to say about 2,000 tons in all. They are to have turbine engines so as to

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.

—oo—

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;

for in these days of high prices of food, the question of a better and cheaper food supply is of much importance to Quebec. Mr. Thomson in the course of his interesting lecture spoke of the influence the train ferry had on trade and the carriage of fresh fish and meat, and said fish was destined in the near future to play a greater part in the feeding of the world than it had ever yet done.

His Honor the Lieutenant-Governor congratulated Mr. Thomson on the able and lucid manner in which he had placed the question before the meeting, and in expressing his thanks dwelt upon the importance of Canadian fisheries. He alluded to the time that he was appointed a member of the Fisheries Commission by the British Government, and the anxiety of the Americans to get hold of the fisheries showed how valuable an asset they are. He did not see why the port of Boston should be the fish distributing point, for Canada, but was told that the fish caught off the coast of Gaspé that went to Boston was afterwards reshipped to Toronto and other Canadian cities. He said we ought to be able to develop our own Canadian fisheries, as the possibilities were enormous, and from the year 1894, the consumption of fish had increased 90 per cent.

Mr. Godfrey W. Rhodes, seconded by Mr. Jos. Picard, moved the following vote of thanks to Mr. Thomson, which was unanimously adopted:—

Resolved:—That the thanks of this general meeting of the members of the Quebec Board of Trade be expressed to Mr. Harry Cranfuird

Thomson, of London, for his most interesting address upon the extent and wealth of the deep sea fisheries of the gulf of St. Lawrence, the Baie des Chaleurs and the coasts of Newfoundland and Labrador, and that the Board desires to express its conviction of the inestimable value of these fisheries as a source of cheap food for the people of Canada and the United States, made so urgent by the present high prices of all other food. That the experience of Aberdeen, Grimsby and other fishing ports of the United Kingdom, when thousands of tons of fresh fish have of late years been sent daily in chilled cars to all the cities of England and Scotland, and also that of Gloucester, Mass., whence similar shipments are made to United States centres, and where fish preserving and curing in all its shapes is now being carried on, would seem to point to the advisability of more attention being paid in Canada to the exploitation of this source of cheap food. There would seem to be no reason why Quebec should not become, like Aberdeen or Grimsby, a distributing point for fresh fish brought in by properly equipped iced fish carriers from Baie des Chaleurs and the Gulf of St. Lawrence, destined to all points in Canada and the United States, provided a suitable iced warehouse were erected on the Louise Dock alongside both railway tracks and deep water.

Resolved:—That copies of this resolution be sent to the Mayor of Quebec, the Chairman of the Harbour Commission, the Minister of Marine and Fisheries and the Provincial Government.