

FIRST SECTION

The MARITIME

FIVE CENTS

BROADCASTER

The Maritimes' Feature Weekly

Vol. IV., No. 47

SAINT JOHN, N. B., FRIDAY, OCTOBER 12, 1934

40 PAGES—1 to 16

ALL OUT OF STEP BUT ONTARIO

Premier Hits From Shoulder In Reply To Mr. Fenderson

Lumber Operators Assured of Stumpage Rebate On Unprofitable Work.

The statement of C. L. Fenderson, given to a daily newspaper in Saint John, that he will conduct the greater portion of his lumber operation the coming season, in Quebec because of the stumpage rate in New Brunswick, does not appear to bear heavily upon Hon. L. P. D. Tilley, premier of the province. Mr. Tilley says that his government has agreed to make a rebate on stumpage on lumber cut on Crown lands, provided the price of New Brunswick lumber in England goes lower than it was last spring. The premier is interested to note that Mr. Fenderson gave his interview to the paper, not as president of the New Brunswick Lumbermen's Association, but as a private operator.

When seen by a representative of "The Maritime Broadcaster," Hon. Mr. Tilley said that while in Edmundston he had read the interview as given in the Saint John paper by C. L. Fenderson, of Jacquet River, who is designated as "a large New Brunswick operator."

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Improved Trade Is Predicted For The Maritimes' Ports

More Work Is Expected at Saint John and Halifax.

"We anticipate that winter business through the ports of Halifax and Saint John this season will be considerably greater than last year based upon a general improvement in trade which has taken place in Canada," stated R. W. Long, general freight traffic manager of the Canadian National Railways, on his return to Montreal recently on the Maritime Express following a visit to the Maritime Provinces in company with other traffic officials of the railway. The improvement, he remarked, is roughly about 20 per cent, over last year. "This will mean considerable employment for railway crews and also for longshoremen and those engaged in ocean shipping," he continued. "This increase in employment will have a beneficial effect on business in general in the Maritimes as it will put more money in circulation."

SCOUT LEADERS FROM PROVINCES MEET IN OTTAWA



His Excellency the Governor-General, Chief Scout for Canada, appealed to provincial presidents and provincial commissioners of the Boy Scout movement gathered in conference at Ottawa to co-ordinate their efforts across the country in bringing the Canadian Boy Scout membership up to 100,000 from the present figure of 65,000 as the most fitting kind of tribute to pay to the Chief Scout of the world, Lord Robert Baden-Powell, who visits Canada early in 1935. The two-day conference of the provincial presidents and

provincial commissioners was called for the purpose of discussing the scout movement's financial condition and membership standing. Photo shows provincial presidents—James Leightizer, Charlottetown, Prince Edward Island; W. C. Nickerson, Halifax; Brig.-Gen. F. W. Hill, Fredericton (provincial vice-president); William Copeland Finley, Montreal; J. W. Mitchell, Toronto; E. W. Lowery, Winnipeg; S. J. Latta, Regina; Col. J. H. Woods, Calgary; A. McCreery, Vancouver (member of provincial commission board).

English Railway Seeks Ties In New Brunswick

Forest Products of Province May Help Solve Problem of Mother Country—Representatives of Railroad Now in Canada.

An extension in forest activities in New Brunswick are likely to result from the visit of representatives of the London, Midland and Scottish Railway, of Great Britain. W. J. Manclark and J. A. Melville, representing this railway, are now in Canada, seeking supplies.

Hon. L. P. D. Tilley, premier of New Brunswick, announced yesterday that these gentlemen were coming to New Brunswick and would be in Saint John and Fredericton some time this week. They would look over the source of supply in the province with the idea of getting material suitable for railway ties. Besides these, other lumber requirements of the railway will be given consideration.

Messrs Manclark and Melville will meet representatives from the eastern provinces in Ottawa and then will come to the Maritimes. They will go to Nova Scotia and look into the prospects there, but it was intimated that they were particularly interested in New Brunswick and its forests.

Up to the present the railways in England have been using ties of Scotch pine, secured in north-

ern Europe. Now they are turning their attention to Canada and they hope to find the materials they require here. It is the hope that an extensive business in this line can be built up, especially as the eastern provinces have several kinds of lumber said to be suitable for the purposes of the railway.

New Brunswick has done a fair business in railway ties in the past and a wider market would give this industry new life. Shipping facilities are said to be adequate and the supply of suitable materials is said to be almost unlimited.

Premier Tilley said that his department would do all in their power to interest these buyers in the New Brunswick forests and he was hopeful of showing the English buyers that they can get their supplies in New Brunswick under favorable conditions.

It was said that the railways of Great Britain favored Empire products and the idea of securing ties in Canada was to help build up Empire trade. England wants railway ties, so there should be a special effort made to supply this demand from the eastern provinces of Canada.

Dominion Exports Large Quantities Of Goods To Peru

Agriculture Is Chief Wealth of South American Country.

While the oil and mining industries are generally associated with the natural resources of Peru, yet agriculture is the chief source of wealth. The chief agricultural products are cotton, rice, sugar, wheat, vegetables, fruits, cocoa, coffee, tobacco, livestock, wool, hides and goat skins. Mineral products are copper, silver, gold, lead, zinc, vanadium, borax, bismuth and coal. The guano deposits are worked as a monopoly. Service between Canada and Peruvian ports is afforded by vessels of the Canadian National Steamships, which carry freight for Peru to the Canal Zone where it is transhipped and forwarded to destination and vice versa. The principal imports from Canada are newsprint, which comes almost entirely from the Dominion, lumber, box shooks, rubber tires and sundries, farm implements and machinery, paints and a number of miscellaneous articles. The resumption of automobile exports from Canada to Peru has recently taken place and with the return to normal conditions Peru should prove an important market for a number of Canadian manufactures.

Central Province Sees Only Faults In All The Others

True Nationalism Can Be Built Up on Real Sectionalism.

Ontario sees in the agitations of the different provinces for a square deal in the Canadian Confederation the possibility of a menace to the position it holds as the leading industrial section of Canada. The newest campaign is being launched by the Ottawa Board of Trade and "Sectionalism" is the slogan for the new movement. The Financial Post of Toronto supports this new drive and in an editorial attempts to show that all provinces are wrong excepting Ontario.

The Post decries such slogans as "Buy Goods Made in Manitoba or Saskatchewan, or almost any other province." The Post seems to think it is wrong for any community to support its local industries. It suggests that sectionalism give way to nationalism. Every good citizen of this Dominion will concur in that, but who started this sectionalism anyway? It was not the Maritime Provinces. It was not the Western Provinces. But the records indicate that it started way back some sixty odd years ago right in Ontario. It has been going on ever since and when there is some chance of the other provinces getting some of the industrial life of the Dominion, then Ontario comes along with a cry of sectionalism.

It has been sectionalism, as practiced by Ontario, that has put this Dominion more or less out of kilter. The big interests in Ontario have dominated and still wish to dominate the whole Dominion for their own gain. They have gone so far that they appear to believe that other provinces should have no industries at all and certainly none should oppose in any way what the big interests might do.

What are the actual conditions in Canada today as caused by the selfish sectionalism of Ontario? Where is the control of trade and commerce? In Ontario. Tariffs have been made, detrimental to other provinces, for Ontario. Where is the banking of Canada controlled? In Ontario. If an industry in the Maritimes or other provinces seeks a loan, where does it have to go? To Ontario. The millions of dollars paid by insurance policy holders go largely to Ontario to be invested in Ontario industries and to build magnificent edifices. Go through the Maritimes or western provinces, or glance at the daily papers and see what they are advertising; goods and services supplied by Ontario mostly.

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