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U.S. OFFICIAL PAPER SEES SOME EVIDENCE OF A TRADE REVIVAL IN THE MARITIME PROVINCES

(U. S. Commerce Reports.)
The Maritime Provinces of Canada—Prince Edward Island, Nova Scotia, and New Brunswick—experienced a particularly severe depression after the war, as the climax of a general decline in commercial activity extending over a considerable period. In the light of recent developments, the crest of the postwar difficulties seems to have been passed in 1925, although a good many favorable factors in 1926 returns failed to stimulate any optimism in trade circles.

In December, 1926, the Royal (Duncan) Commission of Inquiry, appointed by the Dominion Government to inquire into the economic situation of the Maritimes, submitted a report which embodies a very frank discussion of the basic problems of the Provinces, with concrete recommendations for their relief in several directions; a few months later, the Canadian Parliament adopted several items of legislation based on the commission's recommendations.

Developments in 1927, while they present no very unusual features, point to a higher level of activity in many lines than for some years. Emigration has been falling off recently, more money is in circulation, bank clearings and savings have improved, and the construction program is better. The tendency to invest in local enterprises is an excellent indication of a growing confidence in the future, for which the so-called "Duncan" legislation is at least partially responsible.

The hard times of the past decade have emphasized the desirability of a wider distribution of the productive activities of the Provinces, in order to more nearly meet local demand. The present substantial import of foodstuffs is evidence of the need for the development of scientific farming, which has been retarded not only by the traditional preferences of the people, but by the avenues for emigration opened up through the commercial expansion of New England and the West. Consequently, the Duncan commission stressed particularly the expansion of agriculture, the basic industry of the Provinces, as a sort of economic gyroscope to balance declining returns from exports of fish and lumber.

Agricultural products will share in one of the major features of the new legislation, namely, the 20 per cent preferential freight rate on products of the Maritimes. The Government grant in aid of technical education in Prince Edward Island has also been defined to include agricultural education.

Cooperative Distribution.
Perhaps the most hopeful feature of the agricultural situation in the Provinces is the trend toward scientific farming and cooperative distribution. While popular support of the idea can not yet be compared with that achieved in the Western Provinces, the movement is unquestionably extending with the active assistance of the provincial and Federal Governments. Potato and apple exports, for which the Provinces have long been noted, have had satisfactory export agencies for years; but such minor items as the marketing of wool through the Canadian Cooperative Wool Association, the f. o. b. agreement with the railways for the marketing of Nova Scotia's strawberries, and the cooperation established between the New Brunswick poultry exchange and the western Nova Scotia poultry raisers all indicate a measure of growth which is a fairly recent feature. There is also a very distinct trend toward crop diversification, particularly noticeable in districts which heretofore were noted for their production of lumber. Among the interesting experiments of the Nova Scotia Agricultural Department last year was an attempt to grow flax and hemp and both apparently proved successful.

An agricultural extension service was formed in Nova Scotia in 1926, to organize agricultural work in rural communities and to carry directly to the farmer the latest information covering crop production, livestock development, and cooperative marketing. The provincial government expects to spend \$350,000 this year in promoting crop diversification, improving warehouse facilities, and developing new markets.

The livestock and dairy industries of the Provinces are turning more and more to the establishment of standards, and with the growth of shipping associations, local clubs, and the general spread of the co-operative idea, production in the next five years should reach a solid basis. Creamery butter produced in Prince Edward Island is being successfully marketed in Great Britain in competition with the product from other Dominions, and that Province continues to stand out prominently in Canada as the best example of cooperative egg and poultry marketing.

Fur Farming a Growing Industry.
A comparatively new industry in the Maritimes is fox farming, an enterprise that has enjoyed a remarkable expansion, particularly in Prince Edward Island, although it is making strides in both New Brunswick and Nova Scotia. Its establishment constitutes a unique instance in which the commercial exploitation of the West has provided the Maritimes with a highly remunerative source of income, so far fairly free from competition. There were about 1,000 fur farms in the Maritimes in 1925, as compared with 600 in 1923. Chinchilla rabbits are also being raised for fur.

Fisheries Fairly Prosperous.
The general position of the fishing industry of the Provinces is favorable, despite the fact that the catch last year was high and prices low. The superintendent of Nova Scotia fisheries suggests that "never in the history of the fisheries was there greater interest awakened, greater production achieved, wider markets secured, or a brighter outlook for the oldest provincial resources." In pursuance of the recommendations of the Duncan commission, a Deputy Minister of Fisheries was appointed to have entire charge of the fishery activities of the Federal department of marine. Arrangements were also completed for the erection of a cold-storage plant in Halifax, with the aid of a Government subsidy; one-half of the plant will be utilized for the cold storage of fruit and agricultural commodities. Exports of canned fish, particularly of lobsters and sardines, are increasing, and the companies report a very bright outlook for the rest of 1927.

Lumber Still Depressed.
In the present position of the world lumber market, the fact that forest operations continue to account for 40 per cent of New Brunswick's net production in all lines is to be explained only by the expansion in pulp and paper manufacture, since the other branches of the industry have been severely hit by the competition of western lumber and are in a serious position. The Province has large areas of black spruce in close proximity to water powers of some magnitude, a combination of resources highly favorable to newsprint manufacture. In addition to mills already producing, several important undertakings are either under consideration or in prospect, the development of which will provide further outlets for the industry until the export of lumber again becomes profitable. The Nova Scotia branch of the industry is not developed to the same extent as in New Brunswick, but important projects under consideration may augment the demand for raw materials suitable for paper making.

At the present time, lumber centers not connected with the pulp and paper industry are very quiet and there are considerable stocks on hand. Some improvement of the situation in this last particular has been reported very recently, but it is improbable that the movement will materially better the general position in the near future.

Coking Plants.
Nova Scotia coal has a limited local market for the reason that other sources of supply, more favorably placed with respect to pithead costs and freight rates, are able to supply central Canada at more advantageous rates. Cape Breton mines, however, have been fairly well employed since the termination of labor difficulties of 1925, and should be further favored by the provisions of the recent legislation to encourage the establishment of coking plants. Under the terms of the act, any person may contract with the Minister of Mines for the benefits of a Government subsidy for a period not exceeding 15 years, the Dominion

sum to equal 4 per cent of the cost of constructing a new plant for the coking of coal, 7 per cent of which must be from Canadian mines. A sliding scale is introduced, by which the amount appropriated by the Government is estimated to decrease, from 86 cents per ton for plants using the full percentage of Canadian coal required down to nothing whatever for plants using only 5 per cent of such coal. Under the new legislation, plants already established in the Dominion will receive no assistance. While this legislation applies also to western Canadian coal, it should broaden the market for Nova Scotia's output, which is practically confined at present to the steel plant at Sydney, to the smaller consumers in the Maritime Provinces and the St. Lawrence Valley, and to ships' bunkers in eastern Canada. Presumably, it was intended to counteract the effect of the drawback on coal used for metallurgical purposes, since the high cost of coke has been cited by the steel industry as detrimental to its competitive position.

The nationalization of the ports of St. John and Halifax, with the provisions for the lump-sum grants to the Provinces embodied in the Duncan legislation, should materially lower their debt burdens and eliminate budgetary deficits without increasing provincial taxation—frequently cited as a substantial handicap to some industries. In the case of St. John, it is anticipated that better loading facilities will be provided, so that the congestion in evidence last year for lack of elevator facilities will be remedied and the grain-handling capacity of the port increased. Halifax has been under a Government board heretofore, and a considerable expenditure has already been made for the extension of freight and passenger facilities, so that the appointment of the proposed harbor board will not involve such a radical change as at St. John, where the question of nationalization had been rejected by popular referendum on several previous occasions. The proposed harbor commissions will endeavor to develop an all-year program, which will serve to balance the seasonal activity thrown on the Atlantic ports when the St. Lawrence is closed to navigation.

The British West Indies treaty, ratified in April of this year, may develop some further opportunities for trade through the Maritimes, although it seems unlikely that any great expansion will follow immediately. The Government steamship service, provided for by the agreement, will ply between Halifax and West Indies ports, and if the treaty has the desired effect of increasing the direct trade in West Indian products, refining and marketing arrangements may gradually bring about some expansion of commercial facilities.

A DISTRICT OF DETROIT IS SEGREGATED

Washington, D. C., Aug. 18—Declaring that Detroit presented "the most critical condition in law enforcement in the country," Assistant Secretary Lowman today created a separate enforcement district of the state of Michigan which had been joined with Ohio. Thomas E. Stone, deputy administrator at Cleveland, was appointed administrator of the Michigan district, with headquarters at Detroit, effective Sept. 1.

"This change is part of a plan of the prohibition, customs and coast-guard services to plug up the hole that allows thousands of cases of whiskey to flow into the United States from Canada," Mr. Lowman said.

The segregation of the Detroit area was made necessary by the present unsatisfactory condition of enforcement there, the dry chief said.

FORETHOUGHT.

Johnny is very hard on shoes and trousers and his mother remembers this when she goes shopping.

One day while out with a friend she was buying cloth for a pair of trousers for Johnny and ordered a good deal more than seemed necessary.

"Why do you get so much?" asked her friend.

"Oh" was the reply "this is for reserved seats!"

Wife—I wasn't anxious to marry you. I refused you six times.

Husband—Yes and then my luck gave out.

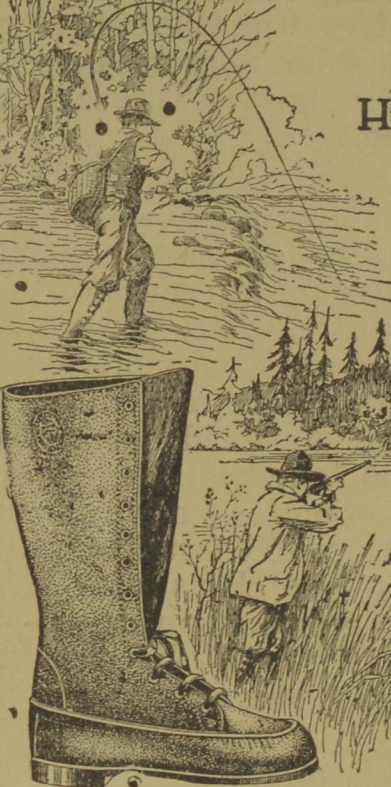
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