

BELIEVE ATLANTIC SALMON ARE BECOMING EXTINCT IN WATERS OF SISTER PROVINCE

Early Action on the Part of the Authorities Is Needed To Save One of the Maritimes Most Valuable Assets—Many Conservationists Express Their Views.

(Halifax Herald)
Virtual extinction of Nova Scotia salmon is feared by men who have been fishing in this province for many years. Unless steps are taken to see that streams are kept clear for the passage of fish to and from their spawning grounds destruction of a natural resource, capable of producing through the tourist business, many millions of dollars will proceed so far as to be irreparable.

Control of the fisheries by a non-political body, representative of commercial fishermen, sportsmen, and others is advocated as the first necessary step. It is a procedure followed in other parts of Canada and the United States, it is asserted.

Full discussion of the whole question at as early a date as possible by interested citizens is advocated by one spokesman. He urged that such an assembly be held in Halifax.

Express Views

With a view to ascertaining the exact situation, the Halifax Herald secured views from a number of citizens and included among them were the following:

Robert H. Seeton, Halifax:

"I was greatly pleased to see in the Herald an editorial regarding the serious condition of the salmon industry.

There is no question but that this condition does exist. There are various reasons for it, chief among which are:

"Firstly, overnetting and killing of the spring run of female salmon.

"Secondly, hydro.

"Thirdly, the poaching and illegal netting which is going on.

1—"The peculiar condition of the last four years have added very materially to the destruction of these fish. Up to four or five years ago we always had a June freshet which allowed these female fish to enter the rivers and spawn, but in the past four years the rivers have been so low that fish will not enter them. As a matter of fact every river in Nova Scotia should be treated individually, a survey should be made of all the rivers in the province, conditions noted and reported fully in the press.

2—"The second menace is hydro. A good many years ago a celebrated engineer reporting on our rivers for hydro purposes gave as his opinion that hydro development would be a detriment to the province, giving as his principal reason that as fifty per cent of our rivers flow into the Bay of Fundy and the rest into the Atlantic ocean, the indiscriminate cutting of

our lumber would gradually but surely bring us to a condition when we should have no water. I have no wish to become involved in an argument on this question, as I have no real knowledge concerning it—but it sounds reasonable.

All sportsmen this year were congratulating themselves that at least this spring and summer would show a good run of water owing to the large amount of ice and snow and the heavy rains of the early spring. That water disappeared as if by magic. To my way of thinking that it is largely accounted for by the clearing out of our forests.

"The late Mr. Barnum warned us that this condition would exist and I think his words are coming true.

3—"That illegal netting and poaching of all kinds have been taking place on our rivers is beyond question and it is practically impossible for those in authority to stop these practices as long as our inland fisheries are in the hands of federal or any other government.

"Some years ago a fisheries commission was formed by G. Fred Pearson at its head. One recommendation was—and a right one—that no nets should be set in the Annapolis river above Bridgetown. Because the member for Annapolis objected, nets were allowed as in previous years, as far as Paradise. I quote this as an instance of how foolish it is to try to better fishing conditions as long as politics play such an important part.

The Only Way

"The Nova Scotia Fish and Game Association brought in a resolution last year asking for an independent commission to look after our inland fisheries. I believe that it is possible

for this to be done and to my way of thinking, it is the only way the salmon industry in this province can be saved. We have today Major D. H. Sutherland, the only man I have ever known who thoroughly understands and is capable of looking after and handling the Inland Fisheries Department, and I find that under present conditions his job is a hard one.

"As an asset to Nova Scotia, the value of our streams and rivers cannot be over-estimated. Some four years ago the writer took the late Dr. Leonard M. Murray, then living in Toronto, down the Eastern shore as far as Moser's River. When we reached Salmon River at Preston, he stopped this car, turned to me and said: 'I hope that Nova Scotians realize what an asset they have in their lakes, rivers and woods.'

"I have driven thousands of miles in Ontario," he continued, "without seeing anything like this little river. Of course, Ontario can get on financially without them, you never can. To my way of thinking, they are easily your greatest assets."

Many Complaints

Kentville, July 10—R. W. Tufts, Migrating Birds officer:

Complaints are being received from widely separated areas in Nova Scotia that salmon fishing in our rivers have been seriously impaired and urging that steps be taken to improve that situation by providing fish with adequate means of ascending rivers to spawning grounds and rigid enforcement of existing regulations.

Independent Control

Wolfville, July 10—Dr. A. C. Fales declares:

"Salmon fishing in Nova Scotia for the commercial fisherman and sportsman is surely doomed unless speedy means are adapted to remedy the present situation.

"Why?

"Firstly, because excessive netting in the stream estuaries and adjacent coastal waters debars the fish from reaching their spawning grounds. Apparently commercial fishermen are determined to catch the last salmon, regardless of the eventual ruin of their own business.

"Secondly, owners and occupants of dams for hydro electric and other purposes, contrary to law, do not provide for the access of salmon to their spawning grounds and the safe return of themselves and their offspring to the sea. The Nova Scotia Power Commission is one of the chief offenders.

"The only sure remedy is to place our salmon and other sport fisheries under the complete control of an independent, non-partisan commission, whereby politics will be completely eliminated. This is done in Newfoundland and every state in the American Union has such a commission. The tourist industry of Nova Scotia demands it."

Streams Low

Clementsport, July 10—Rev. A. W. Smith, President of the Nova Scotia Fish and Game Association:

"Owing to the lack of rain, streams are low. I would urge all power companies to see that a good flow of water is going through their fishways.

"Our salmon situation is serious. Unless the fish get up to spawn, commercial fishermen, sportsmen and the province will suffer.

"Care must be taken in cutting the forests, otherwise the rain runs in freshets and streams dry up.

"Turbines must be screened and netting curtailed in rivers and estuaries.

"Highway maps advertise salmon fishing. This is misleading as of late years the salmon supply has steadily decreased. Provincial sportsmen who know our streams are going more and more to Newfoundland. I would urge all who are interested in conservation of our natural resources to co-operate at once to save our salmon.

A \$12,000 TONGUE

Pittsburgh, July 17 — A Common Pleas Court jury has valued a boy's tongue at \$12,000.

This was the amount of a verdict in favor of William Bolich or Rook Station against the Duquesne Light Company.

On April 19, 1932, it was testified, the boy was climbing a tree. He came into contact with a high tension wire and the shock caused him to bite off his tongue.

When a diploma can be used as a ticket of admission to a job we shall know that good times have really returned.

CHATHAM WANTS TO BE RESTORED AS SUMMER PORT

Now Possesses a Good Wharf and Would Like To Have a Railway Siding To It.

(Chatham Gazette)

Now that this port has been provided with a good wharf for shipping, public interest must be stimulated in an effort to have the railway put in a siding that will allow of direct loading from cars to boat.

This is necessary in order to keep loading costs to a minimum and thus allow this port to compete with other ports which are all too anxious to get this longshot business that of right belongs to the Miramichi.

We ask readers to co-operate by making suggestions as to the best plan to be followed. When once this is determined, there is no doubt but that the Town Council and Board of Trade will do their best to have the matter brought before our member and the Federal department concerned. These public bodies are this year taking a most commendable interest in matters of civic concern and citizens in general should wholeheartedly back up their efforts.

One reader with considerable engineering knowledge suggests as the best plan, the extension of the present wharf another hundred feet westward, so that the present siding can be utilized and a switchback placed on the additional 100 feet of wharf so that cars could be shunted right down the face of the new wharf close to the steamer or ship at the berth.

This would allow loading direct from car to steamer from about ten cars at one time, a great improvement over the present conditions where teams have to be utilized to transfer lumber, etc. from the cars on siding, across the wharf to the steamer. This latter expense is killing shipping from the port of Chatham and our earnest endeavor should be to get this handicap done away with at the earliest possible moment.

The proposal to move the present siding towards the river as far as possible by crossing the Peabody slip, will still leave the siding too far away from the vessel's side to eliminate truckage. Thus the shipping facilities would be no better than before.

We want them better than before.

The proposed change at the Peabody slip would cost about \$4000, it is estimated. Our informant says, that this sum along with what is still left in the Federal estimates of \$42,000, after paying for the new wharf, will provide the 100 foot extension and really solve the problem of cheap facilities.

The price of labor is cheap here. We must bring down the cost of mechanical facilities and attract business to our port.

Will some citizen drop us a line in regard to this project?

Due On Thursday

Montreal, Quebec, July 17 — With the Prime Minister of England Rt. Hon. J. Ramsay MacDonald, and his daughter Ishbell, on board the Canadian Pacific liner Duchess of Richmond is due this week end from Liverpool, Belfast and Glasgow. The liner is expected at Quebec early on Thursday and at Montreal the same evening.

Report of ball game halted by mosquitoes at Anaconda, Montana, intimates that they came in such clouds that the ump stopped play on account of darkness.

PROVINCE OF NEW BRUNSWICK
Department of Public Works
Highway Division

Notice to Contractors

SEALED TENDERS for the following contracts will be received up to Twelve o'clock noon, Friday, JULY 20th, 1934, at the office of the Chief Highway Engineer, Fredericton, N. B., for

Asphaltic Concrete Pavement
Sheet Asphalt Wearing Surface

Contract No.	Miles
Contract No. 149, Highway No. 2—Woodstock (North Limit)—Hartland Bridge	11.0
Contract No. 150, Highway No. 2—Fredericton (West City Limit)—McKinley Ferry	7.5
Contract No. 151, Highway No. 2—Fairville (Manchester Corner)—Westfield Corner	12.3
Contract No. 152, Highway No. 2—Sussex (East Limit)—Penobscus Bridge	8.1
Contract No. 153, Highway No. 2—Moncton (West Limit)—West 5.0	10.0
Contract No. 154, Highway No. 1—St. Stephen (East Limit)—Gilman's Corner	8.8
Contract No. 155, Highway No. 11—Campbellton (East Limit)—C.N.R. Crossing, 1.4; Dalhousie (West Limit)—West, 7.0	8.4
Specifications, Information to Bidders and Tender forms may be obtained on and after JULY 12th, 1934, at the office of the Chief Highway Engineer, Fredericton, N.B., or from the following District Highway Engineers: Moncton, N.B.: C. W. MacLachey, Sussex, N.B.: J. T. Turnbull, Saint John, N.B.: F. W. C. Weimore, Woodstock, N.B.	
A Certified Cheque payable to the Honourable Provincial Secretary-Treasurer must accompany each tender. The amount of such cheque to be as follows:	
Contract No. 149	\$28,000.00
Contract No. 150	19,000.00
Contract No. 151	30,000.00
Contract No. 152	20,000.00
Contract No. 153	25,000.00
Contract No. 154	22,000.00
Contract No. 155	18,000.00

Such cheque will be forfeited in case Tenderer fails to complete his obligation. The Department does not bind tender.

HON. D. A. STEWART,
Minister of Public Works,
Fredericton, N.B., July 7th, 1934.

NOTICE

NOTICE IS HEREBY GIVEN that the sale, under the powers of sale contained in two mortgages made between EDITH M. DUFFY, Mortgagee, and RACHEL E. HAWKINS, Mortgagee, of the lands and premises situate on the south westerly side of Needham Street in the City of Fredericton, occupied by the Mortgagee, advertised to be held in front of the Post Office in the said City of Fredericton on Wednesday, the Eleventh day of July instant, at the hour of 12 o'clock noon, was postponed by me to be held in front of the Post Office in the said City of Fredericton on Wednesday the Eighth day of AUGUST next, at the hour of Twelve o'clock noon when the said lands and premises will be sold at Public Auction.

Dated This Eleventh day of July, A. D. 1934.

LEONAR C. BOX,
Auctioneer.
C. B. HAWKINS,
Solicitor for the Mortgagee.

PROBLEM OF CONDUCT

Westree, Ont., July 18—Fred Sloman, teacher on the Canadian National Railway Traveling School car is in a fire-rate predicament. His school is due to move 100 miles from Westree to Kukatush. Beneath one of the wheels, however, a robin has built a nest and raised four hungry infants.

Sloman is very fond of birds and does not want to disturb the robins. On the other hand if he does not move, a lot of children are going to miss their lessons. He had not decided what to do tonight.

FIRE WON'T STAY PUT

Canton, Ill.—Firemen who answered an alarm had to chase their fire before they finally caught up with it and put it out.

When they responded to a call they were told the fire had gone down the road. Following the trail they came upon a truck load of hogs in which a pile of straw was blazing merrily. The driver failed to heed the siren, but the other firemen followed the machine and finally caught up with it, and extinguished the blaze.

SPECIAL ROUND TRIP BARGAIN FARES TO

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