

## MARITIME DELEGATION WAS FAIR AT CONFEDERATION CONFERENCE

Board of Trade Given Vivid Word Picture of Broken Promises—H. R. McLellan, in Eloquent Address, Suggests Remedy for Maritime Ills.

(Continued from Page 4.)

However, with the exception of one or two political leaders of Canada, who may have laid great stress upon the value of Confederation to the Empire, our own local representatives who advocated Confederation were the only ones who exhibited a purely patriotic spirit in promoting the Union. The patriotism of Ontario was nothing more or less than that of loyalty for the mighty dollar. In reference to the ignorance displayed of our conditions by some of those whom I have previously referred to, permit me to quote the following statements made by the political leaders of Ontario and Quebec who favored Confederation. "They (the Maritime Provinces) were not beggars, nor wished to come into Union as such, but as independent provinces, able to keep up their credit and provide for their own wants."

"They would bring into the common stock a fair share of revenue, of property and of every kind of industry."

"Their harbors are not surpassed anywhere—in fact, believed them to be unequalled in the world."

"Canada would be a partner in these advantages."

"If we desired to remain British and monarchical, and if we desired to pass to our children these advantages, this measure was a necessity."

"That lying in one continuous line on the same parallel of latitude from the Atlantic to the Pacific, the interests of all parts of the country for which the new constitution was to be framed would be identical, that its trade should be free, and the surplus of its products not used for home consumption should with equal privilege seek the markets of the world."

How has this worked out? What about Ontario and Quebec, supplying their own local requirements, then invading the Maritime markets because of privileges they enjoy to the exclusion of our local manufacturers in the discrimination in railway transportation rates?

What about our privilege in competing in world markets as against our original position previous to Confederation?

We cannot export our goods because we are deprived of a return privilege of purchasing our needs abroad, by the tariff which is more of a protection for our own Canadian competitors than ourselves.

We were entitled under Confederation to at least adequate provisions for meeting the existing wants and contributions to which we were accustomed. It was also prophesied that there would be unity of sentiment and community of interest.

I am of the opinion that some of our Upper Canadian friends realized to a much greater extent the values which would accrue to them through Confederation than they were willing at the time to admit, and their aspect of the situation was more of a commercial one than otherwise. They realized that the cause for depression of the commercial energies of the country was due to their being confined to two markets—England and the United States. They realized that union with the Lower Provinces would not only give them the benefits of our local markets, but would also open to them the benefits of our foreign trade, something they had not heretofore enjoyed.

In connection with the I. C. R. I might say that I read in a copy of the last draft of the act, a section No. 13, "That the rates shall be uniform over each respective portion of the road." By this, it would appear to us as initiated at least, that the intercolonial railway, within its own mileage was to be operated for the benefit of those who were privileged by location to enjoy its benefits and not to be subjected to any percentage tariff or one in which the I. C. R. was to assist other roads in establishing a commercial connection.

Another quotation from Sir John A. Macdonald: "Commercially the value of the Lower Provinces has decreased to Canada, but in military respects they are very essential. The intercolonial road must be a political consequence of a political union."

"If it were thought by the Canadian Parliament that this union should not take place it would be difficult to induce that body to support the idea of an intercolonial road."

"Confederation was intended to be founded upon a just and equal basis, upon principles which would be alike advantageous to all parties and injurious to none. Any other kind would contain within itself seeds of decay and dissolution."

In all countries the right of the majority take care of the few, but it is only in countries by England, and enjoying constitutional liberty and safe from the tyranny of a single despot or of an unbridled democracy, that the rights of minorities are regarded. The people of Canada were advised that they should be thankful for the peaceful revolution in making the change and not feel like the I. C. R. into war to accomplish it.

It might be opposite to suggest that if at time of Confederation, partisan politics were cast aside, to accomplish what Canada required in its own best interests, then surely political partnership can be meted to the pot of necessity here the actual existence of the Maritime Provinces is at stake under prevailing conditions.

Referring to Loyalty.

"I believe the people of Canada, east and west, (the truly loyal); but if they can be persuaded, he exceeded in loyalty, it is by the inhabitants of the Maritime provinces. Loyalty with them is an over-ruling passion. Political parties & with each other as to who shall more strongly express and most efficiently carry out the principles of loyalty to His Majesty and to the British Crown."

The Maritime Provinces should co-operate if the protection of their rights and demand full recognition of the Atlantic of the British North America Act. We require that co-operation which will secure us a proper development for our own prosperity at least of our natural facilities and resources. The present situation is of genuine danger, for which we are to blame by permitting ourselves to become as deeply ensnared with political partisanship as we are with our loyalty."

We must be prepared to select one of these courses, namely, to receive our just dues or be prepared to take the alternative, becoming our own directors of the future and conserving patriotism for application in such manner as will place us in the position which nature intended us to occupy this country."

We cannot do worse, and the possibilities of doing better, are numerous. Plans and platforms for political parties and for aspirants for office may be very necessary at election time. As a rule they are more often constructed to run on than to stand on after election."

It might be possible through education of the people in Upper Canada to the real intents and purposes of the federated partnership, to have them occur in our being apportioned to our proper rights, and that same form of education indulged in by some of our Maritime Province people might awaken them from their apathetic state to a realization of the necessity of demanding our rights."

If transportation be the main factor in producing such conditions as obtain and it is impossible of correction, then a retrospect of pre-Confederation times when our volume of trade was larger and our prosperity greater, may cause our people to resent in such manner the secession which has been their ally, whereby the Maritime Provinces may assert their proof of the absolute necessity of their assistance to the rest of Canada in its anticipated greatness."

The idea of permitting certain sections of Canada to not only profit from its own resources, but to interfere with those of other sections, is not conducive to a contented Canada, or a healthy growth of the whole body. The Maritime Provinces constitute a limb of Canada's body which she must not permit to wither, for by so doing Canada must be absolutely incapacitated."

While my remarks were not intended as other than descriptive of conditions relative to Confederation, I must accept the responsibility of suggesting a course whereby conditions might be improved."

The course I referred to was one of education in the facts regarding the conditions of co-partnership and analysis as to whether the conditions existing from same have been such as were anticipated."

Education along these lines, I carry with a full and cogent statement in the form of a report, showing the exact position, the trade conditions existing between Canada and the Maritime Provinces through the medium suggested by resolution passed in 1909, whereby it was requested that the three Maritime Provincial Governments appoint a committee to promote Maritime interests. This committee, I think, functioned as a Maritime Department of Trade and Commerce, thereby securing such information as would permit of our being so informed as to be able to express a more concise opinion as to our rights."

A department of this nature and with such powers as might be extended by the governments referred to should be able to determine a correct line of procedure by which the unsatisfactory conditions obtaining for many years might be eliminated."

**THE YEAR SENTENCE.**  
Montreal, May 11.—Felix Dupont, convicted of a grave offense against a seven-year-old girl, was this morning sentenced to three years' hard labor by Mr. Justice Monet, in the Court of King's Bench.

**MACHINISTS' LOCKOUT.**  
Prince Rupert, B. C., May 11.—A lockout of machinists employed in the Prince Rupert dry dock was declared last night, following a dispute over wages.

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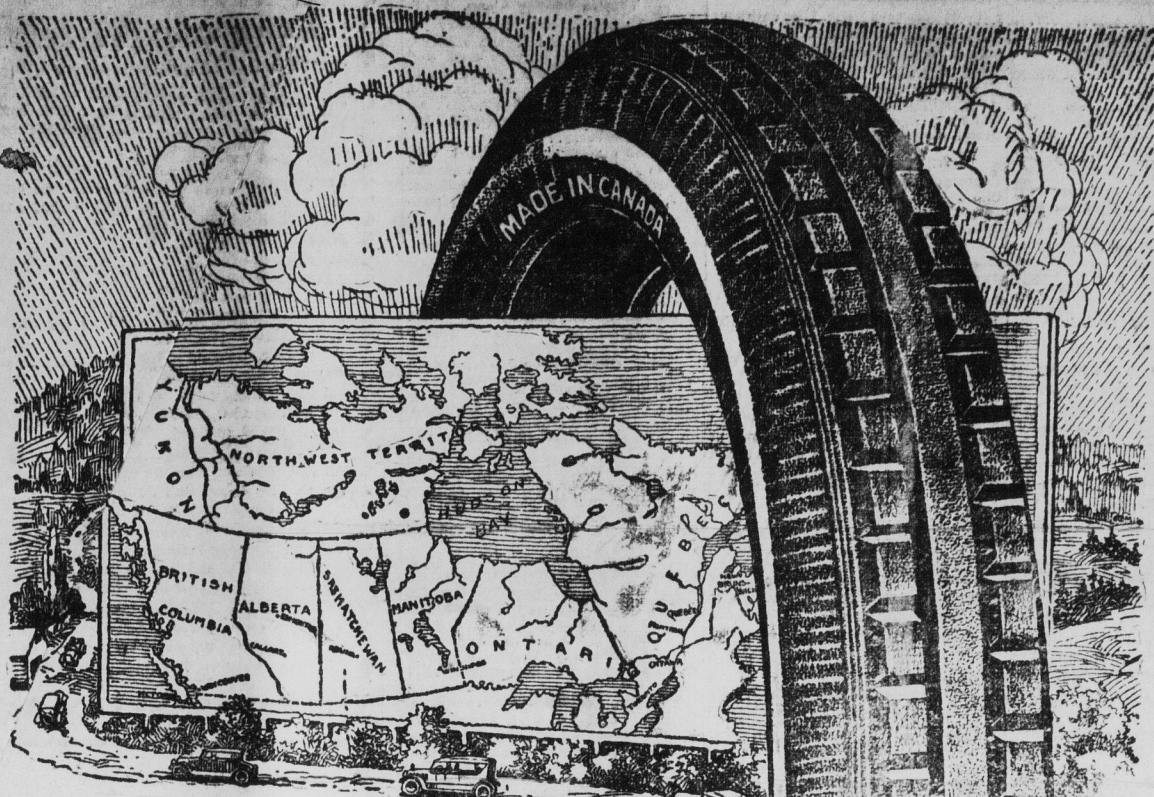
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