

THE CANADIAN SUGAR INDUSTRY 600 MILES OF G. R. RY BETWEEN PORTLAND AND CHICAGO

(Continued from page 1.)

The banquet tonight brought to a close the city's first annual general meeting of the Canadian Manufacturers' Association, the outstanding feature of which, in the words of President John H. Shaw of Woodstock, was the strong note of Canadian national sentiment expressed throughout the meeting.

Retiring president, W. S. Fisher, St. John, stated that the meeting had been characterized by more profitable discussion than any he had ever attended.

Export trade and trade with the United States, which has been a large part of the sessions, reports indicated that the association was growing, and expressed confidence that the country was coming out of the depression period satisfactorily.

W. S. Fisher retiring president, was presented with a loving cup at the banquet while Mrs. Fisher was presented with a bouquet of roses.

Lieutenant-Governor McCallum (Grand of Nova Scotia) welcomed the delegates of the association to the Maritime and delivered a Nova Scotia, A. M. Grier, Ottawa, also delivered an address, emphasizing the important work of the association in the up-building of Canada.

LIEUT.-GOVERNOR'S SPEECH

Mr. President and Gentlemen: Copying, as I do, for the time being, the position of representative of His Majesty in this Province, and hereby, under our democratic system of Government it being my privilege to voice the sentiments of the people, I would like to have read in their name, as well as for myself, to join with the Prime Minister and the Honorable Dr. Roberts in extending to you, the representatives of the Manufacturers of Canada, a most hearty welcome to New Brunswick.

This I am informed, is the fifty-first annual meeting of the Canadian Manufacturers' Association. This means that your Association was formed in 1871, four years after the birth of Confederation—four years after the Provinces of Ontario, Quebec, Nova Scotia and New Brunswick decided to join hands as the Dominion of Canada and begin a forward march toward nationhood.

The growth of the manufactures of Canada has kept pace with the growth and development of the Dominion, and the striking figures presented at this meeting, the particulars of which you have read in the Press, testify in the strongest terms to the business ability and courage of those who are in control of the manufacturing interests, and show how largely the success and prosperity of the people generally are dependent upon the success and prosperity of the great national industry which you represent, and those for whom you are entitled to speak to represent.

How, too, how deeply you are interested in the securing of better access to foreign markets, and in reasonable transportation rates, that there can with truth be said that it is no question affecting the general prosperity and happiness of our people which does not also in a very large measure affect the manufacturer's interests of the country.

I have noticed that the very interesting discussions which have taken place at your meetings, references have been made by several speakers to a certain amount of dissatisfaction and unrest which exists among the people of the Maritime Provinces, who feel that they are not receiving fair play as members of the Confederation. As this is a subject of very great interest and importance, perhaps I may be permitted also to touch on certain phases of the question, which seem to me to throw some light on the causes of dissatisfaction.

In pre-Confederation days, which I will remember, the advocates of Confederation looked boldly forward and visualized the day when the vast prairies of the West, whose agricultural possibilities are illimitable, and the Province of British Columbia, as well as Prince Edward Island, would be the Union, and when all British territory to the northwest of the United States' northern boundary line would form one Confederation. There were, however, many pessimists in those days. Some public men—men of great ability and great influence—honestly believed and asserted, in and out of Parliament, that what are now the great grain growing Provinces of Manitoba, Saskatchewan and Alberta were only fit to be the home of the wolf and the bear.

In addition to the scepticism which then existed in the minds of many people as to the wealth and resources of what are now the Western Prairie Provinces, there were also trade difficulties. At that time there was no direct railway connection between the Maritime Provinces and Upper Canada. By means of Government assistance the Grand Trunk Railway had been constructed from Montreal to Portland in the State of Maine, which was the winter port of Canada. The prairies and British Columbia were entirely separated from Ontario, Quebec and the Maritime Provinces, and it seemed to many people of that day that the natural destiny of the northern section of the American Continent was to have the strongest possible commercial relations with a political alliance, with the great Republic to the south.

There are also the Canadian Northern and Grand Trunk Pacific Systems now operated by the Government, for the construction of which great sacrifices have been made. These lines, though the financial burden which they impose on the people are at present a source of anxiety, yet are factors in developing the trade of important sections of Canada, and will in my opinion prove to be valuable national assets in the not distant future.

Now come to the Intercolonial Railway. This railway was not laid or built as a commercial line. It was constructed more as an inter-provincial highway stipulated for by the British North America Act as a necessary measure to induce the Maritime Provinces to enter the Confederation, and the construction and the operation of which at a loss was necessary in order to overcome the handicap of greater mileage from the Maritime Provinces ports to Quebec and Montreal than from the United States ports to those cities.

Until quite recently this view of the status of the Intercolonial Railway has remained as it was laid down when the Intercolonial was built, and what are known in railway parlance as arbitrary rates were fixed which enabled a large business to be carried on over the Intercolonial. The going away with these rates, and the fixing of new and in many cases prohibitive rates, in our people think, unfair, and a violation of the implied understanding upon which the Maritime Provinces entered the Union.

The Maritime Provinces have another grievance. In the early days of Confederation there was much dissatisfaction by reason of what was thought to be the failure of the Canadian Government to carry out in another respect in good faith those promises which were held out to the people, in the State of Maine, continued to be the winter port of Canada. From 1897, the year of Confederation, down to the year 1898-99, the subsidized mail steamers were allowed to make their terminus at the City of Portland, where they discharged and took freight ships to Canada and to European markets. Year after year the people of the Maritime Provinces, Brunswick, protested against this course, which it was felt was contrary to the development of true national Canadian ideas. Party lines were dropped upon this question, and upon public platforms and in Parliament voice was given to this grave national injustice and at last the result of which policy was adopted, the result of which was that the subsidized Canadian mail steamers were compelled to make their terminus at a Canadian port, and from that time on a Canadian port, and in the Maritime Province ports of Halifax and St. John took place. We were then fairly happy in these Maritime Provinces. We believed that after a constant struggle for nearly thirty years the truly Canadian National ideal of carrying Canadian traffic through Canadian ports was fixed upon an enduring basis. I will remember with what pride I heard Sir Wilfrid Laurier, Liberal party, state that he never would rest content until every ton of Canadian goods was carried through Canadian channels and Canadian sea-ports. Afterwards this view was embodied in the agreement providing for the construction of the Transcontinental Railway in 1903. In the agreement providing for the construction of this railway, and which was incorporated in an Act of Parliament, it was provided by sections 42 and 43 as follows:

"42. It is hereby declared and agreed between the parties to this agreement that the aid hereby provided for is granted by the Government of Canada for the express purpose of encouraging the development of Canadian trade and the transportation of goods through Canadian channels. The Company accepts the aid on these conditions, and agrees that all freight originating on the line of the railway, or its branches, not specifically routed otherwise by the shipper, shall when destined for points in Canada, be carried entirely on Canadian territory, or between Canadian inland points, and that the through rate on export traffic from the point of origin to the point of destination shall at no time be greater via Canadian ports than via United States ports, and that all such traffic, not specifically routed otherwise by the shipper, shall be carried to Canadian ocean ports.

"43. The Company further agrees that it shall not, in any matter within its power, directly or indirectly advise or encourage the transportation of such freight by routes other than those above provided, but shall, in all respects, in good faith use its utmost endeavors to fulfil the conditions upon which public aid is granted, and the development of trade through Canadian channels and Canadian ocean ports.

That this sentiment was not the sentiment of only one party in Canada is evidenced most strongly by the fact that the Conservative Leader, Sir Robert Borden, who followed Sir Wilfrid Laurier, was animated by those same Canadian ideals, which influenced the great Conservative Leader, Sir John A. Macdonald, in whose footsteps Sir Robert Borden was proud to walk. In 1914, when Sir Robert Borden asked Parliament for authority to the Government to guarantee a loan of forty-five millions of dollars to the Canadian Northern Railway Company, he went

even further than Sir Wilfrid Laurier had done, and provided by the agreement, also ratified by Act of Parliament, that all traffic originating on the Canadian Northern System, or upon any of its subsidiary lines, destined for export to foreign countries, should be carried over Canadian railways and shipped through Canadian ports. The words of this provision are as follows: "Notwithstanding the interchange of traffic between the Canadian Northern and the Constellation and Subsidiary Companies severally agreed with the Government of Canada, that at all times hereafter all freight originating on the lines of any of the Constellation Companies or on any of the lines of the Canadian Northern or on the lines of any of the Constellation Companies or on any of the lines of the Constellation Companies, shall when destined for export to foreign countries, be carried over Canadian railways and shipped through Canadian ports."

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that it was contrary to sound public policy for the Government to assist in building up a foreign port by allowing the subsidized steamers to make their terminus there, should now be contented by a still greater national wrong of having that same Port made the terminus of a great railway system owned and controlled by the Government of Canada, and to whose efficient operation the people of the Maritime Provinces must contribute in common with the rest of Canada.

I do not think that any apology on my part is required for bringing this subject again to your attention. It has, I know, been to some extent dealt with in very apt terms and in eloquent language by your President, Mr. Fisher, and Mr. McClurg, who is your Vice-President, as representative of the Maritime Provinces. My only reason for doing so is that I think it of great importance to the Dominion that the people of the Maritime Provinces should be able to realize that the hopes which were held out to them, and the aspirations, which they were to cherish by the fathers of Confederation, should not be ignored. It was with a view to carrying the traffic of Canada through Canadian channels and Canadian ports that the great statement, Sir John Macdonald, Sir Charles Tupper, Sir Leonard Tilley, and others who were associated with them, conceived the grand idea of building the Canadian Pacific Railway in the face of strong criticism, and knowing well that enormous difficulties stood in the way of the realization of their hopes. It was still further with a view to carrying out the same grand Canadian idea that Sir Wilfrid Laurier was influenced to impose upon this country the task of building the new Transcontinental Railway, in order to open up the northern section of Canada from ocean to ocean, which, by reason of its agricultural possibilities and its enormous mineral wealth, presented opportunities of carrying our country forward with great strides toward its destiny of unexampled progress and prosperity.

The people of the Maritime Provinces have no jealousy of other sections of Canada, and the news which year after year comes to us of the wonderful development taking place in the Prairie Provinces, where the farmers are accumulating wealth and building comfortable homes, fills us with great pleasure. We love to hear of the splendid possibilities of the great Province of British Columbia. We rejoice at the agricultural and industrial development of Ontario and Quebec. We are proud of the rapid increase in the population of our Western Provinces, and we rejoice in everything which tends towards the building up of a great and united Canada, but what our people in these Maritime Provinces want and what we think we are entitled to is that an honest, sincere effort to have the promises and the ideals which were held out to our people at the time of Confederation, and by all the great leaders in Canadian statesmanship since that time, realized, and that all the "vestiges" of the Government shall be destroyed, and the building up of a united country, having regard to the happiness and the prosperity of all sections of the Dominion.

The people in these Maritime Provinces are animated by an intense feeling of loyalty, not to Canada alone but to the British Empire, and are prepared to do their part in peace and in war, as has been amply demonstrated, to make of this country a great and prosperous nation, destined to go on in the generation to come, as one of the most important sections of the British Empire, ever moving forward in the vanguard of national development and the building up of the Empire to realize its destiny for the spread of Christianity, civilization and freedom among all the Nations of the Earth.

Now, Mr. President, in the very admirable address which you delivered at the opening of the Annual Meeting of the Canadian Manufacturers' Association, referring to the railways owned by the Government, including of course the Grand Trunk, you are reported to have made the following statement: "We were well content to have a fair trial made of Government ownership, but should be kept in mind that the public interest should be kept in mind. As an old politician I am perhaps not so much afraid of interference by politicians as some others, but I have realized that there have been no people in this Dominion more patriotic, more courageous, more far-sighted, more devoted to the best interests of Canada and the Canadian people than the great statesmen, who from time to time since Confederation have had the destinies of this country; but, Gentlemen, I am disposed to agree with the views of your President if he means that politicians shall keep their hands off matters connected with the operation of the railways, that there should be no question of patronage in the purchase of equipment or supplies, the maintenance of the railways, or the appointment of those engaged in their operation, but in going this far, which I cheerfully do, I hold that it is the duty of Government and Parliament to see that the public interest, generally, to see that the operation of those railways is carried on according to law, and that the fundamental principles of the Parliamentary compact, to which I have referred, shall be carried out in good faith and in the interests of the whole country, and that the Board of Directors shall be allowed to determine from the policy which has been laid down by Parliament in the interests of the whole Dominion, and which forms a Parliamentary compact between all sections of the country."

Those who claim that the Board of Directors of the Canadian National Railways should be permitted to direct Canadian trade according to their own judgment and utterly regardless of the provisions of the Statutes, to which I have referred, are directly encouraging in my opinion the law, and should in my opinion be restrained from so doing. Another point to my mind, one of the most disturbing questions with which Parliament and the people of Canada will have to deal is the fact that the Government, which means the people of Canada, owns and operates a very large mileage of the Grand Trunk Railway, some sixteen hundred miles, situated in the United States, having Chicago as its western terminus, and the City of Portland, in the State of Maine, as its eastern terminus. It will, I think, be greatly to the disadvantage of the people of the Dominion the deeper interest and satisfaction if in the future the money of the Canadian people shall be used towards developing terminal facilities at Portland, and so help to divert from Canadian Ports that traffic which properly belongs to the Maritime Provinces.

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Convict Escapes From Dorchester

Prisoner Named McLean Made Successful Dash for Liberty — Officers Are Searching.

The local police have been requested to keep an eye out for a convict named McLean, who escaped from the penitentiary at Dorchester, last Sunday and is still at large. McLean, who is twenty years of age, was serving time after being convicted of a theft committed at Truro.

Since the time of establishing of the penitentiary at Dorchester, there has never been a prisoner who escaped from the institution who was not finally apprehended, with one exception. In that case the convict got on board a ship at Halifax, even then he could have been extradited, but as before he made his dash for freedom, the department of justice were content to allow him to shake the dust of the Dominion from his feet.

As in his present case when a convict makes his escape from the penitentiary all work is suspended outside the prison walls, and the convicts employed in such labor are locked in their cells, while the guards and keepers turn out and scour the countryside. By keeping a close watch on all the cross roads, and the farms and with the co-operation of the county police and constabulary, it is seldom that a prisoner succeeds in getting away from the bounds of the surrounding parishes, and even more rarely, the county itself.

Very often the escaped convict takes refuge in some place of concealment within a few miles radius of the prison, and after a few days is driven to give himself up through lack of food. As a general rule, an escape is usually planned in the summer or early fall, when the wild berries and root crops afford a means of sustenance, though necessarily a rather meager one.

PERSONALS

N. S. Hewson, of Amherst, is at the Dufferin.

Angus McLean, of Bathurst, arrived in the city yesterday and is registered at the Royal.

J. E. McAuley, of Lower Millstream is at the Victoria.

Mr. and Mrs. H. A. P. Smith, of Digby, are guests at the Victoria.

Joseph Sutton, of Amherst, was among those to register at the Victoria yesterday.

BASTINGS.

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In minor aches, the muscle is strained a little, and all that is needed is a vigorous rubbing with Nerviline. This draws the extra blood away, and permits the muscle to return to its normal condition. The supremacy of Nerviline enjoys is owing to its penetrating power; it strikes deeply, that is why it removes deep seated pains, and fixes up folks that have Rheumatism, Lumbago, Neuralgia and Sciatica. There is about five times the pain destroying power in Nerviline than you find in the average liniment. Sold everywhere, 25c per bottle.

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SIZES
Dio—2 ft. 10 in. high
2 ft. wide
1 ft. thick
Base—2 ft. 7 in. long
1 ft. 7 in. wide
1 ft. 2 in. high
Total Height, 4 ft.
Approx. weight
1,700 lbs.

PRICE
\$112

Freight prepaid by us anywhere in Maritime Provinces. This price includes lettering.

Phone Main 4445 and our auto will call for you.

This Monument is polished on back and front. Fine hammered on top and rustic on sides.

WRITE FOR OUR CATALOGUE.

M. T. KANE
At Fernhill Cemetery Gate, St. John, N. B.
Only one place of business. No Branches

HOSPITAL PATIENTS
Robert W. Chipman, an elderly man, was seriously injured about the head when he fell off a staging on Wednesday, while making some repairs to his home, on the Sandy Point road. He is in the General Public Hospital, where he was reported in a serious condition early this morning.

NO ARRESTS
The past twenty-four hours have been free of arrests and the crime sheet at the central police station presents a virgin surface for the 23rd of June in consequence.

Ford

When figuring what you would save by buying a Ford in preference to some other car don't stop at the purchase price—important though this saving is. The big saving is on gasoline, tires, oil and repairs. No other car can be operated at so little expense. No other car will give the same uniform service and satisfaction. No other car will last as long and ask so little in return as the Ford.

Order Yours NOW

ROYDEN FOLEY
Ford Dealer
300 UNION STREET

REX

King of Cigarettes

10 for 15¢

NATIONAL FLOWERS.
"Can anyone tell me the national flower of England?" asked the teacher.
"The rose!" came an eager chorus.
"And of France?"
"Lilies!" was the response after some hesitation.
"And Spain?"
Dead silence. The pupils looked blankly at one another. Then a hand was waved frantically in the air and a shrill voice piped out, "buh-rueses!"

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