

Quebec and Vancouver Join Hands With Maritime Provinces

WILL SEND DEPUTATION WITH EASTERNERS TO PARLIAMENT

Quebec Board of Trade Will Urge Others in the Province to Support All-Canadian Transportation Crusade

McKENNA INVOKES FEDERATION PACT

Shows Atlantic Provinces Have Not Been Compensated for Trade Opportunities They Lost by Entering Dominion—Explains How Traffic Diversion Leaves Canadians Poorer

Canadian Press Despatch.

QUEBEC, Feb. 17.—Action endorsing a resolution passed at a meeting of the Halifax and St. John Boards of Trade, urging upon the Dominion Parliament the pressing necessity of immediately adopting measures to confine the benefits of the British preferential duties to goods routed through Canadian ports and to expedite the despatch of Canadian exports through Dominion channels, was taken by the Council of the Quebec board of Trade today.

The council also undertook to suggest that Boards of Trade at adjacent points pass similar resolutions. Further they agreed to send a delegation to accompany that which will proceed to Ottawa from the Maritime Provinces to place the resolution before the Government.

RESOLUTION FOLLOWS WARM ENDORSMENT

The Council acted after hearing speeches from J. D. McKenna, M.L.A., St. John; Mayor John Murphy, of Halifax, and W. S. Fisher, of St. John, explaining the origin of the Halifax resolution and from Mayor Samson, of Quebec; S. Barrow, president of the Quebec Board of Trade, and J. S. Royer and Jas. A. McNamany, vice-president of that body, warmly approving the mission and aims of the Maritime visitors.

Mr. McKenna, after the delegation had been welcomed by Mr. Barrow, told of the fine reception accorded him on his recent trip through Canada on behalf of the St. John Telegraph-Journal and Times-Star, of which papers he is president, and during which he placed the case of the Maritime Province ports and their plea that the Confederation pact be lived up to before many Boards of Trade.

He said that his journey had revealed a sentiment he did not know existed, and he found that the people in Ontario and further west regarded the interests of the Maritime ports as their own and were also ready to view the problem as he outlined it from a broad national standpoint.

ACTED FOR THE GENERAL GOOD

Mr. McKenna reminded his audience that in pre-Confederation days the Maritime Provinces in trade did not have much in sympathy with Ontario. As a matter of sentiment as British subjects, however, they came into the pact. There was an understanding, however, that any advantages to be gained through the export of goods should accrue to the Maritime Province ports.

As they knew, the Maritimes were not manufacturing centres. They supported protection, however, because it was for the general good of Canada. They contributed to the cost of canals and railways and gladly bore their share of deficits from the Canadian National. When the St. Lawrence project came up they would support it on national grounds.

However, as they accepted their part of the disadvantages, they should get the advantages of being part of the Dominion.

Of the manufactures bought in the Maritimes 90 per cent. came from Quebec and Ontario, Mr. McKenna said. He then spoke of the diversion of Canadian freight through Portland, Me.

This, he showed, not only deprived Canadian ports of business, but gave employment to United States citizens in every department of railway work which should go to the people along the Canadian line into Ontario and Quebec.

Mr. McKenna said this diversion was breeding discontent in the Maritime Provinces, where the feeling was growing among the people that they were regarded as something in the offing of no particular value to Canada.

Danger Discontent Will Grow.—He reminded them of a remark of the Hon. William Pugh, a Minister in the Laurier cabinet, who had said that if millions of dollars were given to developing United States ports it was time the Maritime Provinces got out of Confederation. A motion, which had been defeated, had been moved in the Nova Scotia House by the leader of the Conservative opposition, Mr. Corning, along this line. He (McKenna) was not here to advocate that. He could tell them that the little flame which existed could be stamped out now, but if neglected they would have a conflagration far more dangerous.

After mentioning that the Ontario Boards of Trade he had addressed were heartily in accord with the proposition that Canadian freight should be routed over Canadian roads and through Canadian ports, Mr. McKenna referred to the discovery that had been made that a large consignment of Canadian-made automobiles had been switched from Halifax to New London, where it was to be handled by a Canadian Government Merchant Marine ship.

Shows Campaign for Good of All.—He told of how the manufacturers of these cars had given orders that Canadian ports must be used hereafter when he had drawn attention to this state of affairs and incidentally mentioned that the cars would go via Halifax, instead of St. John, to prove that there was nothing of the parochial or selfish in their viewpoint.

Mr. McKenna detailed how the movement which he had started for his papers and which had been conducted by himself and A. M. Belding, had grown too large for them to handle and how the St. John Board of Trade had been called into it which in turn had asked the Halifax board to co-operate. The result

had been the passing of the resolution which was before it.

Argument on National Basis.

He asked the Quebec board to consider it as a policy based on broad national lines and concluded by reminding his hearers that the idea of Canada that Macdonald and Tupper had in mind could be achieved only by their all getting together.

Mayor Murphy stated that the Maritime Provinces had many problems. There had always been a feeling throughout Nova Scotia and the other Maritime provinces that the people of Quebec better understood these conditions than did other parts. Conditions had grown up which demanded sympathy, study and co-operative effort on the part of those in a position to deal with these problems.

Use of Home Port.

It was advisable to concentrate on the direct matter for which the conference had been arranged rather than involve the issue. The question immediately up was the utilization of Canadian ports to the maximum extent for Canadian trade. To bring about this result it was proposed to confine the British preference strictly to goods entering through a Canadian port and to support the proposal as set out in the Speech from the Throne to equip properly the ports of the St. Lawrence, Maritime Provinces and Pacific coast to handle this trade. The proposal was one on which there could be no division of opinion and undoubtedly would receive the support of all parts. The ports of Canada demanded this as their right, not as a favor.

Men in public life were keen to try to gauge public opinion and it was thought the parts affected by these proposals should, by proper representation, be clearly before Parliament their wishes with respect to the proposals. An effort was, therefore, being made to work together so far as the Maritimes Provinces, Quebec and British Columbia were concerned.

Mission Marked Success.

Mr. Fisher said that the mission of Mr. McKenna and Mr. Belding to central Canada and Western Canada had been a wonderful success and had aroused great interest in the subject of Canadian business for Canadian ports.

The speaker testified to the feeling of the Maritimes on the question being not parochial. It obviously made for (Continued on page 10, sixth column)

Yesterday In Parliament

IN THE COMMONS.—A vote of \$1,148,729 for post office salaries was passed in committee of supply. Most of the day was taken up in considering a vote of \$200,000 for the Department of Agriculture, for dairying purposes. Donald Sutherland, Conservative, South Oxford, and Hon. S. F. Tolmie, Conservative, Victoria, took the leading part in the examination of the estimates. This item finally passed, and also one of \$30,000 for cold storage warehouses.

LAURIER INSISTED OWN PORTS BE USED

Minister in His Cabinet Tells of Birth of Transcontinental Railway.

BY J. D. McKENNA.

QUEBEC, Feb. 17.—The reception of the St. John and Halifax delegations here was all that could be asked for and Quebec wants to know as soon as possible the date on which the Maritime delegation will proceed to Ottawa to impress upon Parliament the necessity of having Canadian trade routed through Canadian channels. The Quebec Board of Trade also intends to organize the Eastern Townships. At a delightful luncheon, given by President Barrow, of the Quebec Board of Trade, at the Garrison Club previous to meeting with the Council of the Board of Trade, the Maritime delegation today had the pleasure of meeting Sir Charles Fitzpatrick, who as Minister of Justice in the Laurier Government, drafted the Grand Trunk Pacific bill. Sir Charles recalled that when the late Charles M. Hayes called upon Sir Wilfrid with the proposal to construct a second transcontinental line, he (Sir Charles) was called in to receive information as to the details of the plan to prepare the bill for Parliament.

Laurier and Hayes.

Mr. Hayes desired that North Bay be the eastern terminus of the line. Sir Wilfrid insisted that the line should be built to the west coast of the Atlantic. He pointed out that the Atlantic coast was the only one which would be profitable for any road unless St. John and Halifax were made the terminus. He refused to entertain any proposal which would accrue to the advantage of United States ports as against Canadian ports.

On National Grounds.

Sir Charles emphasized that a strong case can be presented in the national standpoint in behalf of Canadian ports and insisted that the strongest possible pressure should be brought to bear on every representative in Parliament, irrespective of his political affiliations.

Sir Charles spoke frankly of the enormous burden endured by Canada and submitted that unless proposals made in behalf of Dominion ports were acted upon from a practical standpoint and every possible advantage derived from the expenditure of millions of dollars on railways, this country could not hope to survive.

If the national aspect case did not appeal to Parliament then Confederation could not endure.

Sir Charles expressed willingness to be one of the delegation from here in support of the proposal from the Maritime Provinces.

Mayor Murphy, of Halifax, and W. S. Fisher, of St. John, are fine additions to the missionary forces in behalf of Canadian ports. They delivered telling speeches in support of confidence and wide recognition of Canadian ideals today.

SUES RELATIVE TO RECOVER HIS BRIDE

Jack Bradley Accuses Wife's Brother of Trying to Kidnap Him.

MILWAUKEE, Wis., Feb. 18.—Another lawsuit an application for examination under the discovery statute was filed here by Jack W. Bradley, riding master, who eloped last Sunday and secretly married Miss Emily Foster, daughter of Charles G. Foster, a wealthy Milwaukee lumberman. The defendant is Carl Foster, Bradley's new brother-in-law. Bradley charges that young Foster engaged in a conspiracy to kidnap him last night and to "restrain him of his liberty." He had previously filed a suit against his father-in-law, asking \$200,000 damages because his bride was kept from him.

POLICE BALK AT 13

None of Officers Will Wear Badge Bearing That Number.

NEW YORK, Feb. 18.—According to Chief of Police George G. Atwell of the Mount Vernon police department, no officer will accept badge No. 13. Commissioner of Public Safety Wynne has not forced any one to accept it, but every new man who has been appointed has spurned this badge because of the ancient idea that it is a symbol of ill-luck.

ASK FOR BETTER FACILITIES AT ST. JOHN PORT

Local Port Committee Appeals to Government and C. N. R. President

REQUEST DOCK AND GRAIN ELEVATOR

Stresses Importance of Proceeding With Work on Terminals Here.

OTTAWA, Feb. 17.—An influential deputation consisting of Hon. W. E. Foster, Mayor F. L. Potts and Commissioner T. H. Bullock, all of St. John, waited upon the Federal Government this morning and urged the necessity of completing the development of Courtenay Bay by building docking facilities for the Canadian National Railways.

They were received by Hon. George P. Graham, Minister of Railways and Canals; Hon. Dr. James H. King, Minister of Public Works, and Hon. Arthur B. Copp, Secretary of State, and they were accompanied by all the New Brunswick members of the House of Commons.

Realize Work Necessary.

"We feel," said former Premier Foster and Mayor Potts, following the interview, "that the Dominion Government realizes the necessity of completing the facilities in Courtenay Bay. They have spent a large sum of money already, and they now realize that it is essential to build docking facilities so that the Canadian National Railways can get their freight on to ocean vessels."

On their way to Ottawa the St. John delegation had a conference in Montreal with Sir Henry Thornton, president of the British preference, and other members of the delegation. They were sympathetically received. Sir Henry went with them here to Ottawa his chief engineer, R. A. C. Henry, together with the plans prepared jointly by the Canadian National Railway and the Department of Public Works.

Detailed Requests.

In making their representations to the Government, the delegation emphasized the importance of providing docking facilities in Courtenay Bay that the Canadian National Railways could get its cars to the water side. They did not overlook, however, the necessity of further improvements on the west side for the Canadian Pacific Railway and the closing up of the Negro Point breakwater.

During the discussion the ministers pointed out that there was in the main estimates, tabled in the House of Commons last night, \$150,000 as a revote for dredging in Courtenay Bay and also \$500,000 for the harbor of St. John generally.

Ask Dock and Elevator.

The delegates asked, as to the main question, that the Government give consideration to putting something in the supplementary estimates for the building of the first unit at Courtenay Bay, which would mean the first dock and a grain elevator, both of which are very necessary to handle the trade of the Canadian National Railways at the terminals of St. John.

A resolution was unanimously passed whereby the Town Council and Board of Trade are to meet jointly within a day or two and select Bathurst representatives.

Two Young Mothers Held As Bandits

CHICAGO, Feb. 17.—Two 18-year-old mothers are held with four men, alleged to be their accomplices in eight hold-ups, during several of which the women had their babies with them. Mabel Robertson and Genevieve Watier admitted the police said, they kept their husbands in ignorance of their operations, which, they said, were "for fun."

Assert Diamonds Will Go Higher

LONDON, Feb. 18.—Sir David Harris, who controls the great Kimberley mines in South Africa, has formally told the world not only that higher prices in plain and fancy diamonds were due in next year's "crop," but that there was every prospect of "a diamond war" between various producers. He doesn't explain why.

Body of Drowned Man Identified

The man whose body was found yesterday at noon in an opening in the ice in the St. John River has been identified as William Haines, aged 39 years, of Scotch Settlement, York county. Dr. D. W. Ross, coroner, has decided that an inquest is unnecessary. It is believed that the man committed suicide.

Hands Self 90 Day Jail Term

ATLANTIC CITY, N. J., Feb. 18.—"Be your own judge," said Recorder Joseph Corio when James Hoyt was arraigned, charged with intoxication and disorderly conduct, "Ninety days" has no economic justification, Canadians will lose. (Continued on page 10, first column.)

In Parliament Today

THE SENATE stands adjourned until March 10. IN THE COMMONS.—A resolution standing in the name of W. F. McLean, Conservative, South York, asking for amendment to the British North America Act, so as to give Canada power to amend her constitution, will be taken up.

TWO N. B. TOWNS TO SEND DELEGATES

Moncton and Bathurst Will Have Representatives in Ottawa Deputation.

MONCTON, Feb. 18.—At a meeting of the Moncton Board of Trade this evening the following resolution was adopted on motion of Capt. J. E. Masters, seconded by O. L. Barbour:

"Whereas, it is in the best interests of the Dominion as a whole that the imports and exports of Canada should pass through Canadian ports in the greatest volume possible; and

"Whereas, the proposal to restrict the application of the British preferential duties entirely to goods imported through Canadian ports is of vital interest to Canadian ports, and for the general advantage of Canada; and

"Whereas, the present session of the Dominion Parliament was opened with a Speech from the Throne in which the following passage occurs: 'It is the intention of the Government so to equip our important ports on the St. Lawrence route, and on both the Atlantic and Pacific coasts, as to enable them to meet all requirements of modern navigation.'"

"Therefore resolved, that the Moncton Board of Trade strongly endorses the proposal contained in the Speech from the Throne above quoted, and urges upon Parliament the adoption of measures for immediately conferring the benefit of the British preferential duties to goods imported through Canadian ports, the principle of which has been formally accepted by Parliament, and is embodied in the Customs laws of the Dominion."

Will Send Delegates.

The resolution followed a speech by W. E. Anderson, representing the Board of Trade of St. John. Mr. Anderson advocated the sending of a Maritime delegation, one thousand strong, to Ottawa to urge that benefits under the British preference be restricted to goods entering Canadian ports.

It is expected the delegation will be absent three days. It is proposed that the delegates meet Premier King and the Government, Mr. Meighen and prominent members of the opposition and Mr. Forke and other Progressive leaders. It had been suggested that the delegation, or its chosen representatives present their case on the floor of the House.

A committee was appointed to name the Moncton delegates. G. O. Spencer presided.

Bathurst Joins Movement.

BATHURST, N. B., Feb. 17.—D. W. Ledingham, of St. John, addressed a meeting of members of the Board of Trade and Town Council, merchants, lawyers, doctors and laymen in the Board of Trade rooms today in connection with the monster delegation to Ottawa next week.

E. P. McKay, manager of the Bank of Montreal, presided and introduced Mr. Ledingham, who outlined the programme of Canadian goods via Canadian ports.

At the conclusion of his remarks, which were given every attention, brief addresses were made by Premier Veniot, Mayor Kent, Alderman J. L. Ryan, George Gilbert and B. C. Mullins, county secretary, all of whom endorsed the programme. They also declared that such a delegation should also consider other matters of equal interest to each province.

A resolution was unanimously passed whereby the Town Council and Board of Trade are to meet jointly within a day or two and select Bathurst representatives.

Fights To Protect Women



Because Helen Garner, 21, San Francisco, signed some papers without reading them, corporation attorneys nearly succeeded in nullifying California's minimum wage law for women. When Helen found the papers charged her right to work was infringed, she brought suit, ousted the attorneys, and obtained dismissal of the attack on the law.

For The General Benefit of Canada

To the Mayors and Councils of the Cities and Towns of New Brunswick.

To the Wardens and Secretaries of the Municipalities of New Brunswick.

To the Presidents and members of the Councils of the Boards of Trade of New Brunswick.

As a result of several meetings held in St. John during the last week, attended by representatives of the City Council, Board of Trade and Port Committee, a resolution was passed urging upon the Dominion Parliament the necessity of immediately adopting measures to confine the benefits of the British preferential duties to goods imported through Canadian ports. We believe that such a measure is of general advantage to the people of Canada and of vital importance to Canadian ports.

We, therefore, respectfully urge that every city and Town Council, every County Council, and every Council of all the Boards of Trade of New Brunswick, should at once consider these proposals, pass appropriate resolutions, and arrange at least to send one delegate to Ottawa on or about Feb. 26 to join with a large delegation thoroughly representative of the Maritime Provinces which will present the proposals to members of the Dominion Parliament.

As the time is short and the matter urgent, we have taken this means of presenting the matter to the Town Councils, County Councils, and Council of Boards of Trade to ask their immediate and cordial co-operation. We would also take this means of cordially inviting any representative citizen of the province who is desirous of joining the delegation.

The following is the resolution unanimously passed by the St. John City Council, Board of Trade and Port Committee:

"WHEREAS, it is in the best interests of the Dominion as a whole that the imports and exports of Canada should pass through Canadian Ports in the greatest volume possible, and

"WHEREAS, the proposal to restrict the application of the British preferential duties entirely to goods imported through Canadian Ports is of vital interest to Canadian Ports and for the general advantage of Canada; and

"WHEREAS, the present session of the Dominion Parliament was opened with a Speech from the Throne in which the following passage occurs:—

"It is the intention of the Government so to equip our important Ports on the St. Lawrence route, and on both the Atlantic and Pacific coasts, as to enable them to meet all requirements of modern navigation."

"THEREFORE RESOLVED, that the St. John Board of Trade strongly endorses the proposal contained in the Speech from the Throne above quoted, and urges upon Parliament the adoption of measures for immediately confining the benefits of the British Preferential Duties to goods imported through Canadian Ports, the principle of which has been formally accepted by Parliament and is embodied in the Customs Laws of the Dominion."

(Sgd.) F. L. POTTS, Mayor of St. John.

(Sgd.) L. W. SIMMS, President of the St. John Board of Trade.

COUNCIL TO JOIN IN APPEAL FOR PORT JUSTICE

Pacific Coast Citizens Support Restriction of British Preference

EDITOR SAYS FUTURE LIES ON THE OCEAN

Vancouver Sun Declares C. G. M. M. Should Enlarge Service Via Canal.

By A. M. BELDING.

Special Representative of The Telegraph-Journal and Times-Star, now touring Western Canada in the interests of the Maritime Provinces.

VANCOUVER, B. C., Feb. 17

—After more than an hour's conference, during which the warmest interest in Maritime Province situation was shown, an informal meeting of the Board of Trade today recommended that the City Council, which meets on Thursday, adopt a resolution endorsing the policy of restricting the British preference to goods imported through Canadian ports and joining in representations to Ottawa. The Council will undoubtedly do so.

For Sale of Maritimes.

While some said it might at present seem an academic question, so far as Vancouver is concerned, they desired to strengthen the hands of the Maritimes.

R. J. Cromie, of the Vancouver Sun, declares the future of the Maritimes is bound up with trade by the Panama Canal entering British Columbia and part of the Prairie Provinces by this route.

In an interview he said today: "Vancouver is by rail about 3,000 miles from St. John or Halifax. That distance by rail makes impossible an interchange of products. The only way, then, that the Maritimes can do business with Vancouver and Western Canada is by water. You can haul ten miles by water for the same cost as one mile by land. The water haul is 6,000 miles from St. John to Vancouver."

In American Service.

"Between American Atlantic and Pacific ports there are about 160 boats a month; between Canadian Atlantic and Pacific ports there are almost none. Canadians, especially the people of the Maritime Provinces, if they ever hope to do business with each other, have got to think in terms of water haul."

"The Government of Canada, at no cost other than a few dollars for stamps to print the legislation, could in thirty days put into effect in Canada, laws which would increase the annual earning power of this Dominion \$300,000,000."

Prosperity Prescription.

"This could be done in these ways:—

"1.—An embargo on Canadian pulp wood going to the United States.

"2.—An embargo on Canadian grain now being milled and transported through American channels en route to European markets, and as a consequence of trade established by that Canadian wheat going out through United States ports, a change of trade is thereby established through the American territory for goods coming into Canada.

"3.—The consumption by Ontario and Quebec of Canadian coal."

Assails the C. G. M. M.

The Sun in an editorial today says it is more or less openly charged that the Canadian Government Merchant Marine is cutting rates to put private intercoastal lines out of business, when its own service would be withdrawn and the business thrown back to the all-rail haul. Continuing it says:—

"Whether those charges are true or not, two outstanding facts absolutely damn the present policy under which the C. G. M. M. is being operated.

"1.—The C. G. M. M. is utterly failing to link up eastern and western Canada in a profitable commercial relationship.

"2.—The C. G. M. M. is steadily losing money, \$900,000 being last year's total deficit.

Must Use Waterways.

"In view of the fact that a cheap water transportation connection between this coast and the Maritimes is an absolute necessity to the prosperity of Canada, this present policy of the C. G. M. M. is not good enough.

"Whether we like it or dislike it, and regardless of whom it affects, one day of the transcontinental rail haul is over with, and if Canadians persist in trying to do business on a basis which has no economic justification, Canadians will lose. (Continued on page 10, first column.)

Town Topics Tid-bits on the Tip of Everybodys Tongue Vol 1, No. 48 ST. JOHN, FEBRUARY, 18, 1925 Fair