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R. L. BLACK, - - - 62 YORK ST.**BANQUET TO HON. MR. VENIOT****AND COL. RALSTONE AT ST. JOHN**

(Continued from page one.)

tant commission I have had to appoint, that while I do not believe that our provincial politics need be or should be run on Federal lines, yet I took scrupulous care that in both these commissions the other party should be represented, even though in the minority. Let me suggest to the minister, we have had no announcement yet as to the management of Saint John harbor, but I think it would be well if the same spirit could be carried into that commission which ought to be representative of both parties and hold the interest of all the citizens in this group. Let us have hearty co-operation in everything that will make New Brunswick bigger and better and give it a grander future.

Letter to Veniot.

"Only the other day I had occasion to write the Hon. Mr. Veniot asking for some legislation in regard to the Valley Railway, the extension of the time that it can be completed. Immediately I got a reply in which he assured me that he would take the matter up with the minister of railways and that legislation would be put through at the next session. That is the kind of co-operation I asked for and that is the kind of co-operation I got. I thank him here for it publicly. He won't want my thanks because he will consider it was doing no more than he ought to do. But if we were working on the old lines he would hold that legislation up because it would have been advancing the interests of a party with which he might be accused of not being friendly. In regard to the minister of national defense, I have a high regard for him as a man and a man will never appeal to him in vain for co-operation. I am not going to obtrude any further personal note into my remarks of this evening. You see what would happen if I did. If I stopped dealing with them as ministers I might be telling you the little I know about my friend Veniot and he might be telling a lot that he knows about me and what a wonderful love feast it would be. All the rest of the evening would be spent in the gladness of acclaim that one would have for the other. We have co-operated in the past sitting side by side in committee and I don't believe it would be possible for better relations to have existed between and man when we were in the same political sphere, and I know he will say as I do that the mutual understanding we had, the identity of our minds in regard to important matters of administration was of some not unimportant value to this province.

Praises Col. Ralston.

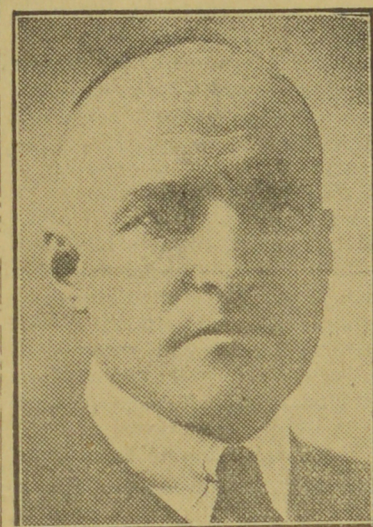
"In regard to the other minister who is present I want to say to my friends of Saint John, I want to say to the people of New Brunswick that I consider all party considerations put to one side, the advent of Col. Ralston into Dominion politics is one of the dominant notes of this time, the entry of a man who is courageous, who is sincere, whose master love is that of work, and a man who I believe is as capable as anyone in Canada as rising superior to all party considerations. He went where real men go, and in the face of the grim tragedy that he faced with all his resolution, small divisions and petty issues can have no place in his mind. I look on his entry into our political life as the entry of an outstanding Dominion figure and I am glad of having this opportunity so generously afforded me to propose the names of Hon. Peter J. Veniot and the Hon. Mr. Ralston. Drink to them heartily, drink deep and wish them every success."

Hon. Mr. Veniot.

After expressing his appreciation of the honor done him, Hon. Mr. Veniot said in part:

"Everyone who has ever been in public life knows that the political field is not a bed of roses. Especially is thus true of the life of a cabinet minister. But when one finds that in the midst of political turmoil and bustle—which constitute the thorns in the flesh—there are to be found such gatherings as the one in which we are taking part tonight, the public man feels he should not lose hope, because they remind him that after all the public is appreciative, and no matter how small the effort, if honestly and sincerely put forth, it will meet its just reward.

"You have referred to the success which crowned the efforts of those who have devoted their talents and energy to bringing the case of the Maritimes before the people of Canada, and in doing so referred to the part played by my colleague in the government and myself. I would not be human if I did not feel a sense of pride at the all-too-flattering compliments paid by your chairman and the honorable gentleman who proposed the toast to my health. The same remark made by these gentlemen could be applied with equal, if not greater force, to many others who took a prominent part in what is now known as the fight for recognition of



COL. THE HON. J. L. RALSTON

the rights of the Maritime Provinces, both within and without the precincts of Parliament.

From what I have been able to judge of the fight, both within and without parliament, I am free to confess that in the beginning the task was a very difficult one, and at times almost hopeless.

Maritimes Forgotten.

"The other provinces of the Dominion were so engrossed with their own problems, with the shaping of their own destinies, that we down by the sea were almost entirely forgotten by them. They seemed to have no thought of the sacrifices which we had been called upon to make in order that Confederation might be made possible. Forgotten seemed to be the fact that without the co-operation and good will of the Maritimes in 1867 the supremacy of the British Empire on the North American Continent would never have been maintained. They did not seem to remember that without the Maritimes Canada of today would never have come into being and they would not have been able to make the proud boast that Canada is the brightest gem in the British Crown.

"An awakening had to be brought about. It could only be done by a campaign of education. This was carried on with considerable success. It was in the carrying on of this task that our press, our Boards of Trade and other organizations did good work.

"Today, as we are preparing to celebrate the sixtieth anniversary of Confederation, the Maritime Provinces are taking on a new life. The future has a far brighter aspect. Let us be careful to act our part so that nothing which we may do will mar the brightness of the new star of hope which seems to brighten our path.

Still Obstacles Ahead.

"Let us not forget that the whole battle is not yet won. There are still obstacles in the path of absolute success. The union of political forces must be continued until we have come into our own.

"The battle for recognition on the floors of Parliament was not won alone by the combined efforts put forth by Colonel Ralston and your humble servant, to which you have so generously alluded tonight. I feel that it is my duty to refer in an especial manner to the staunch support given to us by the members representing the three Maritimes, irrespective of party

affiliations. Neither can I forget the very strong support given by the press of the Maritimes, the various civic bodies, the Boards of Trade and other kindred organizations, and last, but not least, the efforts put forth by the various provincial governments to help strengthen our hands and assure the government at Ottawa that the implementing of the Duncan report or recommendations would materially contribute to our success.

Duncan Suggestions.

"While the Duncan report made certain specific recommendations, which have been implemented almost 100 per cent., that same report made certain suggestions which, in the opinion of the Commission, if carried out, would greatly tend to benefit the Maritimes.

"The first to which I wish to refer deals with the trade relations between the United States and Canada, with particular reference to certain natural products of the Maritime Provinces, such as products of the forest, the sea and the soil. I was pleased to note that some of our provincial public men, as well as those engaged in the development of these industries, pointed out to the Duncan Commission that a mutual trade agreement with our neighbors to the south was necessary in order to bring prosperity to those engaged in such industries in the Maritimes. This suggestion cannot be carried out unless the United States is willing to enter into such an arrangement. In the tariff law now in force in our country there is a clause giving authority to the Canadian Government to negotiate with the United States along the lines suggested by the Duncan report.

The Valley Railway.

There was a fifth recommendation which had to do with the Valley Railway. The commission was not able to say to the government that they had found sufficient data to warrant them in recommending the taking over of this railway. The best they could do was to recommend the appointment of a tribunal to gather the evidence which would bear out the contention made by the province that there was an understanding between the Federal and Provincial authorities that ultimately the road would be taken over. There was evidently some misunderstanding on this point, but I do hope when the time comes the province will be able to put up such a case as will make it impossible for Parliament to turn a deaf ear to our demand.

Referring to the matter of the Valley Railway, the Postmaster-General said that he would have been better pleased had the Duncan report dealt more decisively with that railway.

"It is of the utmost importance," he declared, "that something be done with the Valley Railway. There must be an extension to Grand Falls, so that it will join up with the Transcontinental Railway and bring the grain from the west by the shortest route to the sea. The province is not in a position financially to carry out this extension."

While I am not in a position to commit the government, our people may rest assured that I will put forth every effort to see that the claims of the province will not be ignored.

International Rates.

Parliament did not carry out in its entirety the recommendation made by the commission. International freight rate complications were in the way. There has been some criticism of the action taken in this respect, and it has been stated that no such obstacles were in the way. Let me say once for all that there are obstacles in the way which prevented, and still prevent, putting into force the rates recommended on freight originating in the Atlantic region and destined for American points. It is a matter that can only be settled by mutual arrangements between the American railways and the Canadian authorities. Every effort is being put forth with this object in which I recognize the immense importance of such a reduction on through freight rates to American points.

Regarding the question of freight rates, Hon. Mr. Veniot recalled that in 1925 a 15 per cent. reduction was made in the freight rate on lumber being shipped from New Brunswick to the United States, but he said that this caused considerable opposition from lumbermen across the border to such an extent that it was met by the raising of the rate on the United States side of the boundary.

He declared that the United States railway wished to co-operate with Canada in the matter of freight rate reduction, so as to have effect on both sides of the international line.

Col. Ralston's Speech.

In opening his remarks Col. Ralston referred to the fact that a language different from that spoken in Nova Scotia was being voiced. He did not think that the meeting was an expression of the usual state of mind of New Brunswick but rather something brought about by circumstances. He

referred to his brief career as a cabinet minister.

"Have Veniot and I changed any in that short eight months? I know I haven't. If we haven't changed, have you changed? We know you haven't and you know it, too, and we have no fault to find with that. No, you are just a fine-spirited, warm-hearted gathering of good citizens, come here to encourage and cheer fellow citizens who face some difficult tasks.

"I want to say that I consider it a very kindly and gracious act on your part as well as on the part of the citizens who have gathered here to be present and to have taken the part you have in this function.

Signal Honor.

"I regard it as a signal honor to myself and it will long be remembered that you have been good enough to include me in the honor which you are now doing to your distinguished countryman. Because Mr. Veniot is distinguished—his ancestry is honorable and historic.

"From the day when the man who

(Continued on page four.)

CANADIAN NATIONAL RAILWAYS**Change in Train Schedules,**

Effective Sunday,
June 26th, 1927.

For further particulars apply to
Ticket Agent.

**Tenders for Dredging**

Sealed tenders, addressed to the undersigned and endorsed "Tender for dredging, West St. John, N. B.," will be received until 12 o'clock noon (daylight saving), Friday, June 24, 1927.

Tenders will not be considered unless made on the forms supplied by the Department and in accordance with the conditions set forth therein.

Combined specification and form of tender can be obtained on application to the undersigned, also at the office of the District Engineer, Old Post Office Building, St. John, N. B.

Tenders must include the towing of the plant to and from the work.

The dredges and other plant which are intended to be used on the work shall have been duly registered in Canada at the time of the filing of the tender with the Department, or shall have been built in Canada after the filing of the tender.

Each tender must be accompanied by an accepted cheque on a chartered bank, payable to the order of the Minister of Public Works, for 5 per cent of the contract price, but no cheque to be for less than fifteen hundred dollars. Bonds of the Dominion of Canada or bonds of the Canadian National Railway Company will be accepted as security, or bonds and a cheque if required to make up an odd amount.

By order,

S. E. O'BRIEN,

Secretary.

Department of Public Works,
Ottawa, June 14, 1927.

Tenders for Concrete Walks

Tenders will be received up to 12 o'clock noon, Saturday, June 18th, 1927 for the laying of Concrete walks and curbs around the County Court House, Fredericton, N. B.

Tenders to be marked Walks.

J. S. SCOTT,

Secretary-Treasurer,
Municipality of York.**NOTICE!**

The Home Economics and Manual Training Departments of the York St. School, will hold a public exhibit of work done during the year, by pupils of Grades VI., VII., and VIII. of the City Schools, on Friday, June 17th, from 2 to 4.

The girls of the Home Economics Department will have a sale of their cooking.

Parents and public cordially invited.

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