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STRONG CASE FOR NEW BRUNSWICK WAS MADE OUT BEFORE THE MARITIME ROYAL COMMISSION

Saint John, Aug. 3.—"The Canadian partnership has not been fairly operated. We have not seen our ports properly equipped by the Dominion as national undertakings, nor have we seen the trade of the Great West develop with the seaboard, but we have seen Government-owned railways used to develop United States ports. We have assumed obligations for much more than we have received, and in no respect has there, so far as the Maritime Provinces are concerned, been manifested that spirit of partnership on which Confederation must rest. The people of the Maritime Provinces have placed their case before the people of Canada and are determined that the time has passed when good intentions or expressed promises will

Canadian ports and instanced cases in his own personal experience to prove that officials of the Canadian National Railways had discriminated against the ports of Halifax and Saint John and in favor of United States ports. On the subject of immigration he undertook to produce witnesses to prove that settlers who had made a success in New Brunswick had been advised by Canadian immigration officials not to locate in the Maritime Provinces. Concluding, he said:

Recommendations Asked.

"Therefore we ask this Commission to recommend to the Dominion Government that the obligations undertaken at the time of Confederation be lived up to; and that the things enumerated below be undertaken not in the interests of the Maritime Provinces alone, but for the general welfare of Canada.

"1. We submit that the British North American Provinces were united federally and that a federal union was arranged in preference to a legislative union, in order to protect the interests of the Maritime Provinces from the political domination of the then provinces of Canada, and that the Imperial Act instituting these provinces federally was not designed to cover all the details of the treaty or agreement upon which this federal union was based. That being the case we, therefore, submit that under this treaty or agreement (with the exception of the financial assistance required for the development of the trade of the Great West with the seaboard) the authority to grant financial assistance to such projects as railways, canals, immigration and the like is limited to such projects as are agreed by all the provinces to be in the common interest and for the general advantage of the union. Therefore, we ask that the Maritime Provinces be reimbursed in some manner for the amounts they have been forced to contribute for the upbuilding of other parts of Canada in excess of what may be considered their fair proportion under the federal agreement.

HON. J. B. M. BAXTER, K. C., P. C.,
LL. D.
Premier of New Brunswick.

compensate for the losses which these provinces have suffered through Confederation and the sacrifices we have made in order to develop the rest of Canada."

So declared yesterday J. D. McKenna, President of the New Brunswick Publishing Company, in summing up the case for the Saint John Board of Trade, before the Royal Commission, headed by Sir Andrew Rae Duncan, investigating the claims of the Maritime Provinces with reference to the Canadian Confederation.

F. W. Cornell, freight rate expert, combated the suggestion that a milling enterprise could be successfully operated at a Maritime port.

Mr. McKenna took pains to explain that the Maritimes were not envious of the prosperity of Central Canada. But he contended that Quebec and Ontario, realizing the benefits accruing to them by reason of a confederation which the Maritimes had made possible, should be prepared to do everything in their power to see that Nova Scotia, Prince Edward Island and New Brunswick fared equitably with the rest of Canada.

Mr. McKenna divided his presentation into three parts. In the first place he sought to establish that the Maritimes had been induced to enter the confederation on the distinct understanding that they would share in certain benefits, secondly that these benefits had not accrued and thirdly he submitted a list of suggested remedies to meet the situation.

The Premier Heard.

Other witnesses appearing before the commission yesterday were Hon. J. B. M. Baxter, Premier of the province, who presented the case for New Brunswick; Mayor W. W. White, of Saint John, who extended the commission an official welcome to the city and pleaded for the further development of the port; L. W. Simms, president of the Saint John Board of Trade who told how his firm had been able to market their product throughout the Dominion for upwards of 50 years owing to the accident of a favorable freight rate.

In the elaboration of his first point that the Maritimes had been induced to bring about a Canadian confederation against their better judgment, Mr. McKenna tendered a book containing the official record of the correspondence and resolutions relating to the proposed union, 1867, which he characterized as "one of the very few in existence." This established, he contended, that a federal union as opposed to a legislative union of the provinces had been arranged and showed that the British North America Act was not the real basis of Confederation.

Traffic Changes.

In stressing the point that the Maritimes had not fared as they had been led to believe they would, he told of the diversion of Canadian traffic from

to time in order to meet the interest charges on the bonds issued for the construction of this road.

Operation of N. T. R.

"6. The operation of the Transcontinental Railway for the carrying of traffic to and from the ports of Saint John, Halifax and Quebec is insisted upon. Every Government of Canada since that road has been available has broken faith with not only the people of the Maritime Provinces but the people of Western Canada by failure to employ this road for the cheap and rapid transportation of Canadian traffic to and from the seaboard.

"Further that the application of the Crow's Nest rates to grain and flour should be limited for export purposes to such grain and flour as is carried by rail or by rail and water through Canadian channels to Canadian ports.

"7. The Maritime Provinces have contributed largely to the success of the manufacturing industries of Central Canada. The people of Ontario and Quebec, in turn, should be willing that the markets of Canada be opened to the products of the Maritimes and that freight rates should be established to ensure Canadian markets for the coal and other products of the Maritime Provinces and the West.

Coking Plants.

"8. Coking plants should be established at large centres and the use of Canadian coal should be insisted upon by the Dominion Government in all of these establishments.

"9. The provinces entered Confederation with the understanding that the tariff policy of the country would be one of tariff for revenue only. Subsequently the federal government deemed it expedient to adopt a protective tariff policy, and we submit that it is incumbent upon the federal government to take such action as will ensure an equitable distribution of the industries established and maintained as a result of the adoption of the protective policy.

"10. More encouragement should be given to the development of the fisheries of the Maritime Provinces.

"11. The demand of Prince Edward Island for better transportation facilities is supported by this presentation.

"12. An equitable division of Government expenditures for immigration and agriculture should be made.

"13. Federal Government advertising and propaganda should be remodelled so that the proper position of the Maritimes in Confederation will be recognized.

Situation Summarized.

In concluding his able address before the Commission Hon. Dr. Baxter said:

In this presentation an effort has been made to establish that under the terms of Confederation the Maritime Provinces were to be real partners in a federal union, under a system of government which would be beneficial to all the provinces interested. The resolutions passed at the London conference and the statements of the authorized representatives of Canada, clearly establish these facts. The historic facts submitted to this commission both at Halifax and in Saint John indicate that many residents of the Maritime Provinces at the time of Confederation refused to believe that any benefits would result from the union of the Canadian provinces. There are still thousands who are convinced that these doubts were well founded. The Canadian partnership has not been fairly operated. We have not seen our ports properly equipped by the Dominion as national undertakings, nor have we seen the trade of the Great West develop with the seaboard, but we have seen Government owned railways used to develop United States ports. We have assumed obligations for much more than we have received, and in no respect has there, so far as the Maritime Provinces are concerned, been manifested that spirit of

partnership on which Confederation must rest. The people of the Maritime Provinces have placed their case before the people of Canada and are determined that the time has passed when good intentions or expressed promises will compensate for the losses which these provinces have suffered through Confederation and the sacrifices which we have made in order to develop the rest of Canada.

Unfairly Treated.

There exists today in the Maritime Provinces a feeling that we have been neglected and unfairly treated by the think that it would have been far better had the Maritime Provinces remained apart from the Canadian Confederation and it is necessary that these causes of complaint be removed.

How relief can be afforded to the Maritime Provinces is the question that this Commission is asked to determine. We believe that there are well defined reforms which should be undertaken by the Dominion Government to assist in the fuller development of the Maritime Provinces. We are not asking for charity, but we are asking for that justice to which we are entitled in all fairness under the terms of Confederation, and in the national interest. We have shown that the Maritime Provinces have made sacrifices in behalf of the rest of Canada and that the fiscal policy of this country has undoubtedly redounded to the disadvantage of these provinces.



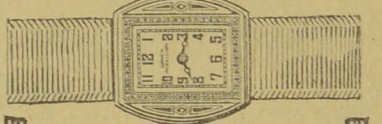
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