

The Weather
Cloudy; Light Snow

The Evening Times-Star EXTRA

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ONE CENT In Greater Saint John

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HARBOR COMMISSION HERE, 20 PER CENT CUT IN MARITIME FREIGHT RATES URGED

DUNCAN REPORT FINDS CLAIMS WELL FOUNDED; SUGGESTS SOLUTIONS

Increases in Federal Subsidy for Three Provinces and Reference of Valley Railway Case to Special Commission Recommended

OTTAWA, Dec. 10.—The report of the Royal Commission on Maritime Province claims was made public today. The report was made by the commission composed of Sir Andrew Rae Duncan, London, Eng., chairman; Judge W. B. Wallace, of Nova Scotia, and Professor Cyrus Macmillan, of McGill University, Montreal, following an extensive inquiry in which evidence was taken in various parts of Canada. The report contains approximately 30,000 words, and in addition to recommendations and suggestions, comes to the following conclusion: "We have approached consideration of the claims and problems of the Maritime Provinces, not from the point of view of finding palliatives for the dissatisfaction and political unrest which have been prevailing in that part of the Dominion, but with an endeavor to apply equitable correction where we have found their claims to be, in our opinion, well founded. We sought practical solutions—or the basis of practical solutions—where we have found a set of conditions which call for remedy, and it was within our terms of reference, broadly interpreted, to deal with them. "The last six years have been a period of great commercial and industrial depression throughout most of the world, and no doubt the Maritime Provinces have suffered severely. But other parts of the Dominion have had their times of severe stress also, though, probably less prolonged, and we do not believe that there is any insurmountable impediment to a revival of enterprise and prosperity in these provinces more than in any other. RELIEF NEEDED "The Maritime Provinces by reason of their traditions, and the vitality of their people can readily become active participants in the future welfare of the Dominion—if they are relieved of the disabilities under which they have been suffering and enabled to approach their problems with renewed vigor. RECOMMENDATIONS "The following are the chief recommendations in the report: (1) Twenty per cent decrease in railway freight rates to take effect immediately on all traffic which originates and terminates within the Atlantic division of the Canadian National Railways, (including export and import traffic by sea, from and to that division, the same reduction to apply to the Atlantic division portion of rates on traffic originating in that division and destined to points outside the Dominion government to bear the cost of such relief. (2) Pending revision upwards of Federal money grants, the payment of an interim lump sum increase as follows: Nova Scotia, \$875,000; New Brunswick, \$600,000; Prince Edward Island, \$125,000. (3) An additional car ferry or special boat between Prince Edward Island and the mainland, and a general survey of railway conditions on the island, with a view to ascertaining what it needed to improve them. "Some measure of capital expenditure will be necessary to overcome present difficulties," says the report. Improved wharfrage and storage facilities should be built by the Federal government, it is added. HARBOR COMMISSION (4) That the ports of Halifax and Saint John each be placed under a harbor commission. (5) The appointment of a deputy minister to deal with fisheries enterprise. (6) A bonus on steel when Canadian coal is used in its manufacture, the bonus to be calculated on the basis of the drawback now paid on imported coal used in the manufacture of steel. (7) A tribunal to inquire into circumstances surrounding the Saint John and Quebec Railway with power if they are satisfied that the circumstances justify it, to arrange terms and conditions on which the railway should be taken over by the government. "In addition to these definite recommendations to opinions expressed by New Brunswick witnesses that a trade treaty with the United States covering forest products would greatly benefit the industry. The suggestion was that pulp and paper, other than newsprint, should enter the United States free. "The report also draws attention to the request that free entry to the United States should be secured for fresh fish and that the duty on manufactured fish entering the United States should be removed or lowered.

Official Summary of Duncan Report

THE following is the official summary of the Duncan report issued by the Dominion Government: 1.—The commission thinks that the provinces have made out a case for a revision of the grant from the Dominion in support of the government's machinery and activity. 2.—The commission agrees with the contention of the provinces that they have been and are being dealt with differently than the western provinces and think that they are entitled to have their allowance reconsidered. 3.—The commission feels that the claim for allowance in lieu of public lands, though belated, is one that should be looked at in the general financial revision or readjustment which they are suggesting. 4.—The Maritime Provinces have a genuine claim to a readjustment of financial arrangements and in any readjustment their territorial limitations entitle them to still further consideration. While not possible to make a final recommendation as to the increase and form of Dominion aid (which are obviously a matter for detailed determination and assessment), the commission recommend immediate consideration of the whole subject with a view to a complete revision of the financial readjustments as between the Dominion and the Maritimes. In the meantime, pending such re-assessment, they recommend that immediate interim lump sum increases should be made in the payments as follows: Nova Scotia, \$875,000; New Brunswick, \$600,000; Prince Edward Island, \$125,000. These interim payments should be continued until the Dominion government has had time to complete its re-investigation. 5.—The commission find that comparing freight rates of 1912 with present rates, the increase on intercolonial rates amount to 92 per cent, that is their 100 has become 192. The estimated average increase of rates for the rest of Canada is 55 per cent, that is their 100 has become 155. 6.—Reference is made to the fact that the Intercolonial Railway is two hundred and fifty miles longer than what would have been necessary if commercial rather than strategic conditions had prevailed, that the rates before 1912 had been fixed, taking into account national, imperial and strategic interests and that these have apparently been abandoned since that date. 7.—The commission recommend an immediate reduction of 20 per cent, (so that 192 will become about 155) be made on all rates charged on traffic which both originates and terminates at stations in the Atlantic Division of the Canadian National Railways, (including export and import traffic, by sea, from and to that division), and that the same reduction be applied to the Atlantic division proportion of the through rates on traffic originating at stations in the Atlantic division (excluding import traffic by sea), and destined to points outside the Atlantic Division. 8.—For this purpose they think the divisional points should be Diamond Junction and Levis, instead of Riviere Du Loup, and Monk. 9.—The cost of the relief should be definitely borne by the Dominion government, who would reimburse the Canadian National Railways through the medium of the Canadian National Railway budget. 10.—The C. P. R. would also be entitled to equitable consideration if they should find themselves prejudiced as a result of the reduction proposed. 11.—The commissioners express the view that the railway commission in passing upon freight rates should be definitely authorized to take into account national interests, both producing and consuming, and that if this is not the original intention of section 320 of the Railway Act, it is the intention which should now be imported into it so that the railway commission could, on the ground of national interests, alone, authorize reductions in rates for the particular section of the community, even where such reduction might on purely commercial consideration, be regarded as discrimination and if from public policy they felt that an experimental rate should be conceded they should be free to constitute the rate even although it might not, at the time, or of itself, give reasonable compensation to the railway company. 12.—That the horizontal increases during the war have borne heavily on the long distance traffic and they recommend that the railway commission should be authorized to consider the question afresh and should be relieved from the necessity of regarding themselves as bound to make reduction horizontally because the increases have been made horizontally. 13.—The commission state that the difficulties in regard to transportation for Prince Edward Island to be overcome require a measure of capital expenditure and they recommend that the railway administration make a survey as to requirements and the department provide the capital for the improvements to be undertaken as soon as possible. 14.—They also recommend that the question of an additional car ferry or a special freight boat be gone into with a view of improving communication and the ferry services should be run under a separate account. 15.—The commission recommend the establishment of statutory harbor commission for Halifax and Saint John and express the hope that this recommendation will not only be accepted but acted upon promptly. They add in this regard "we believe also from the evidence we have had that under existing condition of proprietorship at these ports, there will neither be inducement nor impetus enough to create really great ports, since for some time, at all events, it will be necessary to create facilities even ahead of expansion of trade." 16.—The commission recommend that the Department

of Public Works make an immediate survey of the harbors of Charlottetown, Georgetown and Summerside, particularly as to wharfrage and storage accommodation with a view to adequate accommodation being made to meet the needs of the island's produce, the work to be undertaken by the Department of Public Works and not by the railway. 17.—The commission record the opinion expressed by New Brunswick witnesses that a trade treaty with the United States covering forest products, would greatly benefit the industry. They were asked to recommend the negotiation of a mutual trade treaty to secure free entry into the United States of pulp and paper other than newsprint. 18.—The commissioners record opinions expressed by fishermen and dealers that an effort should be made to secure a treaty giving fresh fish free entry to the American market, and removing or lowering the duty on manufactured fish in the American market. 19.—The commission state that the establishment of coking plants under the assistance of the Dominion Government for the coking of Canadian coal would go far toward solving the coal problem and refer to the proposal for by-product coke plants submitted before the royal commission on coal mining last year. The list covers coke plants at Quebec, Montreal, Ottawa, Toronto, Hamilton, Port Colborne and London, at a total cost, exclusive of land, of \$11,000,000. This figure does not include London. 20.—The commission recommend that the tariff advisory board should be asked to give immediate consideration to coal tariffs. Note—This subject is before the tariff advisory board. 21.—The commission refer to the necessity for prompt action in the matter of steel tariff. They state that it was submitted that the tendency of the tariff, as affected by successive alterations, had been to lessen the protection on the primary products of iron and steel. 22.—The commission recommend a bonus on steel when Canadian coal is used in its manufacture, the bonus to be calculated on the basis of present drawback paid on imported coal used in steel manufacture. Note.—The commissioners support the recommendation of the 1926 parliamentary committee that early consideration should be given by the government to the advisability of renewing the 1924 subvention in favor of Nova Scotia coal. In this connection they point out that the railway rate, from Montreal to Ottawa, a distance of one hundred and seven miles, is almost twice the cost of the water rate from Sydney to Montreal approximately eight hundred and fifty miles. 23.—In regard to agriculture, the commission say: "We feel that the responsibility for its backward condition rests primarily upon the industry itself and upon the provinces." They make no recommendation involving additional cost to the Dominion, but refer to the growth of Maritime public realization of the independence of organized distribution and co-operative marketing. 24.—The commission, referring to the request for continuation of the grant under agricultural instructions act, 1912, cannot distinguish between Maritime and other provinces, and are unable to make any recommendation. 25.—On the subject of immigration, they express the view that charges made of default on the part of the Federal authorities in promoting Maritime Province settlement, cannot be sustained, but that it may be that the Federal authorities have been more disposed to help those who were helping themselves. This is a matter for co-operation between the three provinces. The commission recommend that the Federal government take the matter up with the three provinces, looking to a plan of wider advertisement of the Maritimes, who should participate at their cost, in any plan devised. 26.—After reviewing the history of the Saint John and Quebec Railway and, based on change of plans made in 1916, at the instance of the Dominion, the commission feel need for further investigation as to the alleged promise of the Dominion to take the railway over, or into the grounds upon which the belief that such a promise was made is founded. They recommend an ad hoc tribunal to enquire into the circumstances surrounding this matter with power, if they are satisfied that the circumstances justify it, to arrange terms and conditions on which the railway should be taken over by the government. 27.—The commission recommend re-opening of negotiations as to the acquiring by the Dominion, of this line. 28.—The commission feel that the trade commissioners should be given much wider scope with a view to supporting business interests in foreign markets. 29.—The commission feel it would be advisable to have a deputy minister dealing with fishery matters entirely. The commission are unable to recommend any change in the system of bounty awards to fishermen. 30.—They recommend that the geological department undertake a more detailed survey of New Brunswick, also an exhaustive survey of Prince Edward Island for the purpose of re-mapping, investigating mineral deposits, and road making materials and possibilities of its clay resources. 31.—They could not endorse Nova Scotia's claim for reimbursement of a portion of its expenditure on certain buildings, etc.—\$200,000—as this would disturb the whole scheme of Federal aid for technical education. As to Prince Edward Island, they recommend the suggestion that technical education legislation should be deemed to cover agricultural education. 32.—The commission recommend immediate publication of a memorandum prepared by the bureau of statistics covering social and economic progress in the Maritimes since confederation.

Complete Text of The Speech From Throne

OTTAWA, Dec. 10.—The following is text of the speech from the throne: "Honorable Members of the Senate; Members of the House of Commons: "It desires on this occasion to assure you of the great satisfaction it affords me to be associated with you in the important tasks upon which you are about to enter at this, the first session of the sixteenth Parliament of Canada; and to avail myself of your assistance and advice in discharging the duties which His Majesty The King has entrusted to me as his representative. "Once again we have cause to be thankful for a bountiful harvest, and other assurances of continued prosperity. It is gratifying to note that during the year the foreign trade of Canada has shown further marked improvement and that immigration has substantially increased. "The necessity of making adequate provision for the public services has compelled me to summon you at earlier date than would otherwise have been necessary. SUPPLY NEEDED "In order to provide for present and immediate future needs, and to regularize expenditures already made, you will be asked forthwith to vote the necessary supply for the current fiscal year. It is not proposed to proceed with the ordinary business of the session until the re-assembling of parliament in the New Year. "These government measures which passed the House of Commons at the last session of parliament, but which failed to become law, will be re-introduced. Amendments to the Canada Grain Act will also be submitted for your consideration. "With a view to expediting public business generally, it is proposed to afford opportunity for an early consideration of amendments to the rules of the House of Commons. "My government has continued to give special attention to the fuel problem and measures providing for assistance to works constructed for the production of domestic coke from Canadian coal, will be substituted. MARITIME QUESTION. "The report of the commission appointed under the Inquiries Act to examine and report upon conditions in the Maritime Provinces, will be presented immediately and your attention will be invited to its recommendations. Measures dealing with the matters referred to in the report of that commission are now under consideration by my government, and certain legislative enactments will be introduced. "Good progress has been made with work on the Hudson Bay Railway, and it is planned to continue construction at as early a date as possible next year. It has been decided to submit conditions at the port to the careful examination of an outstanding British authority on tidal and estuarial conditions affecting harbors. RAILWAY CONSTRUCTION. "Canadian National branch line construction on the basis of a defined, base-rate program having proved entirely successful, that method of dealing with necessary railway expansion will be continued, and another three-year program will be submitted for your consideration. "You will also be asked to approve an agreement with the holders of Grand Trunk Pacific perpetual debentures. "Members of my government have just returned to Canada from attending the meetings of the Imperial Conference. The report of the proceedings of the conference, together with its recommendations, will be placed before you for consideration. It will, I believe, be recognized that the joint labors of the governments represented at the conference, have gone far to set forth the relations of the members of the British Commonwealth of Nations, to one another, and to foreign countries and to ensure a ready appreciation of the full measure of self-government now attained in all that relates to their domestic and external affairs. In the prolonged consideration given to specific matters of joint concern, the conference has done much to ensure the free and effective co-operation in common ends of the governments and peoples of the British Empire. MINISTER TO U. S. "The recent appointment of a minister plenipotentiary accredited by His Majesty to represent the interests of Canada in the United States marks an important stage in the development of the international relations of the Dominion. "The diamond jubilee of Confederation will be commemorated

ACTION ON EAST CASE PROMISED

Throne Speech Refers to Aid for Canadian Coal

OTTAWA, Dec. 10.—The speech from the throne read at the opening of the 16th Parliament of Canada today by His Excellency Lord Willingdon, outlined the legislation which the government proposes to introduce this session. Brilliant pomp marked the opening. Policies outlined included: (1)—The re-introduction of government measures which passed the House at the last session, but which failed to become law. Amendments to the Canada Grain Act will also be submitted. (2)—Measures providing for assistance to work constructed for the production of domestic coke from Canadian coal. MARITIME CASE. (3)—Legislation dealing with the report of the Maritime Rights Commission, to be tabled today. (4)—Re-introduction of the three-year program for Canadian National branch line construction. (5)—Legislation for the approval of the agreement with the holders of Grand Trunk Pacific perpetual debentures. (6)—Amendments to the rules of the House of Commons will be considered. The speech also announces that good progress had been made with the work on the Hudson Bay Railway and it is planned to continue construction as early as possible next year. PRINCE COMING. His Royal Highness, the Prince of Wales, it is announced, has accepted the invitation to visit Canada for the Diamond Jubilee of Confederation. Premier Baldwin of Great Britain has also been invited to attend and may be present. Canada's sixteenth Parliament was opened by His Excellency Lord Willingdon, accompanied by the Lord Mountbatten to Parliament Hill and lined up before the buildings. The guard of honor was from the Governor General's Footguards. MANY INDEPENDENTS. Uncertainty is also contributed by the existence this session of some 10 members of uncertain or indefinite political affiliations. These members, including Independent, Labor and some Progressives, may insist upon their right to continue any debate. When the Commons resumes today after hearing the speech from His Excellency, it is not anticipated that any business other than the tabling of reports and certain formal motions will be disposed of. The debate on the address in reply to the throne speech will not start until Monday. After the mover and seconder of the address have played their part, Hon. Hugh Guthrie will answer for the official opposition, and the Prime Minister will speak for the government. There will be day and evening sittings of the House next week.

The Weather

SYNOPSIS—Pressure is low across Canada and in the Middle Atlantic coast, and high over the Rocky Mountain States. The weather has been fair to cloudy and comparatively mild in nearly all parts of the Dominion. Cloudy; Light Snow. MARITIME—Moderate to fresh southerly and southeasterly winds, cloudy, some light snow tonight and early Saturday; not much change in temperature. NEW ENGLAND—Rain tonight, colder in Northeastern Massachusetts and warmer in Connecticut. Saturday—cloudy with rising temperatures, fresh possibly strong northeast winds this afternoon, diminishing tonight and shifting to southwest on Saturday.