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Best Large Lemons
35c Dozen.
Large Red Apples
6 for 25c.

DOM. SHORTENING
1 lb. Blocks 20c lb.
3 lb. Pail 54c.
5 lb. Pail 90c.
10 lb. Pail \$1.70
20 lb. Pail \$3.20
Pure Lard, 1 lb blocks,
25c lb.

SOAPS
FOR HOUSE CLEANING
6 cakes Service Soap 25c.
5 cakes Champlain Soap
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25c.
4 cakes Gold Soap . . 25c.
4 cakes P. & G. Soap
25c.

STARCH
Mixed Laundry 10c lb.
3 lbs. 29c.
Canada Corn Starch
10c pkg.
Herne Corn Starch
10c pkg., 3 for 28c.

TARTARINE
SUBSTITUTE FOR CREAM TARTAR
20c lb.

**PURE
CREAM TARTAR**
35c Pound.

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Corn and Peas, 14c can
Tomatoes 15c can
Clarks Tomato Soup
10c can.
Clarks Vegetable Soup
10c can, 3 cans for 28c.
Pecher Salmon 22c can
Emblem Salmon 18c can

BULK TEA
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Mr. R. B. Hanson's Speech on Maritime Freight Rates

**Regrets That the Reductions Will Not Apply to
International Shipments—Will be of No Ben-
efit to One of New Brunswick's Chief Indus-
tries—Says Atlantic Region of the C. N. R.
Should be Extended to Montreal.**

Following is the Hansard report of the speech delivered by Mr. R. B. Hanson, M. P., in Parliament on the Maritime freight rates bill:

Mr. R. B. Hanson (York-Sunbury): Mr. Speaker, I desire to make a few brief observations on the second reading of this bill, and in so doing I wish to approach consideration of the problems involved in a very sympathetic manner. In the first place I should like to observe that this is the first legislative fruit of an agitation which has been going on in the maritime provinces for a considerable period of time, and which resulted from the great economic depression which made itself felt there immediately after the end of the war. I believe that depression was greater in extent in the maritime provinces than in any other portion of Canada, although the rest of the Dominion suffered in common from the economic developments following the cessation of hostilities.

Economic Depression.

The first manifestation of this economic development was in the federal election of 1921, when a solid Liberal delegation was returned from Nova Scotia. I may say in passing that I do not propose to treat this matter from the standpoint of party politics, although from statements made by the Prime Minister announcing this legislation and from the action of a small body of Liberal politicians in New Brunswick it may be necessary to revert briefly to the political aspect. As I say, the economic depression in the maritime provinces made itself manifest in the result of the general election in 1921, when the province of Nova Scotia sent a solid delegation of sixteen members to support the present Prime Minister; when the province of Prince Edward Island sent a solid delegation of four members to sit behind the Prime Minister and when the province of New Brunswick practically divided. It is my considered judgement that had that large delegation, knowing the economic conditions which obtained in the maritime provinces at that time, pressed upon the government of the day those considerations which were subsequently brought to their attention by gentlemen representing the maritime provinces from this side of the House, it would not have been necessary to wait five years for the legislation brought down today, and we could have avoided five years of depression with the consequent loss of earning power, prosperity and economic manhood and womanhood. Because of the failure of those gentlemen representing the maritime provinces in the fourteenth parliament of this country, grave dissatisfaction arose in that part of Canada. The first result of that dissatisfaction was shown in the Halifax by-election, after which came the Kent by-election and finally the general elections of 1925. I claim, Sir, that this legislation brought down today is the direct result of the action of the people of those provinces in the year 1925. Be that as it may, I think history will accord to those gentlemen who took up the flaming torch of maritime rights during those years the credit which is their due, notwithstanding what may have been said here, there, or elsewhere.

Need of Maritimes.

The greatest need of the maritime provinces undoubtedly is in connection with this very question of transportation; on that I think we all agree. I think I can safely say that there is a certain degree of satisfaction felt by all parties representing those provinces in the bill immediately under discussion, and I say that as fairly as I possibly can. I must also say, however, that the people down there will find themselves very much disillusioned when they learn what has been authoritatively stated by the Minister of Railways (Mr. Dunning) today, that these rates do not apply to interna-

tional shipments. Speaking for the producers of New Brunswick, I can say that by far the greater volume of the tonnage shipped over our railways is international tonnage, consisting of pulp, pulpwood, lumber and the products of our fields, particularly potatoes. I do not refer especially to fish because we do not export so much of that commodity from the province of New Brunswick; that is a matter more particularly affecting Nova Scotia. I do know of one company in the province of New Brunswick which makes a daily shipment of at least two train loads of forest product, and that industry will not be benefitted to the extent of one dollar by this legislation. For that reason I am sure there will be great disappointment in the maritime provinces when the people there come to realize that this legislation does not go as far as the Duncan report recommended, because if I recollect aright—and I have read the report on many occasions—there is absolutely no reservation on the part of the commissioners with respect to international freight rates. I know the reservation was made by the Prime Minister in his announcement. I think I know, at least I have heard, of some of the difficulties that the administration has encountered. It may be the case—and if so I do not wish to lay any blame on the administration—that those conditions have been insurmountable. But if that be the case, then it only adds to the disappointment of the maritime provinces in that particular respect. Speaking with perhaps an all too limited knowledge of the subject, I venture to say that, because of the omission of the reservation in the plan proposed by the Duncan commission, the maritime provinces will be robbed of at least one-half of the fruits under this particular head. I understand that there is no control by any judicial body—

Mr. Dunning: I missed what my hon. friend said just now. Did my hon. friend say that by not getting the international freight rates, the maritimes would be robbed of one-half of the fruits?

Mr. Hanson: That is my judgment. It may be erroneous.

Mr. Dunning: It is quite erroneous.

Mr. Hanson: Weeks ago I asked the Minister of Railways if he would give me a statement of the probable cost to the treasury of Canada of the readjustment of rates proposed by the Duncan commission. Unfortunately, whether he could or could not do so, he did not give me the information which I sought. I concluded that for reasons connected with the administration or for some other good and sufficient reasons the hon. gentleman did not want to give that information.

Mr. Dunning: If the hon. gentleman will permit me, I stated in the House only the other day, in response to a question asked, I think, by the hon. member for Bow River (Mr. Garland), that I had only just then received any reasonably accurate estimate and I gave it to the House.

Mr. Hanson: I am glad to hear that. It escaped my attention. I am not making any criticism of or charge against the minister in that connection. But with respect to this particular matter I am satisfied, from the reports which I have received from those who are supposed to be in a position to know, that the large industries in New Brunswick will receive little or no benefit from this particular part of the legislation in question.

Will Not Benefit.

As regards the Duncan report in connection with the matter of transportation, there is another disappointment in regard to the new location of the Atlantic region, or shall I say the new geographical limitation imposed by the Duncan report and adopted by the government? There is very little tonnage originating in the maritime provinces destined for points north

and northwest and within the new limitation of Diamond Junction and Levis. Practically all the goods that we ship west over the National railways are destined for points beyond Diamond Junction or beyond Levis as the case may be. As I understand the matter, the commission were not asked to fix Levis and Diamond Junction as the new delimiting points, although all agreed that Monk and Riviere du Loup were useless in that regard. But the new geographical limitation that was asked for repeatedly by the maritime provinces was the city of Montreal which was the western terminus of the Intercolonial railway in the year 1912. I have not yet heard from any authoritative source any good reason why the region was not extended. In the original inception of the regional idea there was never any good reason advanced why the western terminus of the Atlantic region was fixed at Riviere du Loup rather than Montreal. I want to tell the administration, as respectfully but as firmly as I have language to command in which to tell it, that the maritime provinces will not be satisfied until the Atlantic region for freight rate and administrative purposes is extended to Montreal, and that if we do not get that now—and I understand we are not going to get it now—we intend to keep up the agitation in the provinces in season and out of season for the extension of that region to Montreal. That was the terminus of the Intercolonial railway in 1912 and down to the time when subsequently to the act of 1919 it was merged with the National railways. I know I voice the sentiments of the people of the maritime provinces in that respect.

In connection with this freight rate matter as outlined in the bill another feature, which may be perfectly clear but which is not clear at all events to me, is in regard to certain railways to which the minister has alluded, which may or may not be affected by this legislation. I am referring now to the case for example of the Dominion Atlantic railway which begins and ends in Nova Scotia which, so far as I understand the situation, is not in competition with the Canadian National Railways, and which may not be affected by the terms of this bill. I propose however to leave whatever remarks I have to make and to reserve judgment on that point until we get the bill into committee.

A First Instalment.

In conclusion I say that in so far as this is a measure of justice to the maritime provinces, it is welcomed by the people there and when the balance is struck the government will receive from the people of the maritime provinces whatever meed of credit is their due. At the moment I do not desire to say anything further. We welcome the legislation as a halfway measure for what we are to get, and I warn the government that this is only the first instalment of what the people of the maritime provinces want in matters of transportation rates.

FANNY GRAY ASKS FOR BIG DAMAGES

Baltimore, April 30—Fanny Gray, dancer, today filed suit in the Federal Court here against the Panama-Pacific Steamship Company for \$100,000 damages, alleging enforced vaccination by physicians of one of the ships.

She was bound for Panama to fulfill an engagement, she said, when a ship's physician forced her to be vaccinated—on the thigh after she protested its being done on her arm.

Miss Gray charges that the operation was performed in a "careless and reckless manner," obliging her to undergo hospital treatment, and that she is "seriously and permanently injured about her body and limbs, causing great physical pain and anguish."

If one is not going to continue the magazine story to the bitter end a good place to stop reading is at the place where the continued line appears.

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