

years our people have ever known, with agricultural and industrial activity especially marked and a substantial upbuilding taking place in virtually every field of development."

On May 8th, 1930, Mr. A. F. Blake, of St. John, Chairman of the Maritime Division of the Canadian Manufacturer's Association is reported by a Canadian Press Despatch as follow:

"The year 1929 was the best year in industrial expansion of the Maritimes," said Mr. Blake in presenting his annual report "in spite of the slackness in business since last fall conditions remain better than a year ago - much better than in the previous years." He continues, "The Maritimes saved less than other sections of the country from the world wide recession of business."

Sydney H. Logan, General Manager of the Bank of Commerce declared that:

"The Atlantic region is now one of the brightest sports on the Canadian Business map."

W. U. Appleton, of Canadian National Railways has estimated that the tonnage handled at the Port of Halifax has increased 110%.

And here is the view of the Halifax Herald, the leading Conservative Journal in Nova Scotia - April 1930:

"Freight tonnage shows a gain of 17.5% for the Maritime Provinces, against a decrease of 3.2% for Canada.

Building permits are 80% ahead of the last period reported.

Docking facilities in Halifax are taxed to capacity by ocean traffic.

Steel industry of Nova Scotia is running more than 100% of rated capacity.

Building under way in Halifax amounts to over \$8,000,000!"

Cause and Effect.

The Mackenzie King Government appointed the Duncan Commission.

The Conservative members from the Maritime Provinces opposed its appointment.

The Duncan Commission found certain remedies for the difficulties of Maritime Provinces and gave them the support of an impartial and non-sectional investigation.

The Mackenzie King Government applied these remedies and added others of its own.

Does not the Liberal Government deserve the support of the people of the Maritime Provinces?

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