LEGISLATURE ADOPTS RESOLUTION FURTHERING INTERESTS OF COAL INDUSTRY IN PROVINCE

Will Carry on Campaign to Impress Upon Management of C. N. R. Advisability of Using Product of Minto Coal Fields.

Assembly Chamber, Fredericton, N. B., April 5—The House met at three o'clock. Mr. Hayes presented the report of the Committee of Municipalities. Notices of enquiry were given for Tuesday next as follows:

By Mr. Smith (Carleton), as to the amount in dispute between the Canadian Drug Company and the Liquor Commission, and whether a settlement has been made; also as to the report and recommendations of E. S. Carter, on his recent trip to British Columbia

By Mr. Guptill for Mr. Dickson: as to whether the Liquor Commission has purchased liquor from Charles A. Owens, of St. John, and at what price.

By Mr. Smith, (Albert), as to the number of retail vendors under the Intoxicating Liquor Act, and the number convicted for violating, and whether the Government will cancel the licenses of those convicted of second offences.

Hon. Mr. Foster laid on the table the annual report of the Boys Industrial Home.

Mr. King, pursuant to notice, moved, seconded by Mr. Smith, (Sunbury), the following resolution:

"Whereas, it is particularly important that the coal mining industry in New Brunswick should be encouraged and developed as much as possible for the purpose of providing employment within the borders of our own Province as well as increasing the revenues from Royalty; and,

"Whereas, there are in the Province of New Brunswick twelve hundred miles of railways, operated under the Canadian National Railway system; and

"Whereas, our coal mines are so centrally situated as to provide fuel for the Canadian National Railways operated within the Province at a cost lower than at present paid for fuel brought into this Province for the operation of the said railway;

"Be it therefore resolved, that, in the opinion of this House, the management of the Canadian National Railway system should, as a matter of good business and justice to this Province, encourage the New Brunswick Coal Industry by using New Brunswick coal in the operation of the railways under its management."

Mr. King, speaking to the resolution, said:

"In the year 1918, which was the banner year in the Minto coal field, about 270,000 tons of coal was raised, paying a royalty in the Province of some $40,000. Since that time, however, the coal raised approximately amounted around 190,000 tons, and, as you will note by the public accounts, the royalty in those three years was between twenty-nine and thirty thousand dollars. The reduction in the output in 1919 was really due to a strike in the Minto mine, lasting nearly a year, but the falling off for the subsequent year was due to lack of a market. Owing to the depressed industrial conditions, the railways and the pulp mills, the largest users of coal, did not use anything like their normal requirements, and the result is today that the Minto mines are only operated three days a week.

Now the only possible outlet for Minto coal at the present time is to secure a portion of the Canadian National Railway contracts. These are usually let around April 1st, but I believe, up to date, no tenders have been called for use of coal on the C. N. R. From the years 1902 down to 1914 at the beginning of the war, considerable coal was supplied the Intercolonial Railway, and used between St. John and Moncton. In fact, for several years, we were not even asked to sign a contract, but were allowed to ship our surplus to the Intercolonial at the same price as paid the Nova Scotia mine, and we were told at that time Minto coal was equal, if not better, than many of the coals from the Nova Scotia mines. The Minto coal was used for the construction of the Transcontinental through New Brunswick, and also for the construction of the Valley railway, International, the Fredericton and Grand Lake Railway, and the C. P. R. For nearly ten years the C. P. R. has been using from fifty to one hundred thousand tons of Minto coal annually on their branch and main lines, and acknowledges it to be one of their best coals. In regard to the quantity of coal, I might further state that, as compared with several Nova Scotia coals, the Minto brand is second to none. Particularly this is true when compared with the Joggins coal, which the Canadian National Railways have been using extensively for a number of years. The calorific power in B. T. U.'s in the comparative analysis which I hold in my hand shows that the Joggins coal contains 12,896 against 12,590 for Minto coal; in fact as regards B. T. U.'s Minto coal excels both Inverness and Joggins coal, and is one per cent less ash than the latter.

The present mileage of Canadian National operated railways in New Brunswick and Nova Scotia is 2,562, of which 184 miles are located in this Province. Now I would like to show the geographical situation of the Minto mines as compared, from a business and economical standpoint, with coal shipped from the Nova Scotia mines, and also point out what a saving can be made by the Government railways by using Minto coal in the Northern and Western part of this Province. The Minto coal fields are situated on the Fredericton & Grand Lake Railway, thirteen miles from Chipman and thirty-five from Devon, points on the Canadian National system. The principal points in Nova Scotia from which coal is shipped are Sydney, Point Tupper, Stellarton and Glacean. The train haul from Chipman to Sydney is 408 miles, and from Glacean to Chipman 113 miles, and by using Minto coal this haul would be saved. If it cost one-half cent per ton per mile to haul coal from Nova Scotia points as far west as Chipman, there would be a saving in train haul of fifty-seven cents per ton on Joggins coal, or $2.03 per ton on Sydney coal. The operators at Minto are prepared to supply coal at Chipman on the C. N. R. Railway, at the same price as the Nova Scotia mines are being paid for delivery at railway supply points in that Province. The principal supply points that should be served by Minto coal in New Brunswick are Chipman, Napudogan, Longley, St. Leonards, Edmundston, Estcourt, Monk and South Devon, all these being situated in the Western part of the Province. The Minto operators did not suggest the supplying of coal to Eastern points, which, under normal conditions, would require about 150,000 tons per year. Taking into consideration that the C. N. R. gave a contract to Nova Scotia mines last year for over 900,000 tons, would it not be reasonable and fair that a portion of this business, or the supplying of the stations I have already mentioned, should be given to New Brunswick operators. Were they successful in securing a contract for 100,000 tons a year it would mean $15,000 in royalties to the Province.

It is my opinion, and I believe honorable members will agree with me, that the House should go further with this resolution and insist that the C. N. R. build a spur line from the Canadian National Railways to the Minto coal fields. This would only require 4.9 miles of additional railway, and would enable the Minto coal to get into the correct markets, and I have no hesitation in saying that if this were done another 100,000 tons of New Brunswick coal would be disposed of. I feel confident that having for its object the securing of further business for the Minto coal fields, this resolution will have the support of every member of this House.

The resolution was unanimously adopted without division.

Mr. Martin moved, pursuant to notice, the following resolution, seconded by Mr. Vanderbeck:

"Resolved, that in the opinion of this House, it is desirable that at the earliest possible date a conference should be arranged between representatives of the Dominion Government and Governments of the various Provinces in Canada for the purpose of considering the advisability and practicability of legislation covering unemployment insurance, old age pensions, eight-hour day, and other matters affecting labor conditions which were dealt with by the Peace Conference at Versailles. The conference to consider what legislation is desirable and practicable upon the various subjects submitted to it, and the question as to the enactment of such legislation by the Dominion and the Provinces, that in the event of the conference deciding that any of the questions submitted are provincial in their scope that the Government of New Brunswick be authorized to make an investigation and report to this House with a view to enacting legislation in this Province covering these questions."

Mr. Martin, in speaking to the resolution, said the matters dealt with at Versailles, which are the subject matter of the resolution, the action taken at the World Labor Conference in Washington, at which the Hon. Minister of Lands and Mines was present representing the Government, and at that conference representatives were present from forty different countries.

Let us first consider the covenant of the League of Nations which formed part one of the Treaty of Peace signed at Versailles on June 28, 1919. In my references I will quote from a sessional paper number forty-one, published by order of the Dominion Parliament in 1919, article 23 of which says: "Subject to and in accordance with the opinion of International Conventions existing, or hereafter to be agreed upon, the members of the league will endeavor to secure and maintain fair and humane conditions of labor for men, women and children, both in their own countries and in all countries to which their commercial and industrial relations extend, and for that purpose will maintain the necessary international organization." In the commentary on the covenant in the same paper I will quote as follows: Undertaking (A) article 23 throws the mantle of the league over the labor convention, which itself provides that memberships of the league shall carry with its membership of the new permanent labor organization.

On January 31st, 1919, a Commission on International labor legislation was appointed by the Peace Conference, composed of representatives of the powers which were a party to the covenant of the League of Nations. This commission, I note by reference to its report, subscribed to the following: "That the constitution of the League of Nations will not provide a real solution of the troubles which have beset the world in the past, and will not even be able to eliminate the seeds of International strife unless it provides a remedy for the industrial evils and injustices which mar the present state of society, and, further, that participation in the International Labor Conference shall be a condition of membership of the League of Nations since every State member is bound to accept the principles set forth if it has really at heart the promotion of the cause of justice and humanity." As the result of the recommendation of this commission the first International Labor Conference was held at Washington from October 29th to November 29th, 1922. I want to deal briefly with the matters considered at that conference and to make a few comparisons as to conditions in this province. I will first point out that the Province of British Columbia has adopted legislation providing for the eight hour day, for the protection of women before and after child birth, and for the prevention of the employment of children under sixteen years of age, this legislation to become operative when the other provinces enact similar legislation.

The conference recorded itself as in favor of the eight hour day and forty-eight hour week, with exceptions in certain industries where work has to be carried on with continuous shifts. It is my opinion that it is time that some governmental investigation was made into the operation of the lumber industry in this province.

As to the question of unemployment, the conference made unanimous findings, recommending the abolition of private employment agencies and the establishment of effective systems of unemployment insurance; and further, that the execution of all work undertaken under public authority be co-ordained with a view to reserving such work as far as practicable and for districts most affected by unemployment. In connection with these two items, it is well to note that the Washington Conference recommended that effect be given to the same not later than June, 1921, and I trust the matter will have the immediate attention of the government.

As to the matter of old age pensions, the position of the industrial worker, subject to pensions, could be considered in connection with a scheme of unemployment insurance.

I do not consider that this province is as far advanced as it should be in the matter of social legislation. We have no Mother's Pension act; no minimum wage act, as in the majority of the other provinces. This resolution suggests a method for the consideration of adequate protection for the workers of our industries and the placing of our province in its proper place as to social legislation, and its aims to provide relief against the industrial evils, and other injustices which mar the present state of society.

The resolution was unanimously adopted.

Mr. Estabrooks gave notice that on Tuesday next he would move, seconded by Mr. Smith (Albert), the following resolutions:

"Resolved, That whereas the market for agricultural, fishery and other products is available in the West India Islands;

"And, whereas, there is now being operated two lines of steamers from maritime ports to these islands:

"And, whereas, in the interests of the people, generally, it is essential that our markets be enlarged:

"Therefore, be it resolved, that this House express its approval of the appointment by the Government of New Brunswick of one or more trade agents under the Department of Agriculture to represent this province in the above named territory."

Mr. Stewart gave notice that he would move for the suspension of the rule to permit of the introduction of a bill relating to the Bay Chaleur Soldiers' Memorial Hospital.

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London, April 5.—Lord Birkenhead, as Lord Chancellor of England, receives £10,000 a year, has undertaken another post, though not quite so lucrative. He has succeeded the late Lord Halsbury as High Steward of the University of Oxford at a salary of £5 a year.

There are no duties now attaching to the office but a few centuries ago one of his tasks would have been to try scholars for treason.

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Bismarck Warned Germany Against The "Next War"

Kaiser Could Not Count on Russian and English Assistance as in 1814.

Berlin, April 5.—A prophesy bearing on Germany's present situation was made by Bismarck in a letter, hitherto unpublished, addressed to the Prussian minister of war, General Bronsart von Schellendorf, and dated Dec. 24, 1886. The historic document has just been made available to the Associated Press.

"If God wills that we shall be defeated in the next war, then there can be no doubt that our victorious opponents will halt at no expedient to prevent us from getting on our feet again—at least not for a generation—just as they did in 1807," the Iron Chancellor wrote.

He warned his minister that Germany would be called upon to defend both her eastern and western frontiers in the "next war," as the new alignment of European Powers precluded the probability of Germany being able to count on Russia and English assistance, as was the case in 1814, when, in addition to the support of those nations, Germany found an unexpected ally in the Russian winter, which destroyed Napoleon's army. The letter continued:

"The present German Empire would not remain intact after a lost campaign, as witness the Reichstag election and partisan acerbities, which prove how readily patriotism is forgotten when partly interests find out it is desirable to court favor abroad.

"A victorious France would find our opposition parties equally as servile as did Napoleon the Rhenish League in his day."

EXPECTED NEXT MONDAY.

The party of Canadian manufacturers who have been touring the West Indies are expected to reach St. John on their homeward journey on Monday next on the R. M. S. P. Chaleur. The great majority of the number are from Quebec and Ontario points, Clifford McAvity and W. S. Fisher being the only ones from St. John. The C. N. R. are making preparations to place a special sleeper at their disposal for the trip to Montreal.

THE NEW NICKEL.

Deputy Receiver-General John E. Wilson has received a supply of the Canadian nickel—the newly minted five cent piece soon to be put in circulation. The nickel is something bigger than the new Canadian cent. It has the King's head on one side and on the other a big figure 5 in the centre, with the words five at one side and cents on the other, while above is the word Canada and below two maple leaves with date 1922 between them. It is a good looking coin.

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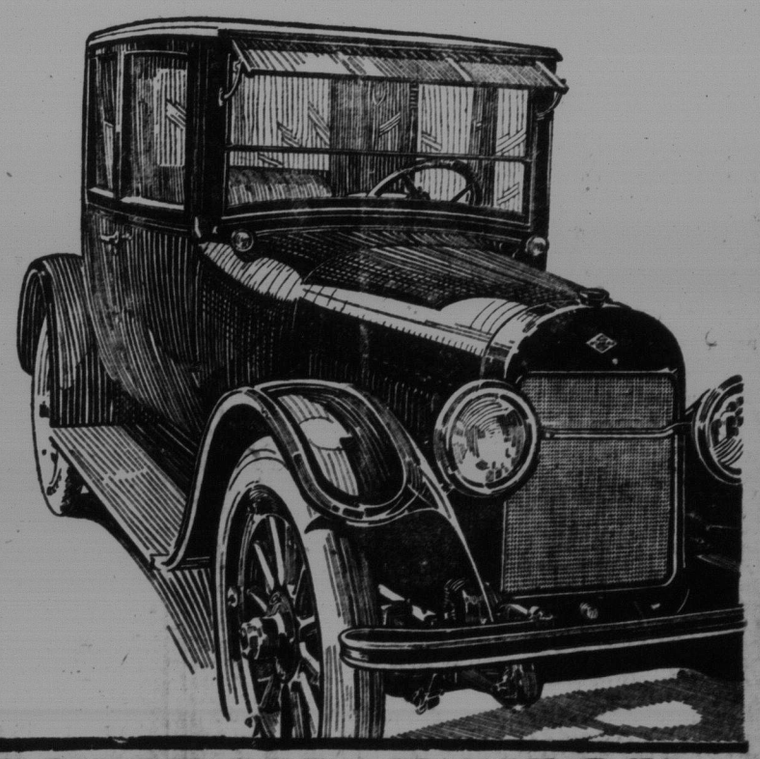

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