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POWER CO. OFFERED TO CITY

The Moncton View On Saint John And Canadian Trade

Great Sacrifices Made By
People of New Brun-
swick Port.

(Moncton Times)

The present generation can scarcely remember the time when rivalry did not exist between the ports of Saint John and Halifax and this keen competition, especially for winterport business, has not lessened with the passing years. Without going into the history of the long struggle for the recognition of the principle of Canadian business through Canadian channels, it can be said that our Maritime ports today are much nearer a realization of what was contemplated at Confederation than seemed likely a few years ago. Today both Saint John and Halifax are national ports. They have been pretty extensively developed by the Federal Government to handle the greatly increased traffic which has been directed through Canadian ports as the result of long years of agitation, and the direct result of the British preference being extended only to Empire goods passing through Canadian ports.

Despite the fact, however, that our two big Maritime ports have during the past two or three years been handling a tonnage which taxed their facilities and has called for large expenditures on the part of the Federal Government to provide increased accommodations, rivalry between Saint John and Halifax seems to be as live an issue today as at any time during the century.

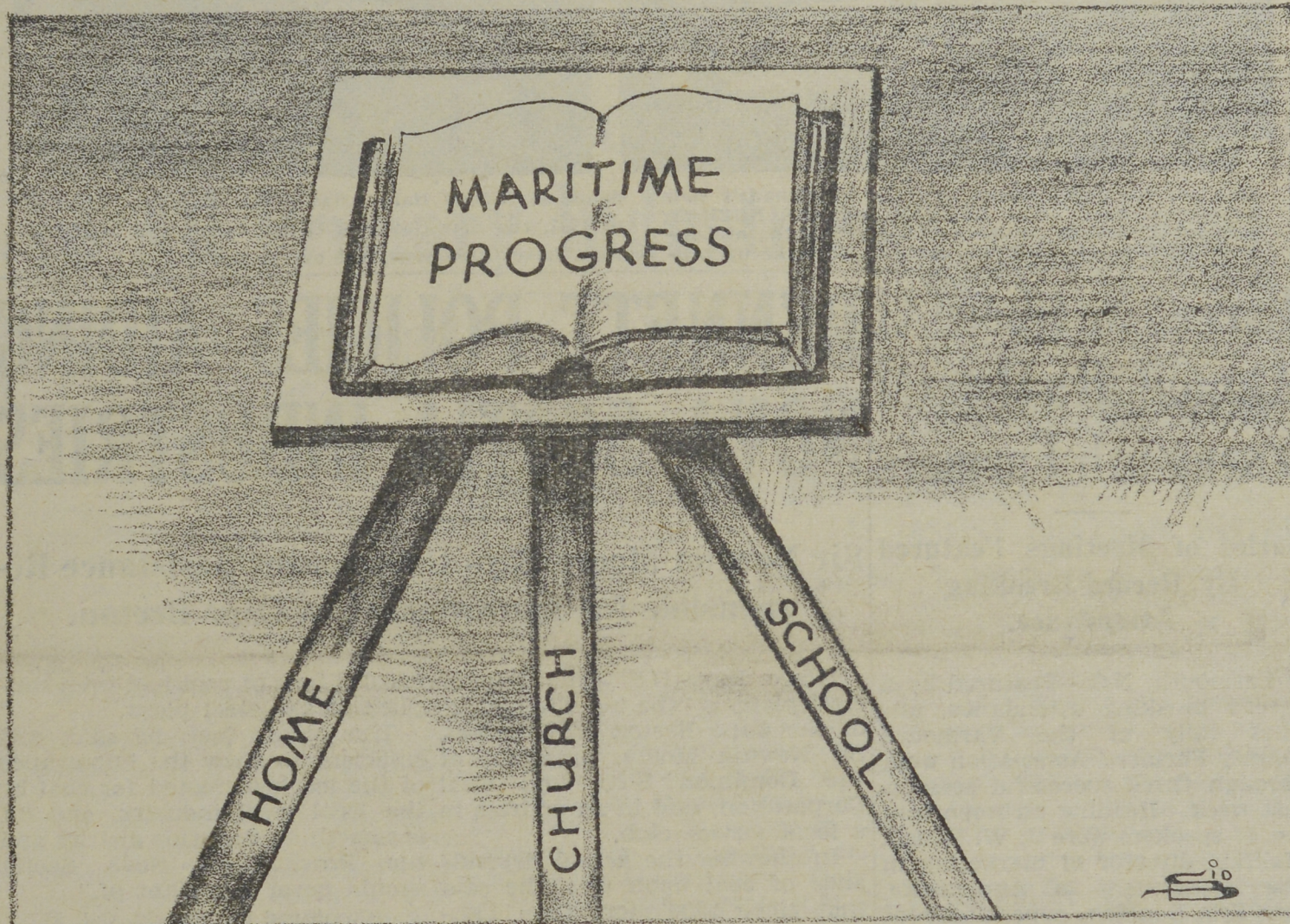
At the present time the citizens of Saint John are greatly exercised over the fact that the port of Halifax during the past winter has been receiving a greater tonnage in commodities flowing in and out of Canada than has Saint John.

The citizens of Saint John have undoubtedly made great sacrifices in the past in building up their port and their efforts and industry in that regard have been most commendable and their claim for fair treatment in port matters is entitled to every consideration. They must not lose sight of the fact, however, that there are two nationalized ports in the Maritimes, and while New Brunswick would quite naturally give Saint John the preference, yet there must be consideration from the standpoint of the Canadian National Railways.

Judging from the tone of some of the arguments advanced from Saint John's standpoint some people seem to be laboring under the impression that all import and export traffic passing through the Maritimes should move through that port if the interests of the Province of New Brunswick are to be served; and when they refer to Saint John being 300 miles

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THE TRUE FOUNDATION



THE HOME, the Church, and the School are the three fundamental institutions upon which the welfare of the Maritime Provinces must be supported. And the nature of that support will determine Maritime progress. In these three institutions are to be found almost entirely the cause and cure of all our ills—moral, physical and financial.

One of our greatest problems is providing for the young people and giving them a proper start in life. If these institutions do their full duty, every child will mature into a life of success, virtue and honor. These three institutions support the Book from which we shall receive our instruction for good or bad and our progress will be in accordance with the knowledge gained. Train up a child in the way he should go and he will not depart from it. How are we training our children? What examples are we setting them?

If we, as Maritime people, are to progress into a healthier and happier state, our homes, our churches and our schools must awaken to the need of the times and accept our full responsibility. At this Easter-time, which is symbolic of new life, when Nature begins to send forth her messages of Spring, let us, as Maritime people, take on a new outlook on life, realizing that from what we plant today, will spring the flowers of tomorrow. Let us so instil into the minds of those around us a Maritime consciousness, that any one who goes out from the Maritimes will be known by his good life, and those who stay behind will be recognized as the best and truest people of the whole world.

Forest Fire Prevention Superannuation Is Must Concern All Citizens Granted To Chief Of Assessors' Body

Department of Lands and Mines Seeks Co-operation
of the People to Prevent Fires in the Woods.

The forests of New Brunswick are among its most valuable assets and as the warm weather approaches the staff of the Department of Lands and Mines, of which Premier Tilley is the head, is taking every possible precaution to protect them from fire.

As Hon. Mr. Tilley points out the department cannot do everything. There must be co-operation among all the people to keep the forests safe. Carelessness, in

the past, has resulted in serious fires. Such fires can be avoided by due care.

New Brunswick must have no such devastating fires this year as those which swept over valuable timber areas last year. The summer of 1934 was particularly dry and favorable to forest fires, but it is also true some of the most serious blazes were traceable to carelessness and some to deliber-

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E. Murray Olive, who has been chairman of the Saint John Board of Assessors, has asked for his superannuation, and the Common Council has decided to grant his request. He will be given leave of absence for six months and then go on superannuation. Mr. Olive has been compelled to give up his position because of ill-health. L. F. Sewell, who has been a member of the board, is to succeed Mr. Olive as chairman. Mr. Sewell is to assume his new duties on June 1.

One Electrical System In Sight If Purchase Made

Saint John City Given
First Chance to Buy
Power Plant.

The city of Saint John is giving consideration to the purchase of the New Brunswick Power Company plant. Negotiations were opened at City Hall on Tuesday when J. M. Robinson, of J. M. Robinson and Co., Ltd., told the council that he had been authorized by the company to make the offer of sale to the city. No tentative price was mentioned.

Mayor Brittain said the council was quite alive to the power situation in Saint John and the idea of having one system was favored. He felt sure the council would carry on negotiations so that the complete proposition could be placed before the people for their consideration at the next civic election.

In placing the proposition before the council Mr. Robinson made the following presentation:

For some time past the city of Saint John and the Province of New Brunswick have been strongly committed to a policy of public ownership of the electric utilities. In the city this has worked for the benefit of the consumer by reducing rates to a level which compares favorably with com-

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Better Roads And Better Bridges All Cost Money

Liberals Back in 1925 Approv-
ed Action of Present
Tilley Government.

The Opposition party in New Brunswick is making a drive against the Government because they claim that too much money has been spent. Now let us quote from a speech delivered by a Liberal candidate in the provincial election of 1925.

"The Opposition cried debt increase. Of course. How could there be better roads, and bridges and hydro service if money were not spent? If the spending was honest and sinking funds were provided, who would say that the expenditure was not wise and judicious?"

This is a Liberal speech in 1925. They thought it was good stuff then. It is still good stuff today. It might be pointed out that under present conditions governments must spend money to keep up the public services and keep the people from suffering. There is a depression in progress and the Government since 1925 has done wonderfully well to keep expenditures as low as they have.