

The State Of Maine Potato Crop 2 Per Cent Greater Than Last Year

NEW BRUNSWICK'S
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GOES HOME AND
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Weather: Moderate west winds, fair
today and Saturday

Hon. A.P. Paterson Talks On The Maritime Rights

Hon. Mr. Paterson Points Does Not Personally
Favour Our Secession

New Brunswick Has Been Betrayed

The Maritimes Betrayed to Montreal, Ontario and
United States Interests

A writer, S. Leonard Tilley of Saint John, writing in McLean's Magazine on "Maritime Secession," gives the reason why some Maritimers—many of them, believe secession will come if the Maritimes continue to be deprived of their rights. Mr. Tilley, who by the way is a grandson of Sir Leonard Tilley, one of the Fathers of Confederation, interviews Hon. A. P. Paterson, Minister of Education and Federal Affairs, in regard to the unfair way that the Maritimes have been treated. He quotes Hon. Mr. Paterson's reply as follows:

"I asked Mr. Paterson for a statement which would sum up his belief that the Maritimes have been treated unfairly under Confederation. His reply vividly presents the situation as he and his school of thought look at it.

"The economic betrayal of the Maritime provinces, for the benefit of interests in Montreal, Ontario and the United States, was deliberately planned and has been skilfully executed," he declared. "The plan of betrayal was outlined in an address by Hon. John Rose, representing Montreal Centre, in the Legislature of the Province of Canada in 1865.

"The agreement of the Confederation, which was arranged at London in 1866, has been practically thrown into the discard, especially in so far as trade and transportation subjects are concerned, and political party policies have been substituted therefor.

"The policies that have been promoted by the Central Government of the Confederation show how skilfully the plan of betrayal has been executed.

I do not think it is possible to fully compensate New Brunswick for the failure of carrying out the Confederation agreement," the Liberal Cabinet Minister continued, "nor to effect the just economic assimilation of the Maritime provinces with the Central and Western provinces, unless the Confederation agreement is carried out in letter and spirit. It is a generally recognized fact that New Brunswick is being bled white by her governmental and economic relations with the Central and Western provinces. New Brunswick is paying in to the Confederation, directly and indirectly, many millions of dollars annually more than she gets back from it.

"Such facts leave no ground to doubt that New Brunswick, along with the other Maritime provinces,

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HON. A. P. PATERSON
Minister of Federal Affairs, who
discusses Maritime Rights and
our Betrayal

93 Years Old Today; Still An Active Man

Charles Dudley Bubar of Marysville is today celebrating his ninety-third birthday, and receiving congratulations from his many friends on his activity and good health for one of his years.

Mr. Bubar in his early days was employed as filer with the Alex. Gibson, Co., and has had considerable experience in the lumber woods and log driving along the Nashwaak when lumbering was carried on extensively, and can tell many interesting stories of his experiences in the woods. He is exceptionally active credit a vegetable garden, which is a for one of his years, and has to his credit to him. Mr. Bubar was born at Penniac and moved to this place when a young man where he has lived ever since. He retired from active labors about fifteen years ago and now employs his time in gardening, and keeping busy around his home.

(Special to The Daily Mail)
The British Government is considering putting a ban on the export of civil aeroplanes and parts to Spain. Every effort is being made by Britain to support the "hands off" policy of France.

FILM ACTRESS WILL KEEP DAUGHTER 9 MONTHS, FATHER 3, EACH YEAR

LOS ANGELES, Aug. 14—An agreement whereby little Marilyn Thorpe will live with her mother, Mary Astor, film actress, nine months of the year, and with her father, Dr. Franklyn Thorpe, the remaining three months, was approved last yesterday by Superior Judge Goodwin J. Knight.

"While the court, with certain reservations and requirements of its own, has approved an agreement that bestows custody of Marilyn Thorpe to the mother for a period of nine months and to her father for a period of three months in each year, let it be clearly understood and remembered that the court is not bound by the agreement between the parents," Judge Knight said.

Judge Knight said the famous diary in which Miss Astor recorded in detail her activities and thoughts will be turned over to the court.

Thirteen Pass Scalers' Exams; Two From F'ton

Of the eighteen candidates who wrote the examinations for the N. B. Scalers' examinations on July 8th, here, five of them failed to make the necessary pass mark. The following is the list of those who were successful in qualifying for N. B. Scalers' License to whom Licenses have been issued:

George Luther Wallace, Sussex; Kenneth Byron Brown, Fredericton; Luther George Smith, Central Blissfield; James Edwin Hall, Fredericton; Waldo Emerson Stockton, Sussex; Theodore Manly Pond, Campbellton; Urial W. Dolan, Nelson; Randolph Russell Vanderbeck, Millerton; Harry James Malone, Stanley;

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Maritime Secession

In McLean Magazine issued this week is an article written by S. Leonard Tilley, Saint John. It asks "Will the Maritimes secede?" It is significant that the article is written by a grandson of one of the Fathers of Confederation.

Mr. Tilley starts the article by saying that there is a growing feeling in the Maritimes today that the provinces by the sea would be better off if they packed up their bags and walked right out of the Confederation picture and established themselves in a country of their own.

Ontario and Quebec may pooh-pooh the idea, while thousands of Maritimers themselves will shout loud denials from the rooftops, but that does not alter the fact that the feeling does exist.

Canada, if such a thing occurred, would be split in two. Immigration and customs officials would line the Quebec-New Brunswick border. Upper Canadian business houses which have established branch offices in the Maritimes and are today flooding the eastern provinces with their goods, would be subject to control by tariffs, possibly by quotas. Legislation might even be passed to deport all workers not of Maritime birth and to tax heavily all outside industries established within the new country's frontiers.

No greater tragedy could happen to Canada should these Maritime provinces secede from Confederation, but it is silly to say that there is no talk of breaking away down in the provinces by the Atlantic. Secessionist sentiment does exist, and should be met squarely instead of being pushed into the background with a "little children should be seen and not heard" attitude.

One of the first to realize the danger of the present situation was Hon. A. P. Paterson, president of the Executive Council in New Brunswick's Liberal Government. For years he has been eating, sleeping and talking just two words: "Maritime rights."

The importance of Maritime rights means so much to him that, even though a Liberal Cabinet Minister, he would be among the first to condemn the present Mackenzie King administration should it fail to realize that the agreement of Confederation is not being carried out.

If secession talk is not to increase, he believes, the Dominion Government must wake up and do something immediately to compensate fully for "the deliberately planned and skilfully executed economic betrayal of the Maritime provinces."

Once powerful, wealthy and happy, the Maritimes believe they have received a raw deal since Confederation was first effected. Even the Hon. Mr. Paterson's strongest opponents admit that point. Even they will agree that the repeated storms of protest directed against numerous Ottawa governments by Maritime delegations have as yet failed to bring them anything which the Fathers of Confederation had intended them to receive.

Mr. Tilley points out that there is a wrong impression existing throughout Canada today that the Maritimes are annual visitors looking for concessions, and are always growling because they want something more. It is pure ignorance on the part of most Upper Canadians when they shrug their shoulders and say, "Oh, the Maritimes. They're always growling."

There are certain claims which those three provinces have against the rest of Canada, and it is time that they were settled once and for all. While it is true that delegation after delegation has gone to Ottawa to fight for those claims, it is not generally realized that not once during the depression has either New Brunswick, Nova Scotia or Prince Edward Island ever gone to the Dominion Government and said they were hard up and so "please lend us some money." That, unfortunately, cannot be said of the other provinces.

Why should there be secessionist sentiment in the Maritimes today? The answer can best be explained if one looks back to 1864, when the political leaders of the three eastern provinces were meeting in Charlottetown and were about to sign an agreement uniting the three provinces into one. At that time the Maritimes were well fixed financially whilst Ontario and Quebec had much larger debts and were not nearly as prosperous as any one of the three Maritimes. It was taken for granted at that time that the Maritimes were to enjoy the benefits of the Confederation share and share alike with Upper Canada and Upper Canada was glad to have it so. Ever since that time, however, not only the original provinces of Ontario and Quebec but the newer provinces further west have been getting handouts from the Federal governments, both Conservative and Liberal. Whilst the Maritimes have had to contribute to these handouts, all of which are enumerated by the writer in the magazine, the Maritimes have been getting a raw deal.

The Maritimes, therefore, want full compensation for those free gifts of land which they were supposed partly to own and which were so generously given away by the Dominion Governments.

Another issue is the constant refusal of the Dominion Government to grant the Maritimes an adequate subsidy for the loss of their former colonial custom and excise duties. Before Confederation all customs duties were collected by the provinces themselves, but this right was handed over to the Dominion Government in 1867. While it is true that a certain amount was fixed as an annual subsidy to compensate for this loss in revenue, the provinces today do not feel that the amount is sufficient.

Those who are talking secession argue that this old right of collecting customs money should be returned to the provinces, and then their annual revenues would be increased. Furthermore, they claim that if their policy were adopted, the poverty-stricken Maritime tax-payer would be freed of paying any more Dominion taxes.

But they fail to point out, on the other hand, that it is extremely unlikely that the amount collected as customs duties would equal the money which the Dominion Government is now spending in the Maritimes on public buildings such as post offices, custom houses, armories, and on wharf and harbor improvements.

Then there is the contention that the Canadian National Railways adopted a policy contrary to the national welfare of Canada

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NEW ERA IN PRAIRIE AND MOUNT. TRAVEL

Air Conditioned Modern
Equipped Steam
Train

WINNIPEG, Aug. 13—Forerunner of a new era in prairie and mountain transportation the latest stream lined, light weight speed train of the Canadian Pacific Railway, one of the four such units recently completed in Montreal, will shortly be seen in the west.

Plans are being formulated by W. M. Neal, vice-president of Western Lines, it was revealed today, for a four week tour of the new steam train with its revolutionary equipment, over the western main line and many of the branch lines between Fort William and the Pacific Coast. The train will probably leave Fort William toward the end of next week, it was stated. After its cross country tour, during which it will be halted for inspection in many cities and towns. The train will be placed in operation on one of the more important day runs on the prairie.

Like many of its steam and Diesel sisters in the United States, the new Canadian Pacific speed train is designed for fast runs in the day time. Its all steel, four-car unit is fully air-conditioned, equipped with the latest developments in passenger comfort, and is drawn by a light steel and chromium locomotive which can do 110 miles an hour with ease. Details of a western itinerary are now being worked out in Winnipeg. All principal centres will be visited, together with many of the country towns, first stops public inspection being planned for the Lake Head, Kenora and Winnipeg.

40 APPOINTMENTS TO NEW JOBS WILL BE MADE

OTTAWA, Aug. 14—With about forty appointments to be made, Cabinet will start next week on a period of increased activity. Half a dozen Ministers will arrive in Ottawa at the end of this week, and with their arrival it is expected the number of Cabinet meetings will be increased. During the summer one Cabinet gathering a week has sufficed to clean up such business as had to be done. This will not be adequate, however, to deal with matters which must be considered in the few weeks intervening before Prime Minister Mackenzie King sails for Europe and the League of Nations meeting. He will leave about the middle of September.

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San Sebastian and Irun Were Bombed Yesterday

Foreign Planes Flying to Spain Are Endangering
Neutrality

700 Fascist Prisoners Threatened With Shooting

Desperate Effort on Part of the Loyalists to End
the War

NO FEAR OF ANY GREAT INCREASE IN STUMPAGE

Hon. F. W. Pirie, Minister of Lands and Mines, Talks of Lumbering Prospects for Coming Year — Lumbermen's Conference Here Yesterday.

Hon. F. W. Pirie, minister of lands and mines, who conducted a lumbermen's conference here yesterday afternoon, stated after the conference, that operators in this province need have no fear of any great increase in stumpage rates this year. The rate last year was \$2. At the conference which was held in the executive council chamber, Hon. Mr. Pirie presided, and about forty lumber operators from various parts of the province were present.

At present there is an air of uncertainty in the lumbering business. There is inactivity in connection with the coming presidential election in the United States and also an upward trend in prices of lumbermen's supplies. Both of these factors has added to the uncertainty it was believed by lumbermen here yesterday.

Hon. Mr. Pirie said that any new stumpage rates would have to be further considered by the department. R. G. Macfarlane, of Fraser Companies, Ltd., Edmonton, said that nothing definite regarding the estimated cut by his company for next winter could be announced until late fall. Said Hon. Mr. Pirie: "The advance in the cost of supplies in all staple articles, such as beans, flour, pork, oats, hay and hardware equipment makes the present lumber situation very uncertain. The United States market so far has been pretty 'flat,' despite the coming election."

PARIS, Aug. 14—Eight people were killed yesterday by bombs in San Sebastian.

The Spanish civil war yesterday centred on the northern front as rebel planes bombed San Sebastian and Irun and a rebel cruiser threatened bombardment from the sea.

Loyalist defenders of the resort city replied to the ultimatum of the cruiser Almirante Cervera with a warning that 700 Fascist prisoners would be put to death if San Sebastian were bombed.

Loyalist miners armed with dynamite pressed their siege of Oviedo hoping to reduce it and hurry to the support of San Sebastian.

An air armada speeded to attack Seville, base of rebel operation in the south.

Madrid reported capture of four small towns near Cordoba.

In the extreme south, rebels marched on Estepona, 41 miles southwest of Malaga.

Algeciras was being heavily bombed by government warships and 2,000 rebel reinforcements were reported moving to its support.

In the Guadarrama Mountains north of Madrid the front was again quiet.

The Loyalist warship Jaime I was reported damaged at Malaga by a rebel plane, with one sailor killed.

Four English and two Dutch airplanes, believed en route to Spain, took off from Great Britain and inspired fears in official quarters that the European neutrality pact would never become effective.

France, seeking to placate Italy, announced it would prevent mass enlistment of volunteers who sought to fight for the Madrid government, and awaited anxiously for Germany's reply to the invitation to join in the "hands off" agreement.

MADRID, Aug. 14—The Socialist government of Spain last night threw every force at its command against the Fascist insurrection in a mighty effort to end speedily the death and destruction of civil war.

By land in the south, in the air toward San Sebastian to aid loyalists

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New England Potato Crop 49,396,000 Bush. Compares With 47,276,000 Bush. Last Year

DUTCH BARON SOJOURNING IN CAN. ROCKIES

BANFF, Alta., Aug. 13—Baron and Baroness Frederick Von Hogenrodt and son, Thomas M. Dugan, of Holland, this morning started out on a riding trip to Mount Assiniboine, leaving the Banff-Windermere Highway where the Cairn has been built in memory of Sir George Simpson, who explored this district nearly one hundred years ago. At Assiniboine, they may meet Lord Clanfield, son of Earl Peel, former Secretary of State for India; Col. Stewart Blacker, a member of the first party to fly over Mt. Everest in 1933; Lady Doris Blacker and party, all of England, who left Banff Springs Hotel for Mount Assiniboine Monday morning.

SOMEWHAT IMPROVED

Miss Evelyn Sinnott, who has been quite ill with throat trouble, was able to be up and around yesterday, her friends will be glad to know.

A 1936 New England potato crop somewhat larger than that of a year ago is in prospect, the New England crop reporting service stated in a bulletin today.

Conditions as of Aug. 1 forecast production of 49,396,000 bushels compared with 47,276,000 harvested last year and 51,586,000 the five-year average.

"With temperatures only slightly above normal and rainfall light to moderate," the report stated, "the potato crop in most parts of New England made satisfactory progress during July. Yield prospects improved somewhat during July in Massachusetts and Rhode Island, while in the other New England states the outlook remained unchanged from that of a month ago, except for a decline in Vermont."

A Maine potato crop of 39,730,000 bushels is the outlook, unchanged from the July 1 forecast. This is 2 per cent. greater than the 1935 crop, but 10 per cent. below the five-year average.

ROBERT RAWLE, WORKS FOREMAN, DYNAMITE VICTIM

(Special to The Daily Mail)
SAINT JOHN, Aug. 14—Four and a half hours after his legs, an arm and part of his face had been torn from his body in a premature dynamite explosion, Robert Rawle, 57, Smithtown, Kings County, died in St. Joseph's Hospital.

The victim of the fatality was foreman of a road-working gang employed by the Forbes Construction Company of Fredericton in connection with the government's province-wide paving programme. Rawle had ordered three of his subordinates to a place of safety just a moment before the blast occurred.

MADRID, Aug. 14—Aeroplane bombardments have been more frequent in Spain recently. The rebels are centering on Madrid and reports of conquests seem equal on both sides.