

OUR MERCHANTS
Patronize our local merchants
and leave your money in your
city with the men who are try-
ing to make it go.

The Daily Mail

WEATHER
Moderate winds, fair today
followed by rain late tonight
and part of Friday, with some
fog.

VOL. XLI., NO. 73

FREDERICTON, N. B., THURSDAY, MARCH 28, 1935

Two Cents Per Copy

To Make The C. N. R. Use Canadian Ports

Why is Saint John Port Being Discriminated Against?

As Result of Protest Ships Ordered To Be Drydocked in Canada In Future—This Is Not Enough—We Want Canadian Vessels To Use Canadian Ports.

The Dominion has ordered an investigation to determine why two ships of the government merchant marine fleet are being repaired in United States dockyards, the minister of railways, Hon. R. J. Manion announced yesterday in the House of Commons. At the same time orders were issued all ships in the future must be drydocked in Canada, he said.

The two ships are the "Canadian Highlander" and "Canadian Britisher". The minister announced a few days ago it was impossible to obtain drydocks at Halifax and Saint John at appropriate days and the ships went to New York.

The railway minister, questioned by Hon. Dr. P. J. Veniot, former post-master-general, said today his earlier announcement, based on information received from Hon. C. P. Fullerton, chairman of the C.N.R. board of trustees, was inaccurate in part. Inquiry was made at the Saint John drydock, he said, but not at Halifax.

To clear the air an investigation of the whole thing had been ordered, he said.

The Telegraph-Journal wants also a full investigation as to the reason for port discrimination. It says.

"But the matter of drydocking Canadian National vessels in a foreign port is only a part of the discrimination against Canadian ports by C.N.R. officials. For example there is a matter of the diversion to Portland, Maine, of some 2,000 tons of Canadian newsprint for Australia, originally intended for shipment by a Canadian National vessel from Halifax. This also is worthy of investigation, particularly because it violates the intra-Empire trade agreements, which had been definitely established by Canada through the granting of a ten percent preference to British imports coming through our own ports, and by the United Kingdom authorities in making it almost essential to use Canadian ports for the export of wheat if it is to receive the British preference. A demand should be made by the proper authorities that this incident also be investigated, and that steps be taken to prevent such diversions of Canadian traffic in future.

"Dr. Manion has done well in arranging an investigation of the drydocking matter, and it is to be hoped that he will follow a similar course when the demand for a probe of the freight diversion question is received, so that the entire Canadian National policy and practice in the handling of Canadian trade and the administration of these government-owned or organization in relation to Canadian ports, can be sifted to the bottom."

The investigation is the result of a protest made by the Saint John Board of Trade against the drydocking and repairing of the government-owned steamships "Canadian Highlander" and "Canadian Britisher" in a New York drydock instead of at St. John or Halifax.

In the protest the Saint John Board of Trade said:

"The St. John Dry Dock and Shipbuilding Co., Ltd., were not approached in this matter until after the appearance of a press item telling of the use of a drydock at New York by these Canadian government-owned steamships—indeed the local drydock company were not communicated with at all until the afternoon of

The Railways and the People

NOW IS THE TIME for the people of this province to get busy and see that discrimination against the port of Saint John is stopped. We have been pussy-footing too long with those head officials who seem to control the C. N. R. "and all its works and pomps" or pumps if you will. The arbitrary attitude of these officials who are trying to "high hat" the people that are helping to pay their salaries should stop.

When we champion the cause of the Saint John port we do so NOT ONLY BECAUSE IT IS A NEW BRUNSWICK PORT BUT BECAUSE IT IS A CANADIAN NATIONAL PORT and as such has the right to every consideration. It has no right to be fiddled with by a bunch of head office C. N. R. officials, headed by Hon. C. P. Fullerton whose discriminatory attitude we all know about. Hon. Mr. Fullerton and his colleagues will have to be told that they will not be allowed any longer to ignore Canadian ports and Canadian interests.

When Mr. Fullerton and his colleagues visited Fredericton our Board of Trade and others approached them hat in hand and requested favors. We do not want favors, we just want our rights. There has been too much "kow towing" to these so-called big guns. They are getting fat hand-outs in the way of salaries and are spending millions of dollars per week—or their railway is—of the people's money. This being so officials had better climb down off their perch and recognize the fact that the expensive white elephant called "Canadian National" is the Canadian people's elephant. This being so, any revenue that comes from the "animal" should come to Canada instead of Portland, Maine. God knows, the revenue will be small enough—BUT PASS IT OUT TO THE CANADIANS.

Another thing: Freight from Canadian points for shipment should be routed here via McGivney and down the Valley Road to the seaport at Saint John. As has been pointed out more than once in this paper, the haul is shorter and conditions should favor this in every way. We also have this to say about transportation charges in general, as we have said before we repeat now:—

While we have many natural advantages in Central New Brunswick, has it ever occurred to our people that we live under economic conditions which make this region not only one where earning power is less than almost anywhere else in Canada but where the cost of living is greater than in other parts. There is no geographical or natural reason why this should be. For instance, there was a time when a large proportion of the farm machinery used in Western New Brunswick was manufactured in Fredericton and Woodstock at prices scarcely above 50 per cent of those now demanded for the imported machinery. The establishment of sales agents in almost every school district and cut-throat competition by large Central Canadian firms, then closed and prices advanced. Why was this possible? Largely by man-devised relative transportation costs.

Why do we see so much fruit and vegetables from Central and Western Canada on display in our stores? Again largely because of man-devised jug-handled transportation costs. The broker can wire an order to Central Canada and land fruit and vegetables from Ontario to any part of the Maritime Provinces, frequently more cheaply than he can gather the local product. Freight and express rates have been especially designed to develop industry in Ontario and kill the same industry here.

For instance, the express rate from Niagara to anywhere in New Brunswick is 2.10 per 100 pounds on fruit and vegetables. While from Fredericton to Toronto, a lesser distance, the rate is \$2.90 per 100 pounds and that rate applies only to Toronto, while to other towns in Ontario the rate is \$3.55 more. Those are summer rates. In the winter months the eastward rate is \$2.60 and the westward from here to Toronto is \$3.55. For local traffic truck competition has brought rates down to points within 150 miles, but outside that the old stiff rates apply. For instance, the shipper in Western Ontario can get a rate to Sydney, N. S., of \$2.20 per 100 pounds, while the Saint John Valley shipper is charged \$2.45 for the same destination. Generally local rates between Ontario points are very much less per mile than local rates between Maritime points, and the only answer the transportation organizations give is rates are higher in the East because of lack of volume—in other words—UNTIL NEW BRUNSWICK IS AS BIG AS ONTARIO SHE CANNOT GET FAIR PLAY.

The freight rate structures, while not so pronouncedly against us as express rates are, nevertheless are mostly and sometimes quite largely adverse to our development. Then there are secret "gentlemen's agreements" which add still more unfairness.

Transportation caters to the big interests and it behooves our people to learn the actual facts . . . then take the best possible steps to protect the interests of our own people.

March 20, which was after all arrangements had been made by the Canadian National Steamships to drydock the 'Britisher' in New York.

"Furthermore, immediately on being approached, our drydock made the following proposal which would have solved every difficulty: 'That the steamship 'Cornwallis,' which is due here around March 25, could give place to the 'Britisher,' which might also have reached here about that time. The 'Britisher' could have gone right into drydock and even though this might have involved a 30-hour delay in the drydocking of the 'Cornwallis,' this latter could still have departed from here on time. The Cornwallis could still have been finished up and berthed for loading on April 1 and been ready to leave Saint John according to schedule on April 5.

"This being so, there was no reason why the 'Britisher' could not have been given first attention. The 'Brit-

isher' is scheduled to depart from Halifax outward-bound, on March 28. Even were she a day late, that would not have been a serious matter, as these boats rarely sail on rigid schedule.

"It is surely a much more serious matter," the Board of Trade statement concluded, "to deny work to Canadian labor in these days of tragic unemployment. Whoever may be to blame certainly assumes a grave responsibility in this matter."

TREATED AT HOSPITAL

Dr. Charles MacKay, who has been ill at his home in George Street for several days entered the Victoria Hospital last evening for treatment. He spent a fairly comfortable night and today his condition is reported improved. His many friends will be pleased to learn of the improvement in his condition.

ATTY.-GENERAL WILL EXPLAIN INVESTIGATION

Heated Discussion Concerning Rumors About N.B. Compensation Bd. Brings Forth Suggestion to Have Recent Investigation Explained.

Hon. W. H. Harrison, K. C., Attorney General will be requested to appear before the Public Accounts Committee on Tuesday next to explain an investigation into the affairs of the Workmen's Compensation Board, it was decided today at a meeting of that committee.

The suggestion arose from a controversy resulting when opposition members quizzed J. A. Sinclair, chairman of the board, when he appeared before the committee to explain certain matters of interest to the members. Chairman A. D. Taylor doubted if any members who were not members of the committee were in order when they asked questions. F. W. Pirie began to question Mr. Sinclair in a pugnacious manner and in a no less like manner disputed Chairman Taylor's decision regarding the ruling about outside members asking question. He maintained that they could ask questions but could not vote on a question.

It was charged by members of the opposition that Premier Tilley had stated on the floor of the House that I. O. U.'s were found in the cash of the Compensation Board. F. M. Colpitts, Albert, suggested that the Premier be called in to make an apology to the Board, if this were not so.

Mr. Sinclair stated that the Attorney General had made an investigation and that he was the man to tell them about it.

J. A. Sinclair

At the request of W. S. Anderson, opposition, Northumberland, J. A. Sinclair, chairman of the Workmen's Compensation Board, and A. J. Doucet, member of the Board, appeared before the Committee to explain certain expenditures of the government in relation to the Board.

Chairman A. D. Taylor stated that he doubted the committee's right to demand the presence of these men but explained they would not stand on ceremony and were willing to explain anything not clear to the members of the committee.

Mr. Sinclair explained that the government grants the Compensation Board \$10,000.00 to cover compensation for government employees, and the board pays any claims to the government out of this fund.

The total claims outside of government claims amounted to \$27,566.21. The government's claims amounted to \$3,341.16. The Federal Government's claims are handled in the same way as the provincial claims and the C. N. R. is included.

Deficits

The Board's deficit has been accumulating for years and has reached the total of \$338,000.00 in class 2, stated Mr. Sinclair. He added that the government does not give the Board anything.

Class 2 includes Forest Operations, of great interest to the provincial government. The only way to decrease the deficit in this class, stated Chairman A. D. Taylor, is to reduce accidents and increase rates.

"No comparison can be made in the rates of the different provinces", stated Mr. Sinclair. "Each province has problems as they come" he added. The limit to be paid in the various provinces ranges from \$1,200.00 to \$2,500.00.

The making deficit now amounts to \$49,000.00, but Mr. Sinclair stated that

Government And Opposition Clash

PRESENT BUILDING COSTS AND THOSE OF YESTERYEAR

N. B. Parliament Building Fully Equipped Cost \$100,000 — New Normal School Cost Five Times that Figure.

In the Legislature yesterday afternoon Mr. Pirie of Victoria discussed the cost of the new provincial Normal School. He stated that according to the public accounts that the new building had cost the province \$486,286.00 and there had been expenditures on extras and for demolishing old building. It was quite apparent that it had cost \$32,000.00 more than the lowest tender. He had not heard a satisfactory explanation as to why the lowest tender was not accepted and \$55,000 thus saved the Province.

Hon. Mr. Stewart said that the item under discussion was one of \$7,000.00 for Normal School maintenance and had nothing to do with the matter referred to by the hon. member for Victoria. He would say, however, that the lowest tender for the building was not accepted simply because it was not valid, the notice not having been complied with. The item of \$7,000.00 was for such items as fuel, electrical supplies, insurance, hardware, brooms, limit and power and painting.

It seems strange at the present date to learn that our Provincial Parliament buildings when completed in 1881 cost a little over \$1,000,000.00 including furniture and all extras. The contractor, William Lawlor, only received about \$7,000.00; the furniture cost \$7,300.00, and so on. Hon. P. A. Landry, afterwards Chief Justice Sir Pierre Landry, was the head of the Public Works Department at the time. The building, while erected just before the days of the more modern buildings was well constructed, and the furniture, including the draperies, is almost as good today as ever it was. As one of the members said: "They did not know how to work it right in old days. Every cent went into the building, which will never stand up like this old building". One has to consider of course, that prices are higher today, but the new buildings will never stand up like the old buildings did.

the Board was not worrying about that.

Amounts Paid

The amount paid for medical attention was \$60,694.00 as against \$55,958.00 paid for compensation. But, added Mr. Sinclair there was some \$70,876.00 more paid in death claims and other expenses for dependents of patients, etc.

F. W. Pirie who is not a member of the committee asked permission to ask a question regarding the rumors of shortages and irregularities in the Board.

Chairman A. D. Taylor remarked that his question was out of order, that he would have to ask them through the Chairman of the Committee.

There was reference to an investigation of the Board by the Attorney-General and it was decided to have the Attorney General attend a meeting of the committee to explain it.

Some Hot Cross-firing at Evening Session — Mr. Groom Pays Attention To Man In Gallery—The Premier's Trip to the Old Country.

The amendment to the Game Act occupied a good portion of the debate yesterday afternoon at the legislature which ruled the wild cat as well as the bear an enemy to game. A light quarrel was aired between the members of the happy family of the Conservative party over the liberty of farm dogs. According to the new proposed law the faithful dog could not follow his master to pasture to bring home the cows lest he might trespass into the forest beyond, as interpreted by Mr. Siddall of Westmorland who challenged the Honourable Premier on farmer's lore and to which the Honourable Premier stacked up his knowledge of the habits of some animals and their enemies.

Mr. Pirie of Andover was of the opinion that dogs killed many deer. After heated discussion it was decided to leave the amendment open and to report progress.

Resuming the estimates of the Department of Public Works, Mr. Doucet of Gloucester wanted the Minister of Public Works to tell the House what he intended to do in the coming year with the money estimated for his department. Mr. Tweedie of Northumberland, thought they should make every effort to keep down expenses. Mr. Pirie thought the Provincial Hospital had cost far too much, claiming there had been a total loss of three quarters of a million by the province since 1927, the lowest tenders not having been accepted because the government wanted to favor their friends.

Mr. Tilley branded these words as wild statements.

Mr. Stewart in rebuttal argued lack of understanding of the nature of the building and the original plans, on the part of the opposition, lowest tenders had been taken where possible. The government had nothing to hide and he invited the opposition to study the plans in the department.

Mr. Anderson of Northumberland, threw in a political bomb by reopening discussion on Hydro. He resented the impression created by the Minister of Public Works that he (Anderson) had been opposed to the coming of hydro into the Miramichi district. This was not so. What he had objected to was the selling of the franchise to the commission. Mr. Brooks, chairman, ruled Mr. Anderson out of order, after argument from Mr. Doucet and Mr. Richard and open suggestion from Mr. Stewart, Mr. Anderson was allowed the floor on condition that Mr. Stewart have the privilege to reply.

Mr. Richard also denied that Mr. Anderson had been opposed to Hydro coming in to the Miramichi district, but he was opposed to the plan. Considerable cross firing took place over the comparative value of the Musquash plant and the Grand Lake hydro plant. Mr. Evans argued in favor of the Minto plant, explaining the cost of transmission over a greater distance naturally being higher. St. John had entered into a contract at a price below cost, hence the deficit.

Hon. Mr. Tilley said it was desirable to protect fur-bearing animals by prohibiting the setting of traps between the 26th of May and 31st of October, with exemptions respecting traps for bears and wildcats and the farmer might also use snares or traps adjacent to his cleared land to prevent animals from destroying his crops.

(Continued on Page Four)