

# BROADCASTER

The Maritimes' Feature Weekly

Vol. VI., No. 9

SAINT JOHN, N. B., FRIDAY, JANUARY 17, 1936

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## THERE IS TALK OF SECESSION

### Policy Revision For Agriculture Waged At Meeting

#### Experts Discuss Farming Problems of New Brunswick, Make Suggestions.

Fredericton, N.B.—The recommendations governing the future conduct of the livestock industry in this province were among the most important resolutions handed down by committees at the annual conference of staff members of the New Brunswick Department of Agriculture with representatives of the Federal Department of Agriculture stationed in this province. Hon. A. C. Taylor, Minister of Agriculture, occupied the chair.

The conference, which has been in session for the past four days, concluded Friday with discussion of committee reports. Beside those affecting livestock, the recommendations embodied in reports bore upon every phase of agriculture practised in the province.

The report of the livestock committee, presented by Stanley Wood, Provincial livestock superintendent, recommended a survey of the purebred mares as a step toward stimulating horse breeding in the province.

The livestock committee further recommended that the Government consider legislation designed to control the entry of cattle to this province from other countries and from the remaining provinces of the Dominion. Such a measure would be directed particularly toward suppressing contagious abortion among cattle.

The stamp of approval was also placed upon the sow unit policy announced by Hon. Mr. Taylor some time ago. The sow unit policy has been adopted as a means of developing production on a basis of carload lots. It will be promoted in districts adapted to this phase of agricultural expansion.

The livestock committee pointed out the need for an extension policy in the control of animal parasites. Particular reference was made to warble fly and bots in horses and to internal parasites in sheep and hogs.

Existing livestock policies were re-endorsed. These included the bonusing of bulls to agricultural societies and methods designed to develop the sheep and swine industries. Dominion Livestock Branch policies pertinent to the loaning of bulls and the organization and maintenance of ram clubs were approved and their continuation requested.

#### Dairying

The dairy committee, headed by J. R. Sutherland, was in favor of the policy previously outlined by the dairymen of the province for the adoption of a compulsory grading system. This provides for the purchase of cream by the creameries on a quality basis. Reservations provide that this ar-

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### They Set Over Them Taskmasters

"And Pharaoh commanded the same day the taskmasters of the people and their officers, saying,

"Ye shall no more give the people straw to make brick, as heretofore; let them go and gather straw for themselves.

"And the tale of the bricks, which did make heretofore, ye shall lay upon them; ye shall not diminish ought thereof; for they be idle . . ."

"Let there more work be laid upon the men, that they may labor therein; and let them not regard vain words."

THIS IS the command given by Pharaoh in regard to the children of Israel, when they were held in bondage in Egypt. And the children of Israel were compelled to make more bricks than ever and at the same time gather their own straw from the fields. This passage from the Scriptures has a part of a story in many ways similar to the story of New Brunswick since it joined with Nova Scotia and Canada to form the Dominion.

New Brunswick is a young country and in 1867 was strong and vigorous. It possessed all the natural advantages necessary to make it powerful, strong and prosperous, but the designing interests of Central Canada have gradually but surely bled her until economically she is today almost wholly anemic. The per capita wealth of New Brunswick before 1867 was much higher than that of Canada (which is now Ontario and Quebec) but through the machinations of big interests the per capita wealth has been reduced so that it is approximately one-half of the Central Provinces. The slight relief given by reason of the Duncan Commission, the White award and other patronizing hand-outs have been entirely inadequate to right the wrong that has been done during more than sixty years of over-taxation and neglect.

The people of New Brunswick do not want charity. They only desire an opportunity to live and build for the future. They also ask to be given a chance to share in the general prosperity. The taskmasters of privileged groups, vested with material power, have imposed a heavy burden upon this Province in the form of taxation and unfair trade competition to satisfy their own greedy passions. These burdens have become too heavy to bear. The people of New Brunswick are in a position similar to that of the children of Israel when they were in Egypt. New Brunswick people are in their own land but it has been practically taken away from them.

While we are not compelled to make brick we are compelled to pay heavy taxes to the Dominion treasury for which we do not get adequate return. The three Maritime Provinces pay yearly taxes to the Federal treasury amounting to more than \$50,000,000. Of that we get back in federal services and public works only some \$25,000,000—or less than half of what we pay. This is a lot of money and if it were allowed to remain in circulation in New Brunswick for a few years the people of this Province soon would be in a state of prosperity. But we are nearly as badly off as were the Israelites. History seems to be repeating itself. Burdens in the form of tariffs, freights and direct taxation have been imposed upon us and these burdens which have been imposed by the central taskmasters have been increasing because like the taskmasters of old they have taken away our means of production. No longer can our farmers and fishermen find adequate markets. No longer are the wheels of industry turning as they did when we were a separate Province. No longer are our port facilities being used as intended. No longer have our young people the opportunity of earning a decent livelihood. Now the interests of Central Canada, by influence upon the politicians, would seek to gain complete power over the British North America Act to give them greater control over this Province and her people.

Shall this iniquity be allowed to proceed further? Shall the people of the Province of New Brunswick be compelled to drop further into the slough of despond? Must they be further degraded so that they become mere hewers of wood and drawers of water for the wealthy and strong central units?

New Brunswick and Nova Scotia are full partners with Ontario and Quebec in the Confederation and are entitled to all the privileges and rights which Ontario and Quebec have assumed. The cutting of the imperial connection by having control of the British North America Act brought to Ottawa would be the real death-blow to New Brunswick. This Province would be far better off outside the Confederation unless it is to be given recognition as a full-fledged partner. This is one thing the Provincial Government must insist upon and it is expected that the Government will make the strongest demands that the terms of the Confederation Agreement be carried out. As the late Dr. F. R. Taylor declared in 1929 in reference to the rights of New Brunswick in the Confederation: "It is unthinkable that once convinced the rest of Canada would oppose granting of needed relief. If they do, access to the Imperial Parliament has not been cut off, and like Newfoundland, the Maritime Provinces, given simple justice, can live alone

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### MARITIME PEOPLE MUST FIND PROBLEMS' SOLUTION

#### Gossip from Far and Near

THE automobile manufacturers who appeared in the tariff board probe wanted car frames allowed into Canada free of duty. This was opposed by a concern that said it could produce car frames as cheaply as they could be imported from the United States. This did not satisfy the automobile manufacturers but it was suggested that the general public might have good reason for wanting no duty on whole cars imported from the United States.

BRITISH courts of law have decided that the idea that fire vehicle drivers can ignore traffic regulations is wrong. A fire engine driver in Dundee, Scotland, was haled into court and fined after his engine crashed into a truck because he had gone against a red light "stop" signal while on the way to a fire. The city of Saint John might note this and when revising its by-laws see that traffic regulations are such as can be enforced in the courts.

IT SEEMS that the City Council is going to follow the suggestion of this paper and enforce the by-law which says that householders must clear the snow from the sidewalks. When enforcing the by-law there are the following spots which should receive attention: Mill from Pond to Main, Main at Fort Howe, sidewalks bordering on parks and squares, sidewalks in front of schools. In all this the city might remember that pulling a snowplow over a walk is not shovelling off the snow.

SHIPPERS of potatoes in the Maritimes are not to have a reduction in freight rates to Ontario and Quebec as requested. The Railway Board has ruled that the railways may reduce rates in Ontario and Quebec but they do not have to equalize the rates from the Maritimes. The Maritimes have lost their case but there is to be an appeal to the Supreme Court.

THE SENATE of Canada is to be congratulated on having for its speaker Hon. W. E. Foster of Saint John. Mr. Foster has been an outstanding citizen of New Brunswick and has always been regarded as a square shooter. As presiding officer of the Senate he will be found all that can be desired for such an important post.

THE annual convention of the New Brunswick Farmers is being held in Saint John. It is hoped they will come back again soon.

#### They Are Asking Can This Be Done As Weaker Units in Confederation?

"Secession talk in the Maritimes, once plentiful, is now diminishing." These few words are taken from an editorial in a recent issue of Maclean's Magazine. If the editor of Maclean's had his ear a little closer to the ground he would hear some secession talk in these Maritimes, which would give him a pain in the ear drum. The possibilities of secession are being discussed more widely than ever in these Maritime Provinces. These provinces are rapidly losing ground and the basic cause of the trouble is that Toronto and Montreal interests have too much power, which they are using to their own advantage and to the disadvantage of the Provinces outside of Quebec and Ontario.

Demands have been made upon the Federal authorities for the carrying out of the Confederation Agreement, but these demands so far have been ignored. Even when the Federal Parliament appointed the Duncan Commission and that commission found that the Maritime Provinces were not getting a square deal in the confederation only a few of the recommendations were implemented and the provinces were left to suffer as they had been in the past. No one in the Maritimes wants to get out of the Confederation if they can be given a square deal within the Dominion of Canada. They have tried for more than 68 years to help to build this Dominion into a real nation, but they have made sacrifices in vain.

The people of the Maritimes believe that the Dominion of Canada can be run to the satisfaction of all the provinces if the terms of the agreement of partnership are followed but they are in despair when they see political party policies unlawfully substituted for the written terms of a contract. But the residents of the Maritimes are beginning to believe with the people of Western Canada that the provinces making up this Dominion of Canada are too much territory to be governed from Ottawa. The intention of the Fathers of Confederation was not to have the whole authority placed in Ottawa.

Back in 1866 the worry in what is now Ontario and Quebec was to get the Maritime Provinces into a partnership with them. Now the greatest worry of the interests in those two provinces appears to be whether Montreal and Toronto will hold the ribbon of metropolitan supremacy. In their shifting of the cards to get access to the federal treasury in order to have their harbors and canals constructed and favorable freight rates, they have considered the other provinces as mere tools to be used for their own selfish undertakings. The needs of the

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