

MARITIMES "FED UP" WITH PROMISES, SAYS M'KENNA IN CLOSING

Continued from page 1  
benefit of every portion of the country or as an institution to get rid of "red ink" on the pages of the ledger. While it was a good thing to get rid of deficits some consideration should be given to the "two streaks of rust" in this province and running all the way to Winnipeg, built at the expense of the people of Canada, while the rails to Portland, Me., were kept bright carrying Canadian goods to a foreign port.

Bathurst Co. Statement

The following memorandum prepared by the Bathurst Company Limited, Bathurst, was presented to the commission by Angus McLean, president: That the forests of New Brunswick are one of our greatest assets is recognized fact, but it is doubtful if even those most closely identified with our business life have a full appreciation of the important part that forest products have in the past and should forever play in the development of this province.

PROVINCIAL REVENUE  
The report of the comptroller general on the public accounts of the Province of New Brunswick for the fiscal year ending October 31, 1925, shows the total revenue of the province from all sources to have been \$3,747,544.79. Of this amount \$1,292,174.93 was derived from the Department of Lands and Mines, and \$790,226.83 of this latter amount represented stumpage collected during the year on timber cut from crown lands, while timber licenses and bonuses from same produced \$194,116.96.

So refreshing and satisfying!

SHREDDED WHEAT with berries and cream



Men's White Sneaker Boots and Oxfords \$50c given away at...  
Men's Oxford, a special collection, all Goodyear welts in Black and Brown. Truly remarkable values at Sale Price \$2.95  
Men's Mahogany and Black Calf and Black Patent Leather Oxfords, all Goodyear Welts, with rubber heels. Some dandies in this lot at Sale Price \$3.75

BARGAINS IN SANDALS  
Infant's Patent Sandals \$1.00  
Children's Patent Sandals \$1.15  
Misses' Patent Sandals \$1.25  
Infant's Brown Leather Sandals 85c  
Children's Brown Leather Sandals 95c  
Misses' Brown Leather Sandals \$1.10

WIEZELBROS SUPERIOR FOOTWEAR  
243 UNION STREET

issued in 1925, which shows the value of the annual production of New Brunswick to be \$128,569,024, distributed as follows:  
Agriculture 31.8%  
Forestry 35.4%  
Fishing 6.5%  
Trapping 1.0%  
Mining 8.0%  
Electrical power 1.6%  
Construction 2.8%  
Repairs work 1.5%  
Manufactures N. E. S. 18.3%

It will be noted that our forests contribute 35.4% of the value of our annual production, which is a considerably greater percentage than will be found in other provinces of the Dominion, British Columbia being the closest with 28.9% of the value of her annual production coming from her forests.

CONDITIONS SET FORTH

At the time of Confederation, and since that time, when wooden ships were being built in the Maritime Provinces and was a flourishing trade, we dispatched our lumber in cargo lots to the United Kingdom and other overseas markets, but of recent years this business has fallen off, and European competition has practically forced us out of the market of the United Kingdom. The Canadian market is not capable of absorbing our output, even if higher than we consider the industry in Canada at greatly reduced freight rates. Most of the other provinces of Canada are producers and exporters of forest products and do not want our stock. Our largest and most natural market today is in the Eastern United States, but here again competition is driving us out.

Storage and sorting yards have been proved somewhat illuminating to ourselves, so that you may pardon our dwelling for a short time on them.

Table with columns: Year, F'ded, Rec'd, F'ded, Rec'd, F'ded, Rec'd, F'ded, Rec'd. Rows for Bathurst, Campbellton, Chatham, and Newcastle.

DISCUSSES FIGURES  
The four towns under comparison are all located on what is called the North Shore of New Brunswick, and are of approximately the same size. Bathurst, in the case of forwarded or outgoing freight it will be seen that the tonnage from Campbellton, Chatham and Newcastle has declined considerably during the past four years, whilst Bathurst has shown a steady increase. The big falling off has been in lumber shipments, and in this respect Bathurst shows a decrease in lumber shipments in about the same ratio as the other three towns.

OPEN COAL MARKETS  
The figures given indicate receipt of freight at the four towns inward clearly the large quantities of lumber required in the manufacture of wood-pulp and paper, which are not used in the manufacture of lumber, sixty-one thousand and 77 tons of coal were raised to Bathurst during 1925, as against \$218 tons for Campbellton, as against 22,602 tons for the three towns of Campbellton, Chatham and Newcastle. This will give an idea of the additional markets that the establishment of pulp and paper mills in New Brunswick would open up for our own coal and Nova Scotia coal.

GIVE MORE LABOR  
Besides the additional materials used in manufacturing pulp and paper, we would state that it costs in labor \$10.63 more to convert 1,000 feet of logs into

DOZENS OF OTHER VALUES SO VISIT EARLY

the Atlantic Region were given as follows:  
Prince Edward Island, 251 net tons per mile.  
Halifax Division, 465 net tons per mile.  
New Glasgow, 1,147 net tons per mile.  
Moncton, 1,191 net tons per mile.  
Moncton, 1,982 net tons per mile.  
Campbellton, 2,403 net tons per mile.

It will be seen, therefore, that we represent an industry contributing 33 p.c. of the total revenue of the Provincial Government; 35.4 p.c. of the value of the annual production of New Brunswick, 50 p.c. of the total tonnage originating on the Canadian National Railways in all the Maritime Provinces. The district we represent provides greater density of traffic for the Canadian National Railways than any other part of the Maritime Provinces, and contributes more to the Provincial Treasury.

Large Export to U. S.  
Statistics show that 85% of the newsprint manufactured in Canada today is exported to the United States, and with the exception of a very limited quantity consumed in the Maritime Provinces, practically all of our output is date has been fully developed and United States market. In order to do this, however, we have to absorb freight on such large quantities of newsprint as 100 lbs. or \$1.20 per ton, which is the usual difference charged by the railways for transporting newsprint from Bathurst to United States points over our nearest Canadian competitors.

DETERRENT TO EXPANSION  
The necessity of absorbing this extra amount in freight that the United States market is a deterring factor in the expansion of the newsprint industry in New England, in a position to offer it a compensating advantage to offset it.

might be argued that we can import supplies of sulphur, etc., in large quantities, to better advantage, but this is not the case and it will be noted that the cost of delivery of these commodities at Three Rivers and other upper St. Lawrence points for the same location at Bathurst, Chatham or Campbellton. It might be argued that on account of our Maritime location we should have an advantage in overseas trade, but the opposite is the case as will be shown further on in this statement.

It is generally understood in the newsprint trade that the original basis for freight rates on paper to United States points was the rates established by the Board of Railway and Transport Commissioners in 1912, before the manufacture of newsprint in Canada reached anything like the magnitude it has today. When the Quebec mills commenced marketing their products in the United States, the rates applicable to Western New York State, Pennsylvania, Ohio, Michigan, etc., from Berlin, N. H., were made to apply from the Quebec mills, and the same basis governs today.

BATHURST'S POSITION  
In the case of rates from Iroquois Falls, Ontario, a distance of 288 miles north of North Bay, Ont., the Canadian National Railways and Canadian Pacific Railway join in rates of only one cent per 100 lbs. higher than from other points in the group referred to

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They protect and are easy to wear.  
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is cool and light in weight. No leg straps to bother with. Gives just the support most men need.

WASSONS 2 STORES

Phone your Want Ads.  
Robertson's  
3 lbs Bermuda Onions 25c  
96 lb Bag Robin Hood Flour \$4.75  
24 lb Bag Robin Hood Flour \$1.25  
15 lbs Lantic Fine Granulated Sugar \$1.00  
100 lb Bag Sugar 36.50  
3 lbs Pulverized Sugar 25c  
3 lbs Bot Orange Marmalade 40c  
1 lb Tin Pure Fruit Jam 37c  
3 Tins Devil'd Ham 25c  
2 Tins Clark's Chili Sauce Beans 25c  
1 lb Tin Best Pink Salmon 19c  
1-2 lb Tin Red Clover Salmon 25c  
2 Tins Whole Beans 25c  
2 Tins Corn 25c  
2 Tins Peas 25c  
2 Large Tins Tomatoes 25c  
Sliced Pineapple, heavy syrup, tin 25c  
Giant Peaches, heavy syrup, tin 25c  
Pears, heavy syrup, tin 25c  
Mars' Leaf Peaches, heavy syrup, tin 20c  
2 Tins Old Dutch Cleaner 25c  
2 Cakes Lifebuoy Soap 25c  
2 Cakes Surprise or P. G. Napha Soap 25c  
\$2.75 per box of 100 Cakes 25c  
Rolls Toilet Paper 25c  
3 Boxes Matches (400 count) 25c  
2 Bags Table Soap 25c  
2 Cakes Liscant's Delight of Fairy Soap 25c  
35c pkgs. Gold Duck Washin' Pow. 25c  
5 lbs Pastry Flour 25c  
5 lb pkg Race Clover Tea 25c  
1 Best Bulk Tea, lb 25c  
2 1/2 Shos Polish, black, white or Tan, Tin 15c

THE INTERCOLONIAL  
Whether or not the failure of the railways to so protect us can be blamed entirely on the necessity of hauling the traffic over the somewhat circuitous route of the Intercolonial Railway, we consider, a debatable point. We submit that it is reasonable to suppose that if the intercolonial had not been built as it was in an east and west direction, through this territory, a shorter rail route would have been constructed more on a direct line from the North Shore of New Brunswick to New England, to enable the rich natural resources of this district and their products, to reach the Eastern United States market. The activity displayed by traveling freight representatives of the Maine Central, Bangor & Aroostook and other United States railways in soliciting us for the routing of such of our freight as they can participate in at present is an indication of the desire on their part to secure the tonnage, and if the railroads had been built north and south it would only be good business on their part to establish rates, which would enable the traffic to reach the consuming markets on a parity with traffic from other competing mills, just as the United States lines have placed in New England, in a position to compete with Berlin, N. H., in western United States markets, and as the Canadian railways have done in establishing the Berlin rate from Quebec mills.

FEDERAL INTEREST  
In the development of our argument or submissions up to this point it might properly be suggested that we have not indicated in what way the Federal Government is directly interested or should be asked to assist in overcoming our disabilities, or it might

Table with columns: From, To, Rate. Rows for Bathurst, Sturgeon Falls, Espanola, Iroquois Falls, Millinocket, Me., etc.

It is suggested that we are presenting to your Commission a case which should properly be taken to the Board of Railway Commissioners for Canada, or to the railways themselves. So far as the Canadian National Railways are concerned we are constantly negotiating with them regarding rates on our manufactured products to United States points, and they have, on numerous occasions, advised us that the principal obstacle in the way of their giving us lower rates is

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15 lbs Lantic Sugar \$1.00  
98 lb Bag Robin Hood or Cream of West or Regal \$4.70  
24 lb Bags \$1.25  
New Potatoes, pk \$50c  
New Cabbage 10c  
Large Peas 45c  
6 lbs Onions 25c  
Fancy Molasses, gal 25c  
3 Bottles Vanilla or Lemon 25c  
7 Rolls Toilet Paper 25c  
6 lbs Catmeal 25c  
6 lbs Oatmeal 25c  
2 Tins Beans 75c  
5 lb Pail Bess Honey 75c  
4 lb Tin Marmalade 55c  
Shelled Walnuts, lb 35c  
7 lb Bag Pastry Flour 43c  
Cormmeal, per Bag \$2.30  
Cracked Corn, per Bag \$2.30  
Cracked Corn and Oats, per Bag \$2.40

THE 2 BARKERS' Ltd.  
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