

BAXTER GIVES PLAN TO FORCE TRADE BY CANADIAN CHANNELS

Continued from page 1. The chairman said he would like to see a private conference with Mr. Baxter on matters of taxation, in view of the statement that the province did not have sufficient revenue to properly carry on its activities and needed an increased subsidy from the federal parliament.

Mr. Baxter touched on the Valley Railway and the request of the province that this be taken over by the Dominion as a part of the C. N. R. It had been admitted by Hon. Frank Cochrane and Hon. Dr. Reid that it should be complied with. The railway had been built on the understanding that it would be taken over and built to the transcontinental standard.

In answer to a question from the chairman, Mr. Baxter said the loss of wooden shipbuilding and its allied trades had been a severe blow to the city but this could not be charged to Confederation.

In closing Mr. Baxter said he would be glad to give further information that might be desired by the Commission and suggested that a visit be made to Fredericton where the Commission would be close to the information they desired to secure in connection with the taxation methods of the province and other departmental matters.

Mayor White was the next witness. His Worship extended the welcome of the city to the members of the Commission and expressed the hope that much benefit would come from the investigation conducted by them.

Free and rapid transportation over Canada in the event of estranged relations with other nations was a matter to be considered, and it would be desirable to have some temporary accommodation. Industrial capital was needed and something must be done to invest capital in our city.

NEEDS OF PORT. The port of Saint John needed to be developed much as possible at the present time and a proper railway policy for the port must be adopted by the government and this would help in solving the problem.

MAYOR WHITE TESTIFIES. His Worship extended the welcome of the city to the members of the Commission and expressed the hope that much benefit would come from the investigation conducted by them.

Free and rapid transportation over Canada in the event of estranged relations with other nations was a matter to be considered, and it would be desirable to have some temporary accommodation. Industrial capital was needed and something must be done to invest capital in our city.

NEEDS OF PORT. The port of Saint John needed to be developed much as possible at the present time and a proper railway policy for the port must be adopted by the government and this would help in solving the problem.

MAYOR WHITE TESTIFIES. His Worship extended the welcome of the city to the members of the Commission and expressed the hope that much benefit would come from the investigation conducted by them.

Free and rapid transportation over Canada in the event of estranged relations with other nations was a matter to be considered, and it would be desirable to have some temporary accommodation. Industrial capital was needed and something must be done to invest capital in our city.

NEEDS OF PORT. The port of Saint John needed to be developed much as possible at the present time and a proper railway policy for the port must be adopted by the government and this would help in solving the problem.

MAYOR WHITE TESTIFIES. His Worship extended the welcome of the city to the members of the Commission and expressed the hope that much benefit would come from the investigation conducted by them.

led the Provincial Government to believe that the Dominion Government would eventually take over this railway. The heavy burdens imposed in consequence of the war, and the financing caused by the Great War, have hindered as well as the complete construction of this railway as it is taken over by the Dominion. The road is now constructed and is in operation from Westfield to Centreville, and running rights over the Canadian Pacific Railway have been obtained from Westfield to Centreville. The portion from Centreville to Grand Falls has not been constructed, and the Provincial Government has been unable to complete the road. It has been built up to the standard of the National Transcontinental Railway, and is designed to give that system a direct route to the port of Saint John. It is leased to the Canadian National Railway, the province receiving forty per cent. of the gross revenues as rental. This results in a carry over of the province of from \$200,000 to \$270,000, which has been unable to meet out of its current revenue. Unfortunately has added to its capital of the province. This work was undertaken to overcome the deficit in the scheme of a national enterprise and that way is being dealt with upon that basis.

LIABILITY BILLIONS. The province has incurred liability for the cost of the road amounting to \$7,498,987. To this must be added \$1,000,000 yet unpaid amounting to about \$8,498,987, or a total cost of \$9,498,987. In addition to which the province paid \$1,490,470 in respect of annual deficits from 1920 to 1925 both inclusive. This makes a total of \$9,989,457. The province by a refunding arrangement in 1920 and 1921, effected a saving of \$288,000.90 upon these costs. The Dominion has contributed as subsidy \$1,000,000, which is in the nature of a loan and is outside of the costs mentioned. For further details it is proposed to submit to the Commission a brief submitted by Hon. W. E. Foster, Premier of the province, to the Dominion Government, which fully sets out the details of the situation.

VALLEY RAILWAY. Premier Baxter, in addition to his memorial on the Maritime situation, submitted today's session here, also presented a history of the Valley Railway prepared by Hon. W. E. Foster, Premier of New Brunswick, and Hon. J. M. Baxter, Premier of the Dominion. Mr. Baxter also presented the following: Fredericton, May 18, 1926. Hon. J. M. Baxter, Premier.

Dear Sir,—In compliance with your request re Saint John & Quebec Railway, I respectfully submit as follows: Bonds were guaranteed and bonded by the Province for construction as follows: \$4,249,987 4 p. c. due 1962 original; \$1,700,000 4 1/2 p. c. due 1928 Chap. 9 Acts 1918; \$1,000,000 6 p. c. due 1928, Chap. 9 Acts 1918; \$250,000 6 p. c. due 1931, Chap. 31 Acts 1921.

USE OF PORTLAND, ME. Closely connected with the railway problem is that of harbor development and utilization. The interests of the Maritime Provinces ask that their harbors be utilized as the outlets of Canada to the extent possible. It is suggested that the harbor of Portland, Me., be being used as a local port, as a terminus of the Canadian National Railway. We have yet to learn that the State of Maine, as a part of the Canadian Federation, is entitled to share in the benefits of the harbor.

CHARGES AND DUES. Full consideration of this demand will involve the question of federal export duties on harbor charges and dues. It also involves the question of the harbor charges and dues to be levied on the Canadian National Railway out at the port of Saint John, and the outlet to which the Canadian Pacific Railway has access is generally handicapped by harbor charges, as against the practically free accommodation afforded to the C. N. R. at Portland, Maine. In this respect reference is made to the Dominion Act 3rd Ed. 11, ch. 71, incorporating of the National Transcontinental Railway, and paragraphs 42, 43, 44 and 45 of the agreement which is printed on pages 475, 476 in the Statutes of 1909, also Covenant No. 6, on the part of the Canadian Northern and its constituent and subsidiary companies, contained in an agreement set out as an appendix to the Dominions Acts 1914, ch. 20, on pages 135 and 136.

WESTERN MARKETS. The necessity of special rates westward to give Maritime Province manufacturers a fair opportunity in Western markets requires simply the application of a system which the Inter-State Commission appears to have found to work satisfactorily in the United States. This applies also to coal which is produced in New Brunswick and Nova Scotia.

VALLEY RAILWAY. Combined with the railway situation is one which is peculiar to New Brunswick. The construction of the section of the National Transcontinental Railway in this province from Grand Falls to Moncton, opened up a strip of country much of which was not productive for a long time. In fact, the object of the construction of this railway was rather obtain a direct route from the West to the sea in Canadian territory than local development in the eastern portions of the country. It was felt that the location of the line was so disadvantageous to the port of Saint John that that province attempted to rectify the error by constructing a line called the Saint John and Quebec Railway (more popularly known as the "Valley Railway") along the valley of the Saint John from Grand Falls to the City of Saint John.

IMMIGRATION NEEDS. The question of immigration is also of prime importance. In the former period of the Dominion when it has been hung across the vast spaces of the West, the settlement of those areas was of vital importance. The current trend in that direction and the East was overlooked. The interest of the railway companies in carrying settlers as far as possible combined with the needs of that portion of the country has resulted in the immigration policy of the country, and practically ignoring of surveys and engineering in 1910 and

Purity and Flavour so zealously protected



has been nationally accepted for these qualities. Brown Label 75c - Orange Pekoe Blend 85c

1911 or investigation expenses in 1915, in all over \$33,000.00. I may say that "deficits" were made up of interest, running rights, interest on value of terminal freight, interest on Northern N. B. and Seaboard claim and miscellaneous expenses—less share of earnings and in-

Board of Trade Case

The following presentation of the Saint John Board of Trade case was made by J. D. McKenna: The claims of the Maritime Provinces for a more equitable interpretation and application of the Confederation agreement and the demand for a more equitable share in the partnership of the British North American into which entered in 1867 and later, is one of the outstanding national questions confronting the Dominion of Canada at this time. The dissatisfaction which exists in the Maritime Provinces is something that concerns Canada as a whole, and during the past few years the Maritime Provinces have been suffering from the disabilities of the Confederation agreement which would have been manifested from the provinces of Ontario and Quebec.

CONFEDERATION HISTORY

Herewith is submitted a history of the Confederation movement, which discloses that it was intended that the Maritime Provinces would derive substantial and lasting benefits from a union of the provinces of British North America. In this history the commission will find extracts from speeches delivered by prominent Canadian statesmen, notably Sir John A. Macdonald, Sir George Etienne Cartier and Hon. George Brown, in which were represented the various definite advantages which it was the intention of the leaders should accrue to the Maritime Provinces after the Confederation agreement had been consummated. Among the pledges made was one providing for the construction and operation of the Intercolonial Railway as a national work, and its extension to the Great West so as to bring the traffic of the Maritime Provinces into the development of the Canadian Atlantic ports, with a view to freeing Canada from the necessity of using United States ports for winter traffic; the opening of the markets of Upper Canada to Maritime Province producers, and the betterment of business conditions in the Maritime Provinces.

VISIONS OF 1866

The ideals of unity, prosperity, harmony and contentment were envisioned by the statesmen of 1866 who met in London to confer with the Imperial Government to definitely settle upon the terms of the pact out of which the Confederation of the Dominion of Canada was born. The resolutions adopted by that conference contemplated only one outcome of Confederation, and that was the creation of a common interest from the Atlantic to the Pacific. The Confederation was purely national—the benefits following Confederation have been recognized by the provinces represented by delegates from the provinces represented in the old time partnership (the Dominion) to which all would contribute proportionately and from which all would correspondingly benefit. But the experience of at least one of the partners has been that a united liability company has been in operation and that at least some of the shares have now been secured our proper allotment of the profits of the Confederation, and that at least some of the dividends long past due us be fully paid up.

FOR NATIONAL OUTLOOK

Unless Canada be national in her outlook she cannot endure as a Confederation. In London in December, 1866, her national status was provided for by resolutions on which, and to which only, was the accuracy of the British North American provinces made possible. These resolutions are embodied in the official bluebook published in 1867 by authority of the Imperial Government, and constitute the real basis of Confederation and in every sense each of the provinces entering an solemn obligation to safeguard the common interests of all and to strive for the upbuilding of all.

JUSTICE TO ALL

The very first resolution calls for a federal union and for the application of "principles just to the several provinces and to all." The best interests and present and future prosperity of British North America will be promoted by a federal union under the Crown of Great Britain, provided such union can be effected on principles just to the several provinces.

DEFEATED HERE

So marked was the opposition to Confederation in the Maritime Provinces that the measure was defeated in New Brunswick, was not submitted to the people in Nova Scotia and could not possibly have been carried out in the Maritime Provinces before the construction of the Intercolonial Railway and its operation as a national work to overcome the geographical handicaps of these provinces within the union.

Handiest thing in the house

FOR BABY'S SKIN "Vaseline" Jelly relieves chafing, diaper rash, cradle cap, scurf, and other inflammations. Wonderfully soothing and healing. Indispensable in the nursery.

CORNS In one minute the pain is gone!

Dr. Scholl's Zino-pads work like magic, because they remove the cause of corns. The pain goes instantly. They are safe, non-irritating, soothing, and they do not require a box as your druggist's or shoe dealer's to-day.

EAST AFRICA—INDIA DIRECT

VIA SUVA KALINGALI SERVICE ADEN, MOMBASA, KILINDINI, TANGA, ZANZIBAR, DAR ES SALAM, COLOMBO, MADRAS, RANGOON. S. S. City of Madras

Dr. Scholl's Zino-pads

Put one on—the pain is gone. 7-26-29-8-2-5-9-12-16-19

A Cut for Every Head!



A Man Barber Who satisfies every customer. Just tell him what you want and you will be pleased.

CUTTING LONG HAIR ..... 50c. BOBBED HAIR CUT ..... 35c. CHILDREN ..... 25c. (except Saturday 35c.)

WASSONS Sydney St.

Bring the smallest Baby. SCISSORS SHARPENED 15c to 25c

USE CANADIAN PORTS

Later in Canada's history the Grand Trunk Pacific bill, as introduced by Sir Wilfrid Laurier, provided that all traffic originating on that road and not specifically routed otherwise would be carried through Canadian ports. This feature of the legislation was also embodied in the act under which a loan of some millions of dollars was made to the Canadian Northern Railway by the government presided over by Sir Robert Borden.

DEMAND NATION WIDE

A CANVASS IN 1925 of the Canadian boards of trade, chambers of commerce, Canada and other clubs, and business houses, extending from the Atlantic to the Pacific, revealed that 70 per cent. of the Canadian ports business houses, extending from the Atlantic to the Pacific, revealed that they were in favor of the use of Canadian ports as business outlets and inlets for Canadian traffic. The press of Canada

SPECIALS AT DYKEMAN'S

- 443 Main St. Phone 1106. 15 lb Lantic Sugar ... \$1.00. 98 lb Bag Robin Hood or Cream of West or Regal ... \$4.75. 24 lb Bags ... \$4.75. New Potatoes ... 50c. New Cabbage ... 10c. Large Peas ... 45c. 15 lb Onions ... 25c. Fancy Molasses, gal ... 67c. Bottles Vanilla or Lemon ... 25c. Shred Walnuts, lb ... 45c. 6 lbs Catmeal ... 25c. 6 lbs Oatmeal ... 25c. 2 Tins Beans ... 25c. 5 lb Paill Beans Honey ... 75c. 4 lb Tin Marmalade ... 55c. 7 lb Bag Pastry Flour ... 35c. Cornmeal, per Bag ... \$2.30. Cracked Corn and Oats, per Bag ... \$2.40.

Robertson's MAJORS

- 3 lbs Bermuda Onions ..... 25c. 98 lb Bag Robin Hood Flour \$4.70. 24 lb Bag Robin Hood Flour \$1.25. 15 lbs Lantic Fine Granulated Sugar ..... \$1.00. 100 lb Bag Sugar ..... \$4.50. 3 lbs Pulverized Sugar ..... 25c. 3 lbs Bot. Orange Marmalade ..... 40c. 4 lb Tin Pure Fruit Jam ..... 35c. 3 Tins Devil Ham ..... 25c. 2 Tins Clark's Chili Sauce Beans ..... 25c. 1 lb Tin Best Pink Salmon ..... 19c. 1-2 lb Tin Red Clover Salmon ..... 23c. 2 Tins Whole Beans ..... 25c. 2 Tins Corn ..... 25c. 2 Tins Peas ..... 25c. 2 Large Tins Tomatoes ..... 28c. Grated Pineapple, heavy syrup, tin ..... 25c. Sliced Pineapple, heavy syrup, tin ..... 23c. Peas, heavy syrup, tin ..... 23c. Maple Leaf Peaches, heavy syrup, tin ..... 20c. 2 Tins Old Dutch Cleanser ..... 25c. 2 Cakes Lifebuoy Soap ..... 25c. 4 Cakes Surprise or P. G. Naphtha Soap ..... 25c. 55-75 per 100 Cakes ..... 25c. 7 Rolls Toilet Paper ..... 25c. 3 Boxes Matches (400 count) ..... 27c. 3 Bags Table Salt ..... 25c. 4 Cakes Infants Delight or Fairy Soap ..... 25c. 35c Soap ..... 25c. 5 lbs Pastry Flour ..... 25c. 1 lb Bag Red Clover Tea ..... 65c. Best Bulk Tea, lb ..... 60c. 2 1/2 Shl. Soap, black, white or Tan, Tin ..... 11c.

THE 2 BARKERS' Ltd.

- 100 Princess St. Phone M. 642. 85 Prince Edward St. Phone M. 1638. 539 Main St. Phone M. 4581. Save money by purchasing your Groceries at Barkers. Satisfactory Guaranteed or Money Cheerfully Refunded. 15-12 lbs Granulated Sugar (with orders) ..... \$1.00. 7 lbs Bulk Oatmeal ..... 25c. 1 lb Creamery Butter ..... 25c. Good Bulk Tea, per lb. .... 45c. 3 lbs Prunes ..... 25c. 4 Cans Star Hand Cleanser ..... 25c. 3 Boxes Matches 400's ..... 26c. 1/2 lb 75c Broom, 4 string ..... 35c. 1-2 lb Cake Baker's Chocolate ..... 24c. 3 Bottles Lemon or Vanilla ..... 23c. Regular 35c Bottles Mustard or Vinegar Pickles ..... 25c. 5 lb Tin Pure Bee Honey ..... 75c. 8 lbs Onions, per doz. .... 25c. Roll Bacon, ..... 25c. Good Vegetable or Tomato Soup ..... 25c. 1 lb Can Choice Pink Salmon ..... 19c. 4 Cans Kipperd Snacks ..... 24c. 3 Cans Peaches and 3 Cans Pears, ..... \$1.35. Good Oranges, per doz. .... 25c. String Beans, per can ..... 15c. Hard Mixed Candy, per lb. .... 15c. Orders delivered in City, West Side, Fairville, Millford and East Saint John. Shorts Flour and Sugar at the Store. Drive to Barkers for a 98 lb Bag of Cornmeal or Cracked Corn ..... \$1.90.

Robertson's

654 Main St. Phone M. 3461. Cor. Waterloo and Golding St. Phone M. 3457. Use the Want Ad. Way