

Blakeny

(Continued from Page One)
Education

We have heard several comments on illiteracy in this Province and it was a shock to many of us to learn that this province ranks the highest of any province in Canada according to the last census. There have been a few tests made that bear this statement out. For instance, I find in a report made to the Government on the educational work being carried on in the camps, organized under the Federal Relief scheme, that out of 100 men who applied for educational classes that ten per cent. had only been in Grade I, and 57 per cent. had never passed Grade IV. From the report of the Matron of the Inter-provincial Home for Young Women, situated at Coverdale, we learn that of 143 girls who have been admitted since the home was opened in 1926, ten per cent. had never been in school and could neither read nor write; another 10 per cent. said they had been in school but could not read; fully 50 per cent. were below Grade V standing.

As an indication of the need for a change in our school curriculum, let me quote some facts gleaned from the report of the Chief Superintendent. These are taken from the report for the school year 1934-35. I have taken Grade II as the first grade as I recognize that it would be unfair to start with Grade I as a large number of children enter that grade late in the year and remain in the same grade during the next year. That, I think, explains the drop of over 5,000 between Grades I and II.

Registration in Grade II is given as 10,364, Grade V, 9,456; Grade VIII, 6,723. It will be seen from these figures that there is a drop of 37 per cent in registration between Grade II and VIII. I recognize that there may be several factors that contribute to this but when everything has been considered the loss is too great. It would be interesting to know just how many pupils in this Province are repeating a grade this year and what it is costing the ratepayers to furnish instruction for these repeaters.

Some years ago a survey was made of the schools of one City in this Province to find out how many students were repeating a grade and it was shown that it was costing the city \$6,250 annually to furnish instruction for repeaters. If that is true of this one city in the first eight grades and the same percentage of failures is true throughout the Province, it is costing the ratepayers of this province some \$360,000 yearly to instruct these pupils for a second year in a grade. Admitting that salaries are not as high in the rural areas and reducing the amount by 50 per cent. or to \$180,000, still the loss is too great. There are two places to look for the cause, either the course is too difficult, or the teaching is not what it should be.

The High School picture is even worse as we are losing 50 per cent. of the pupils who enroll in Grade IX before they reach the graduating class. Quoting from the Report of the Province of Vocational Education who made a study of the high school situation, we find that out of eighteen schools surveyed the following results were obtained:

18 schools gave a registration in Grade IX of 934.

Of these 27 per cent. or 252 pupils failed to make a pass mark. 190 of these are repeating the grade and 62 left school.

Grade X. 659 students, 176 failed. 129 are repeating the grade, and 47 left school.

Grade XI. 518 students, 81 failed; 49 repeating, and 40 dropped out.

Summarizing the total registration we find that 24 per cent. of the total enrollment in the three grades failed to make a pass mark. 18 per cent. are repeating and 7 per cent. were lost to the school influence.

Applying these percentages to the total high school population of 5,683 as given in the Chief Superintendent's last report we find that 1,364 pupils failed to graduate at the close of the last school year. 1,023 are repeating the grade and 398 left school before realizing their ambition of securing a high school education.

The average cost for keeping a pupil a year in high school is about \$70, in some schools much higher. There is being spent in this Province this year \$71,610 in order to furnish instruction for a second year in a grade in our high schools. I am confident that at least 50 per cent. of that amount could be saved if these pupils had been directed into courses suited to their natural abilities.

Maritime Unity

Just what would have been our lot if Maritime Union had been consummated at Charlottetown is difficult to say. Records show that it is extremely doubtful if the plan would have resulted in Maritime Union. Lack of railways, meagre postal facilities, the insular outlook of our people and the fear of loss of local autonomy made progress at Charlottetown almost impossible. These things, combined with the unconditional request of the Island representatives that Charlottetown should be the capital of the proposed Union would probably have eventually wrecked the Conference had an interruption in deliberations not taken

place to meet at Quebec and discuss a larger Union.

Since those days we have gradually been losing our representation in the House of Commons. Time and time again we have held the balance of power in the House, but because of political prejudices we have failed to take advantage of opportunities. With three little Provinces and a population little more than a million, we have endeavored to match our strength against rich and powerful sister Provinces. We have each main tained expensive Government establishments, duplication of services, little departmental co-ordination, different laws, and all the panoply of grandiose pretense of independence.

Insofar as the Maritime Provinces are concerned Confederation or centralized Government has been a great disappointment, but if we really admit it we ourselves cannot be absolved from all blame for the failure. The dreams of the men who met at Charlottetown contained much merit, and even at this time it is not too late to retrieve what has been proved to be a bad bargain when we entered the larger Confederation. It is still not too late for us to take advantage of the good points of Maritime Union without wrecking the Canadian Confederation. We still may martial our united forces and present a united front at Ottawa for the preservation of provincial rights, obligations and privileges in the larger Union, and at the same time bring about a complete change and improvement in our own Maritime Provinces domestic affairs and common welfare.

Probabilities are that Maritime Union as dreamed of will never come about, at least in our day and generation. Every now and then it raises its head like a forlorn soul in the limbo of the lost. Maritime Union is dead; we are faced with the problem of working out our future destiny within the greater Union of Confederation.

But cannot we obtain all of the fruits hoped for under Maritime Union without disturbing the things that are, without limitation of self autonomy, without changing our method of Government? The great difficulty with the present set-up of Provincial Governments is that there is very little co-ordination or co-operation, each is truly Provincial in its nature, engrossed in its own affairs, deeply involved in the game of politics, and oftentimes forgetful of the fact that there should be a mutual understanding and common policy in matters affecting the Maritimes as a whole as well as in relation to the larger and more powerful sister provinces and the government at Ottawa.

In order to bring about this desired result, I respectfully urge our Government to give consideration to the following plan and endeavor to secure the co-operation of the other Maritime Provinces:

1. Introduction and passage in the New Brunswick, Nova Scotia and Prince Edward Island Legislatures of a bill providing that the Executive Councils or Cabinets of each legislature shall meet at least once within each calendar year with the other Maritime Province Executive Councils for the discussion of matters of common interest. The meeting would be obligatory, the same as the Legislature and House of Commons must now meet at least once within twelve calendar months, and each executive would report annually to its respective Legislature.
2. To be known as "The Union Legislative Council of the Maritime Provinces," or "Maritime Provinces Union Executive Council," or some other name agreeable.
3. Scope of the Union Executive; to discuss matters of common interest such as education, criminal and civil law, finances, highways, health, agriculture, lumber, Federal relations and all other things which are of common concern—and if possible to agree upon a common policy of administration and co-operation.
4. Chairmanship of the Union Executive to rotate annually between the Provinces.
5. Annual meeting to be held in City or Town which is closest to exact geographical centre of the Maritimes, or at a place mutually agreeable to each Executive.
6. Function of the Union Executive would be purely advisory and consultative; it would be clothed with no executive authority beyond that already vested in each individual Government.
7. Expenses of the Annual Conference, which would be small would be apportioned according to population of each Province as at the last preceding census.

Advantages of Such a Plan

1. Would bring each Minister in annual contact with the Minister at the head of a similar department in the other Maritime Governments.
- It is but rarely that the heads of similar departments have an opportunity to discuss common problems. While the three Premiers of each Province occasionally have held conferences, and much good has resulted therefrom, yet there are members of the Cabinet in each Provincial Government who have never had this opportunity. In recent years, due to urgent necessity, the Ministers in charge of highways have held conferences, also, with most beneficial results. In matters of taxation, health

agriculture and labor a common policy would be productive of uniformity, instead of the varied systems and methods of administration now prevailing.

2. Would give an annual opportunity to exchange ideas and experiences and would prove to be a clearing house for information.

Under existing conditions each province experiments oft-times disastrously, with certain projects, not having had the benefit of the experience of the other. Much money and effort could be saved.

3. Would bring about a greater uniformity and standardization.

Especially would this apply with respect to agriculture and marketing of agricultural products. It would then be possible to set up a unit of standards for lumber and foreign markets, as well as other trade possibilities. Laws could be standardized and made more uniform, and the many Provincial variations in procedure, regulations and systems could be made of common application in many things. The system of education in the three Maritime Provinces varies greatly, and in competition with the rest of Canada our students and pupils are under a great handicap by reason of these variations.

4. Would give the Maritimes the advantages of Maritime Union without disturbing local autonomy.

As stated before, the recent historical happenings have sustained the contention, this is the age of decentralization or self-autonomy of peoples. The Charlottetown conference failed because there was a fear on the part of many that there might be undue interference with widely separated constituencies. If there was one central Maritime Province Government it is quite possible that the interests of the potato growing population of Carleton County in New Brunswick would be quite different from the interests of the coal miners of Cape Breton. We would find the Central Government making the appointment of sheriffs, registrars, and other officers in whose work and duty only the people of that particular locality are interested. Under the proposed plan there would be no interferences with local autonomy, and the separate legislatures would continue to function as at present as time and circumstances demanded.

5. Would weld the leaders of the three Maritime Governments together by mutual agreements and understandings.
- Since the function of the Union Executive would be purely advisory all action would of necessity be based on mutual agreement. Contact usually brings about misunderstanding, and since our problems are practically common to the three Maritime provinces there could not be any great difference of opinion other than of a political nature.
6. Would create a definite Maritime Province block in the Dominion House of Commons where Maritime interests are concerned.

These provinces have been cursed with party politics in the past. The vast interests of our people have been sacrificed on the altar for political exigencies. Unlike the western members our representatives often have jumped at the crack of the party whip, forgetful of the duty entrusted to them, and pandering to the lusts of people who cared naught for their fellow Canadians down by the sea. We would be more or less united in policies common to the Maritimes in relation to the Federal Government.

7. Would soften political prejudices.

8. Would save money by elimination of expensive duplicate services.

9. Would solve our economic position within the Canadian Confederation.

Would pave the way for a closer political union in the Maritime provinces as the time demands. While the United Cabinets would be purely advisory in operation, yet the whole system of British Government shows that even from the days of the old Anglo-Saxon Witanagmot down to modern days, the course of Government has been that of evolution. The House of Lords, and Privy Council and all other governing bodies first were brought together for the purpose of consultation, or conference, of co-operation. Gradually they took upon themselves legislative and administrative powers until the Mother of Parliaments was evolved, giving birth to freedom, equity and equality. Along such lines do I conceive that in the years to come this United Maritime Executive would proceed, and as the circumstances required the dream of those who founded these Maritimes would eventually be realized, not through disruption, discord or the loss of autonomy but through the process of evolution which has been the history of the British people.

Contributions to the Province of New Brunswick by the Federal Government Under Special Act during recent years.

Special Grants (Additional Subsidies) 1927-1936 incl., \$6,600,000.00.
Aid to Vocational Education from 1919 to 1931, \$516,000.00.
Valley Railway taken over Sept. 2, 1929, \$6,000,000.00.
Direct Relief (in addition to Relief Road and Bridge Projects 1931 to 1936 incl.) \$1,586,868.00. (Made up

of Direct Unemployment relief to Urban and Rural Municipalities, Relief to Settlers re New Colonization, Distribution of Seeds, etc.).

Provincial Police taken over by the Royal Canadian Mounted Police, under the Federal from 1932 to 1936, incl., \$509,000.00.

On about \$160,000.00 invested by the Province of New Brunswick for Old Age Pensions, the Province receives from Ottawa an amount of about \$325,000.00.

Canadian National Railways, taxes paid to Province of New Brunswick since 1925, \$1,428,000.00.
Highway Construction (1921 to 1936), \$3,279,421.07.
Total since 1919—\$20,235,289.07.
Reason for last year's deficit of \$424,960.00.

Pledges kept by the Government: \$210,494.38 Old Age Pensions \$65,626.00 Free School Books. \$17,000.00 New Settlers (excess over previous year). \$69,000.00 Floods. \$47,262.46 Agriculture (Excess over previous year) \$169,813.00 Interest and Sinking Fund (excess over previous year). Total excess—\$579,195.84. \$579,195.84 Total unusual expenditure.

\$424,960.00, 1936 deficit. \$154,235.84. This would have been the Surplus had Government not kept its promise to the people.

National Park

The subject of a National Park for this province is being much discussed just now.

Why should New Brunswick have a National Park and what is the object of its establishment?

The object in the establishment of National Parks in Canada is to set aside certain areas typical of the country and which shall forever remain undespoiled by the hand of man. They are established for the pleasure and happiness of this generation and for posterity. Each province is to have a Park typical of its own peculiar geography and environment. It is intended that it should be an area whose natural beauty would attract tourists from other Provinces of Canada and from all over the world. A mistake made now in the selection of a site is one that can never be rectified. We should be certain that the location chosen is the one that will serve the most people in the province, attract the most tourists and have such natural scenery of forest, lake, mountain and sea coast as give this Province its delightful charm.

When the Province supplies the site, the Federal Government will develop it. Roads, hotels, telephone lines, bridges and game lodges are built. Game is protected and the forests safeguarded from fire. The Dominion Government will spend a great deal of money in this development, and tourists will come to this Province over our permanent highways and by rail. They will spend their money to the enrichment of our people.

I have here a map which shows the location of some of the sites that have been mentioned. Our difficulty is that we have a plethora of good sites.

It is my contention that of them all that beautiful section in Albert County is the one which embraces all the requirements of a typical New Brunswick National Park, and which is best calculated to serve our own people, for the following reasons:

1. It is located away from the United States border, and will bring tourists further into this province than any other site.
2. It has a coast line on the Bay of Fundy, and yet is within easy distance of the warm waters of Northumberland Strait and the most delicious sea-foods in the world.
3. It is a marvellous game country. More than one-third of all the moose in this Province are to be found in Albert County.
4. It is the only site near the centre of the Maritime Provinces, within easy reach of P.E.I. and N.S.
5. It is near the world famous natural phenomena—the Bore and the Hopewell Cape Rocks.
6. It has the best natural location in all Canada for a golf course, hotels, airplane and seaplane bases.
7. Is far from American Border: Leppau, 35 miles from border; Mt. Carleton, 35 miles from border; Mt. Champlain, 55 miles from border; Albert County, 120 miles from border. The All-Canadian Route via the North Shore over our paved roads to this site brings tourists 200 miles into the Province.
8. Every County in the Province will be served by it, and tourists must pass through all our cities to reach it.

A decision should be made at once and Albert County chosen. The work will then advance, giving employment to our people and revenues to our Government.

Those In Attendance At Labor Session

The attendance at the N. B. Federation of Labor at its 24th annual session was as follows:

Local 558, U. A. Plumbers and Steamfitters of U.S.A. and Canada, Moncton—George T. Rawlins.
Moncton Trades and Labor Council—Harris MacFarlane.
Local 51, Moncton Civic Employees—Frank H. Weir.

Local 594, International Association of Machinists, Moncton—A. W. Jamieson, G. W. Roy Myles, Eugene R. Steeves.
Local 245, International Lodge Brotherhood Carmen of America, Moncton—Cecil Larracey, Ellis Larracey, John Wonnacott, Charles C. Steeves, Alfred Gallant.

Local 29, Edmundston International Brotherhood of Pulp, Sulphite and Paper Mill Workers—Leo J. Dionne.
Local 146, International Brotherhood of Pulp, Sulphite and Paper Mill Workers, Dalhousie—Albert Barnes.
Local 1433, International Longshoremen's Association, Dalhousie—Auguste Savoie.

Local 825, I.L.A., Waterfront Workers of Miramichi—John H. Wallace and John S. Martin.

Local 2, Bricklayers and Masons and Plasterers I.U., Fredericton—Harry Ryan and Geo. C. Crawford.
Local 183, Brotherhood Maintenance of Way Employees, Fredericton Junction—O. J. Redstone.

Local 242, B.R.C. & A., McAdam—Ernest H. Gass.
Local 797, Firemen and Oilers—Edward C. Camick and Richard Edgecombe.

Local 175, Brotherhood of Maintenance of Way Employees, McAdam—A. H. Ryder.

Local 273, I.L.A., Saint John—Jas. E. Tighe, John S. MacKinnon, John N. Small, Harold M. Doyle, Jos. Monteith.

Local 18, Civic Employees Federal Union, Saint John—Thos. D. Owens and Wm. R. Powell.

Local Council 2, Marine Engineers, Saint John—A. Ross.

Local 36, P. P. & H. Union, Saint John—Joseph Dever.

St. John Trades and Labor Council James A. Whitebone and Arthur E. Skaling.

Local 502, I. B. of Electrical Work-

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Ghost of Windsor to Attend Coronation

NEW YORK, March 5—The ghost of David Windsor will attend the Coronation.

Frederick L. Collins, noted author and political observer, writing about Coronation Secrets—Past and Future in the current Liberty magazine, declares it will be present to haunt the thought of the joyful populace, the visiting royalty, the Archbishop of Canterbury and the newly crowned King George VI.

"It would be altogether understandable," he says, "if King George's thoughts should turn—as the thoughts of all the world will turn on May 12 next—to that other king, his royal brother, who was born and trained to kingship, welcomed to his throne by a grateful and admiring people, and driven by prelates and politicians and his own willfulness into exile."

Though the day will be King George's, the hovering spirit of his abdicated brother will be present even in the moment of his glory, declares the writer.

"He (George) knows . . . that if a certain boyish-looking gentleman of

ers, Saint John—Geo. R. Melvin.
Local 85, Typographical Union, St. John—H. A. Mantle.

Among visitors given the privileges of the Convention were R. J. Tallon, W. L. Best, S. H. Shaw and F. T. Cain of the Railway Running Trades; Harris Flaherty of Safety Engineer of Accident Prevention Association of N. B., and H. H. Stuart, Fredericton Junction, delegate for several years, beginning in 1920, for the Miramichi Waterfront Workers International Longshoremen's Association.

42, dressed in a checkered plus-four suit and a striped shirt, should . . . detain at Waterloo Station, he'd steal the show. No," Collins says. "It is not hard to be sorry for the man who must stand in the stead of the most picturesque royal figure in English history since Richard Coeur de Lion!"

Even the millions of ordinary people who will journey from every part of the world and the rich Indian Princess who came to pay their Emperor tribute, must be aware of Windsor's ghost. "Of the visitors from Indian, Collins writes:

"If they too see the ghost of the fair-haired boy who came out to visit them when the empire was tottering and by his tact and grace and gift of friendship won their hearts and kept them and their peoples within the slender circlet of the crown—if they too see the coronation ghost—they will give no sign."

But the day will hold special significance for the aged Archbishop of Canterbury who will place the golden crown on George's head.

"If he is human," writes Collins, "he will be thinking of his own triumphs. Other Canterburys have crowned their kings. He has chosen his."

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