

MAKES PLEA FOR EARLY SOLVING OF PROBLEMS

Continued from Page 9.
among us. Manufacturers in the Maritime Provinces repeatedly tell me that they are unable to sell consumers living in these parts and doing business there. They have failed after many efforts, although they offer commodities equally good, and at prices equally satisfactory, as can be secured elsewhere. There is something even worse to the picture, to my way of thinking, because not only do many of our business men refuse to buy in the Maritime Provinces, but they also refuse to buy Canadian goods, and hundreds of thousands of dollars are going abroad for products which can be produced economically and satisfactorily by ourselves! While this condition exists we cannot complain too much—we should not complain too much of conditions hereabout.

WOULD ENLIST WOMEN

"If a wish of mine might be gratified, it would be, that we might enlist the women of the Maritime Provinces, assisting us to bring about more desirable economic conditions for our people. I am convinced that, once having interested the women in a campaign designed to build up our own province, we could look forward to the ultimate result with assurance. Were it possible, for instance, to utilize the machinery provided in such organizations as the Daughters of the Empire, or the Women's Institutes of this province, and enlist their sympathies with a greater Maritime production campaign, I believe that we would quickly solve some of our problems, and we could give employment to at least some of the thousands of our young women and young men who are leaving us for foreign lands. "After all it is the women who can do things along such lines, and I wish to appeal to them to take a more active interest in such matters, and to ask them that in a small measure at least they have regard for the products of our own section. They can put such a campaign on a basis very different from anything that might be attempted by mere men, and I conceive that if they can be induced to give to such problems as I have outlined their undivided support, we will achieve something in a practical way that up to the present has been more theoretical than otherwise."

NATIVE BORN IN U. S.

"I have previously referred to the native born of these provinces who are living in other parts of Canada, and more particularly in the United States. I wonder if the members in this House have ever taken the trouble to examine the obituary notices which appear in our papers from time to time. I have been noticing them more or less of late, because of the repeated references which have been made as to the depopulation of Eastern Canada for the upbuilding of American cities. Glancing over some newspapers published in the Maritime Provinces, I noticed some striking examples of the great inroads which have been made in Maritime Province families by the call to the United States."

HAD LEFT CANADA

"A Nova Scotia paper, recording the death of a leading Scottish resident of Nova Scotia, referred to the fact that he had left for the United States four years ago. He was survived by three sons and two daughters, all of whom lived in the United States; he had four brothers, three of whom lived in the United States; and three sisters, all of whom are resident there. "Another reference to a former New Brunswick lady sets the fact that all her daughters are residents of the United States, where she herself passed away. Another lady is survived by nine children, 24 grand-children and 25 great grand-children. Of the children, five reside in the United States, three in Canada and one is dead. Without question we might conclude that the grand-children and great grand-children are represented in the United States in proportion to the number of children resident there."

GIRLS GO ABROAD

"A Yarmouth paper records the death of a resident with two daughters living in the United States, there being three in the family. Another lady who died in a Massachusetts city, had five immediate connections residing in the United States. I might continue along this line ad lib, but I think I have cited sufficient instances to support the claim, that there are as many former residents of the Maritime Provinces in the United States today, as there are resident Maritime-born residing in Nova Scotia, New Brunswick and Prince Edward Island."

BROAD STANDPOINT

"While we speak of such conditions, and we deplore the apparent falling off in our industries, it is one thing to complain, and another thing to suggest something that may result in a betterment of our lot. In discussing the matter I wish to approach it from the broadest possible national viewpoint. I do not want to be sectional, but I do wish to insist that if the Maritime Provinces are a part of the Dominion of Canada we are entitled to that consideration which will relieve the awful depletion of population from which we have suffered; and I am convinced that it is up to the Government of this country to devise some means whereby a change will be brought about. "It can no longer be said that the people of the Dominion of Canada are not interested in our well-being, because I have been in rather close touch with a mission, Dominion-wide in its scope, the object of which was to uncover any possible sympathy with our problems. It was almost startling to find that people residing from coast to coast in this country have expressed themselves as not only willing that we should receive consideration, but they have demanded that some measure of relief be given us. So that there can no longer be the excuse that 'so and so cannot be done' because other sections of Canada are opposed to measures necessary to ensure relief."

POLICIES UP TO MARITIMES

"In having determined that others are willing that we enjoy benefits which were promised us at the time of Confederation, it seems to me that it is up to us to devise—to undertake on our own behalf—the formation of

definite policies which may be helpful to the upbuilding of the Maritime Provinces."

"The first thing necessary, as I see it, is that we forget our little petty difficulties, the jealousies which exist in certain towns and cities and counties of this province. Let us first accept this as an axiom. That anything which will benefit the city of Moncton cannot fail to benefit the rest of this province; nothing that will benefit any other part of the province can fail to influence conditions in Moncton for the better."

MARITIME PORTS

"Taking into consideration the question of transportation, I conceive that we in the Maritime Provinces should insist that our Maritime Province ports be used to forward the freight loaded on Canadian-Government-owned railways. I take it that there can be no question as to the desirability of this from our viewpoint, and I think it is time that we who are complaining realize that we are shareholders in the Canadian National Railways, and assume our prerogatives as such shareholders, and demand that we receive any benefits that might follow our suggested ownership in that road."

FAVORS CANADIAN BORN

"It would be far better that Canadian-born workmen be utilized for handling Canadian freight, rather than that American-born workmen (or what is even worse, Canadian-born who have become expatriated) be engaged in similar occupations in United States ports, paid for by the money of the people of this country and maintained with the taxes collected, in part at least, in the Maritime Provinces."

"That it is in the interests of Canada that this should be done, that Canadians be so employed, goes without question. Our people buy Canadian-made goods, but the man in Portland, Maine, or the man in New London, will not purchase a single dollar's worth! Not only will our Canadian factories and our Canadian workmen be benefited by the transfer of this traffic from the United States to Canada, but there is hardly a section of this province which will not derive some advantage."

RESULT OF TRADE CHANGE

"If trade is diverted from United States ports to the Port of Saint John and the Port of Halifax, the City of Fredericton is one of the communities which will quickly notice results. With the cut-off at McEwen Junction—with a heavy-traffic bridge at Fredericton across the St. John river, and the use of the Valley Railway for traffic which now passes over the rails to Portland, there will be a very decided and gratifying change in several directions. Fredericton would become a far more important railway centre, with relative increase of business. The Valley Railway would be made to become a paying proposition rather than a source of loss, not only to this province, but to the C. N. R. system itself."

SEES SAINT JOHN AIDED

"The Port of Saint John in turn would benefit. Thus there would be an additional amount of employment given to railway men and instead of there being the present staff of men engaged in the railway repair shops at Moncton, additional employees would be required. Who can tell just where the benefits would end!"

"The Canadian National Railway System is the property of the people of Canada, and it is for the people, through their duly elected parliamentary representatives and the Board of Railway Commissioners, to determine what the freight and passenger rate policy of the Dominion in its relation to the Canadian National Railway System shall be, but there is no way by which freight and passenger rates can be continually reduced and net earnings at the same time increased; and, moreover, restricted net earnings must inevitably mean additional taxes to provide for annual deficits. The administration of the Canadian National Railway System is the trustee of the people's property. That administration cannot and has no desire to dictate policies, but it would be lacking in the fulfillment of its public duties if it did not make these facts clear to the people of Canada."

WANTS HARMONY IN VIEWS

"It is suggested that it would be in the interests of the people of this province to have railway connection between the C. N. R. system and United States roads by constructing a branch line from Kingsclear. Some opposition to this has been manifested in the city of Saint John. I am here to say on my own behalf that I think the time has come in this province when the City of Saint John, in its own interest, must recognize that it cannot hope to derive all the advantages, all the time, from projects which may be suggested for the upbuilding of this province. And that it must take into consideration the fact that other communities are just as jealous of and as anxious for the advancement as the people of Saint John may be of and for theirs."

"I am here to say, Mr. Speaker, that unless we do get together in New Brunswick, and unless we do cut out our petty difficulties, we can never hope to achieve even passing recognition from the rest of Canada! "If any success attended the recent newspaper survey of Canadian sentiment in favor of the Maritime advancement, it was to absolutely fix the improbability of any encouragement to us, except when we are prepared to consider our problems as being part and parcel of a national policy in this country."

ONTARIO STAND LIKED

"I had the pleasure of addressing some thousands of business men in the Province of Ontario, and I wish to express here my appreciation of the very warm sympathy that I received in that direction, and of the constructive suggestions that were made as to how best we might overcome some of our difficulties. The upper province man does not like the suggestion that the Maritime Provinces might (unless conditions change here) secede from Confederation. Personally, I think that such a step would be a court of last resort, as it were. I have heard it said: 'Why, we cannot do these things for the Maritime Provinces because the necessary money is not available.'"

IMPORTANT TO WEST

"Mr. Speaker, let me say that so far as the Maritime Provinces are concerned, their incorporation as a part of the Dominion of Canada, is far more important to our sister provinces than their assistance is to us. I want to make the startling statement, that we have contributed far more money to the upbuilding of the provinces of Quebec, Ontario, Manitoba, Saskatchewan, Alberta, British Columbia and the Yukon, than these provinces ever contributed

to the upbuilding of the Maritime Provinces!"

MUCH GIVEN COUNTRY

"I make this statement after a careful analysis of the public accounts of Canada, more particularly having regard to statements covering the construction of canals, railways and public works and harbors and rivers of this country. I gather, Sir, that while for the millions of dollars we have received in the shape of railways, canals, public buildings and harbor improvements, we have given to the rest of Canada many millions of dollars in excess of the amounts they have given us!"

PROPORTION DECLINES

"In order to build up my arguments along these lines, and to be as fair as possible in arriving at the figures on which I base my conclusions, I would point out to you that, prior to the building of the Canadian Pacific Railway, we in the Maritime Provinces contributed about one-seventh of the population of Canada. Today we have about one-eighth of the inhabitants of

this country residing in the Maritime Provinces. I have, therefore, taken what I regard as a fair average fractional figure, and have fixed our contributions from Confederation on down to statements covering the construction of canals, railways and public works in this country."

FIGURES QUOTED

"Assuming this to be a reasonable basis, I wish to direct your attention, first to some figures in connection with I find that:

Total expenditure \$153,182,865
Contributed by Maritime Provinces 20,895,866

Net expenditure since Con. 182,539,119

Capital and revenue \$211,520,005

Contributed by Maritimes 80,217,872

St. Peter's, total cost 1,285,854

Hudson Bay Railway cost 14,540,191

Port Nelson Terminals cost 6,242,414

Maritime Province share 2,969,372

Quebec Bridge, total cost 22,640,228

Maritime Province share 3,262,989

the cost of construction of canals, railways and government-owned railways, together with payments made for subsidies, loans to railways, guarantees to various railway companies, etc."

DEFICITS FROM INCOME

"I will first submit the deficits for three years on the Canadian National Railways."

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N. S. Woman Dies At

Age of Ninety-Six

YARMOUTH, April 7.—Mrs. Mary Madeline, widow of John Harrington, is dead at her home at Lower Mel-

bourne, Yarmouth county. She was probably the oldest resident of that place, being 95 years and 9 months old for the last 50 years had lived at Lower Melbourne, where she leaves an adult family.

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