

AIRWAYS TERMINUS AT SHEDIAC IS UPHELD BY E. R. McDONALD

Westmorland Member Also Expresses His Own Views On The Labor Question; Minority Rights

(By Mrs. Jas. L. Neville)
Urging the recognition and consideration for the rights or minorities in dealing with the Labor question, E. R. MacDonald, K. C., of Shediac, M.L.A. for Westmorland, in a forceful speech in the Legislature yesterday, Mr. MacDonald expressed his belief that peace and contentment are obtained only when minorities are dealt with fairly and squarely.

The speaker after paying tribute to the late Hon. Dr. Roberts, Sir Douglas Hazen and W. M. Ryan, broached a subject of momentous importance to the province, namely the proposed diverting of the transatlantic air terminus from Shediac to Montreal.

Due to its favorable site which the announcements which have appeared in the Press the proposed change had caused much controversy.

Speaking in the legislature as a private member, Mr. MacDonald urged a determined protest to this change which had come he believed as a result of greed which would take away from Shediac and New Brunswick their right to the Trans-Atlantic terminus.

Mr. MacDonald on rising to resume the date on the address, said: Mr. Speaker, I intend to refer to a matter which came up in the House a few days ago. But before doing so I wish to pay my respects to the memory of three illustrious sons of this province who have crossed over the Great Divide. I refer to Sir Douglas Hazen, Hon. Dr. Roberts and William M. Ryan, men who have devoted their energies and their time to the advancement of the prosperity and the welfare of the citizens of their native province, and as Lincoln said on the occasion of the burial of a patriot, no greater tribute can be paid to any man than that he faithfully and well devoted his time and his energies to his country.

I was not present when the mover and seconder of the Address spoke in the House, but I took the first opportunity to read their addresses, and I wish to congratulate them both

upon the lucid and fair way in which they were delivered (and I might say) the somewhat eloquent manner in which they dealt with the policies of the government. They certainly deserve credit for the way they presented the Case for the government.

Airways Terminus

Mr. Speaker, the matter to which I wish particularly to refer today, is the matter of the terminus of the Airways on the Atlantic coast. There has been a great deal of controversy about this matter, and I want to take this opportunity of placing the matter before the House, to see if it is possible, after the facts are made known, to remedy the situation which has arisen, a situation which will not be fair to the Maritime Provinces and particularly unfair to the province of New Brunswick.

In speaking, I want it distinctly understood that I am only speaking as a private member and that I am not accountable for anything the government may think in this matter. I have not got their views, and I, in fact, do not know exactly what their opinions may be—but I feel, naturally, their views would be in the interests of this province. Nevertheless, I do not want it considered that I am speaking on behalf of the government, but that I am placing the matter before the House and the country in my capacity as a private member.

As we know, Shediac harbor is a port that lies to the south of the province of New Brunswick—it certainly has great charms, and in addition to that, it has great natural advantages as a port or base for airships.

When the Italian Armada—or previous to the Italian Armada coming to Canada, an investigation, and a thorough one, was made by the Italian engineers, and I think as history has shown, they are thorough in what they attempt to do—they made an investigation, as we know they chose the port of Shediac for the site of their landing. Those of us who had the pleasure of being there can testi-

fy to the fact that it was indeed a beautiful sight to see those twenty-four silver air-ships, almost in solid phalanx, coming out of the blue sky and landing in perfect order, although their pilots had never been in the Port before—and they landed with the same ease as though they had been fully acquainted with the harbor. Everything was blocked off and each man had assigned to him a certain position and he landed there, swiftly and surely, as one might do had he been living there for years. Certainly this was not done without proper investigation—the landing of perhaps a quarter of a million of property and at least forty-eight to fifty men, the chosen men of Italy, was not a haphazard thing, they would not have landed there had they not known that the facilities were efficient and that there was safety. They would not have attempted to do it if they had not investigated and looked into the possibilities. They did it. They landed there, and they took away without a single mishap. And it was considered a foregone conclusion that if an airway base was to be chosen on the Canadian side of the Atlantic, that Shediac was to be the base, the investigations so made by the Italians at that time would have a great deal of weight in deciding the course of the landing places for the future. An Italian engineer told me that they had investigated the St. Lawrence river, but he said, the air pockets and the possible fog that might suddenly arise there would make that course up the St. Lawrence river a perilous one.

Now, we have the assurance, that so far as nature goes we have the advantages—and we have the spoken word of men who had made thorough investigations. The Pan-American Airways finally decided upon Shediac as the Atlantic base after an investigation. They spent thousands of dollars in building a base at that port. Would they have done that had they not been satisfied that it was the proper landing place on the Canadian Atlantic side?

Well, as time went on and there appeared to be that some influence was being brought to bear by Montreal interests to change the base from Shediac to Montreal. Immediately our Board of Trade in the Town of Shediac got in touch with the Imperial Airways, and I have before me a letter which was written by the general manager of the Imperial Airways, dated the 15th of April, 1936, addressed to the Secretary, Shediac Board of Trade, which reads as follows:—

"Dear Sir:
I have to acknowledge, with many thanks, the receipt of your letter of the 1st April.
We are well aware of the undoubted advantages offered by Shediac for the establishment of an air base and you need have no fear of the claims of Shediac being overlooked when the Trans-Atlantic air service comes to be established.
The airports to be used in Canada, however, will be more a matter for the Government of Canada than for the operating Company, but I have no doubt that you are already in touch with Mr. J. A. Wilson the Controller of Civil Aviation.
I am much obliged for your kind offer to send any further information about Shediac that is desired, and in the event of our needing any further information, I shall be only too happy to communicate with you again.
Yours truly
H. Burchall
General Manager

Now, would it not appear, that in as much that the Italians felt justified in using the port of Shediac as a base, and that the Pan-American Airways writing this letter had selected that port as the terminus, that Shediac harbor had pre-eminent advantages over any other port.

Now, this rested for a while. I was somewhat, I may say, surprised, for I was solicitor for the Company and naturally was aware of their views to some extent, and there was absolutely no doubt in the minds of the Pan-American Airways but that the base should be and would be at Shediac harbor.

Now apparently some strenuous influence was brought to bear by the Montreal people, or some influence in that direction, so much so that it caused considerable comment. I noticed that on the 1st of March a bill was introduced in the Federal parliament, Bill number thirty-one, which inter alia says: Sec. 4. "The Minister may in the license prescribe the route or routes which the air craft named therein (meaning the licensee) may follow and the schedule of service which shall be maintained."

Now, what would be the conclusion of anyone after reading that Bill. The Bill was introduced by the Hon. Minister of Transport, Mr. Howe, and when the matter came up in this House a short time ago, the Hon. premier read a telegram which appeared in the Press, a copy of which I have, addressed to the hon. premier. It reads: "Hon. A. A. Dysart, Premier of New Brunswick, Fredericton, N. B.
Thanks for your wire third instant stop neither you nor I can influence decision of Imperial Airways and Pan American as to whether these companies will make Shediac or Montreal their Canadian terminal as both



E. R. McDONALD, K.C., M.L.A.

are named as alternative ports in Trans-Atlantic Contracts stop Final choice will probably depend upon results of further experimental flights Kind regards.

C. D. Howe."

Observe the words, final choice will probably depend upon tests—one would think the choice would absolutely depend upon tests—but according to his statement it would probably depend.

In the face of those facts and in the face of the Bill introduced by him we find that the Minister of Transport states "neither you nor I can influence decision of Imperial Airways and Pan American as to whether those companies will make Shediac or Montreal their base."

Now, what is the explanation? The Imperial Airways wrote the Board of Trade "we are well aware of the undoubted advantages offered by Shediac for the establishment of an air base", the Pan-American establish their base there. Now we have the telegram to the hon. premier, which he says that they cannot be influenced in their decision, yet he is asking for an act to be passed giving him the control of where the bases shall be. This bill was introduced on the 1st of March. His telegram to the hon. premier is dated the fourth day of March, and that was four days after he had introduced the bill asking for that power. It is not understandable, unless it is this that the influence that exists in the province of Quebec or in the city of Montreal is sufficient to overcome even the advantages which are offered by nature itself in the harbor of Shediac. Not until some great tragedy happens will they realize that the advantages which nature afforded and gave to our port should not have been overlooked, and that the greed of the people who desire the change should not dominate such an important matter where lives and property are at stake.

Those who have been influential in endeavoring to change the location of the base will be condemned by the people after some great tragedy happens. I say that tragedy will happen and more than one if they continue to make Montreal the base. Not that I know anything about the advantages of air flying, I know nothing about it by experience except, I traveled by air forty miles on one occasion and enjoyed it—but still I am not qualified to speak—but I do know the opinions of those men who are in a position to know, men who have investigated, and notwithstanding all that, these men apparently—the Montreal influences—are desirous of taking from this port of Shediac great advantages which nature has endowed it with.

Dangerous Route

Why, take the fog along the St. Lawrence. Take an airship on a foggy day following up that river bank. Imagine flying up that narrow river where the fog comes up quickly and thereby prevents the possibility of pilots knowing whether they are above sea or land? Those are serious thoughts and should be considered by people who believe that the airship companies are making air travel safe for passengers. Those are thoughts which the world should know, that that route from Newfoundland to Montreal is subject to great danger under certain conditions—and that is, air pockets which may perhaps force a landing, possibly on land where those airships that fly across the Atlantic are not fitted with wheels, but are fitted with floats which have not the means of gradually reducing the shock that naturally occurs when an airship lights. When sea going airships land on the water they slide along, when the land ships land on land they skid along on their wheels. Wheels are not on sea going air craft.

Asks Investigation

Now, Mr. Speaker, those are conditions which I say should be investigated, and I would ask this government to take the necessary steps to investigate the conditions. I believe that the Minister of Lands and Mines has an airship, but I do not know whether he would risk it now or not, to travel up the St. Lawrence. I would advise him not to go very far, but however he could send one of his pilots over that course to ascertain whether it is safe. I would not advise him to go over that course himself, because I like him too well.

Those are the facts Mr. Speaker, and I would ask the government to investigate the St. Lawrence route—it could easily be done. On occasions it may be safe, but there are occasions when it would not be safe—and the world should know it. My interest in the matter is not because this harbor is in the county in which I live and which I have the honor to represent. I would take the same stand were the port selected in any other part of the province of New Brunswick, or in fact in the Maritime provinces. Full expression of the facts found after they have ascertained them should be announced to the world.

If one reads this correspondence and this bill can be decided who is the determining factor. The Minister of Transport says the Imperial Airways and the Pan-American. The Imperial say it lies with the Minister of Transport.

This is a national matter—and it is a matter that concerns us all. I read in a paper yesterday—I have the clipping here before me. It is from the Fredericton Daily Mail, dated March 13th.

"Montreal will be selected over Shediac as the eastern Canadian terminus or the proposed Trans-Atlantic commercial flying route is a foregone conclusion in Ottawa, stated W. G. Clark, M. P. for York-Sunbury. When questioned tonight. While stating that this is merely his opinion formed from what he had heard and observed at the Dominion capital, Mr. Clark intimated that the belief is prevalent in big official circles. The final decision, he continued lies not with the government, but with the two companies concerned in the enterprise—Pan-American Airways and Imperial Airways."

The final decision, he says, (or he expresses his opinion) is not with the government. Well here is the bill which is before parliament which is absolutely contrary to what the Minister of Transport states in his telegram to the premier. Again I notice one of the provincial papers discusses the matter under the heading "Action needed", it reads as follows:—

"W. G. Clark, M. P. representing York-Sunbury at Ottawa, stated here Saturday that the opinion at Ottawa appeared to be that Montreal was definitely selected. Regarding the classification of Shediac as an emergency landing place, and Montreal as the terminus. Mr. Clark stated that the decision had been reached by those concerned in the air service because Shediac as a terminus would be subordinate to New York, whereas Montreal would be a distributing point for air-traffic over the continent."

There is much more I intend to read, but to make the matter clear I wish to refer back to the words regarding the classification of Shediac as an "emergency" landing. An emergency landing. Then it must be in the mind of some people that it will not be safe to proceed to Montreal and then times and conditions when the port of Shediac will be used in an emergency. I believe they will find that there will be many occasions in which there will be "emergency" landings.

Now, to continue reading — "This angle will not appear to carry any more weight with Maritime observers than previous statements by others as to why Montreal should be selected or who is responsible for the selection. If Moncton is to be the eastern terminus of the trans-Canadian airways, surely this would afford a direct enough link with Montreal and the rest of Canada to offset any New York domination. If passengers are travelling to New York or U.S.A. points via that city, surely it is not domination to let them have their choice of flying there direct or via Montreal, a selection that could readily be offered in view of the short distance between Shediac and Moncton. Whatever the opinion at Ottawa may be in regard to the selection the people of New Brunswick will want further steps taken to make sure that there is no discrimination against Shediac. In view of the natural advantages of this New Brunswick harbor, and in view of the importance of the undertaking, it is a matter which cannot be assumed to be settled so easily."

Now, I am not—and I do not wish to be understood to mean that I am criticizing the statements of Mr. Clark—he simply gives what he has heard in Montreal. But so far as a distributing point is concerned, if Moncton is the air port for the Trans Canada airways, Shediac is, a distance, as the crow flies, of fourteen miles from Moncton. To be set aside in favor of Montreal does it look sensible.

Now, too much cannot be said in the way of a protest against the usurping of the rights of the people of the Maritime provinces. Why we all know there has been centralization of everything. The upper provinces have taken away a large amount of our manufacturing and industries—now where Nature has given one of our Maritime ports overwhelming advantages over any other Port on the Atlantic, influences are at work to establish the port at Montreal.

Now, I wish, Mr. Speaker, to emphasize this matter as strongly as I possibly can because there is a future in this industry. It is only in its infancy today, the airway system, or as we know it airships, were invented even in our day. It will help not only the port of Shediac but will help the province of New Brunswick, it will help the whole of the Maritime provinces when the world knows that we have conditions here that are favorable and that such conditions that do not exist in other ports along the Atlantic coast.

I do believe that time will give us an explanation of the peculiar conflicting positions to which I have referred, and I think we are entitled to one or at least we may ask the Minister of Transport to reconcile the statement in his telegram to the hon. premier and the language in that Bill No. 31, which was introduced in the House at Ottawa on the first day of March. It would seem to me they are irreconcilable.

Government Parties

Now, Mr. Speaker, with reference to the policies of the government. All I can say is that the province within the last three years has advanced in some particulars. For instance, hydro has been extended into sections where it never existed before. The highways have been hard-surfaced to a great extent, both of which created contentment in the sections where they exist. Other steps have been taken by the government for the advancement of our people, namely, assistance to agriculture, I may say, though, that my friend the Minister of Agriculture has been a little delinquent in not coming down to the parish of Shediac and finding the conditions that are there. If he did perhaps he would realize that we need a little more of his presence and a little more of his advice.

Again with reference to the highways, I would say that there has been nothing done that has caused a greater feeling of appreciation with our people than the opening of the roads or the keeping open of the highways in the winter time. We all enjoy it—we can all take our cars out now—it makes no difference where we live, we can drive to the centres that we wish to go to, and without having to harness the old horse to the sleigh—and I must say in all fairness that this meets with the approbation of the people. Without it we would be like Bruin who sleeps all winter—or like the groundhog who comes out on Candlemas Day. We get the benefit of all this travel and it gives us the assurance that things are going well with us.

There is one thing I would like to submit to the government for its consideration, and that is, that in some sections of this province, unfortunately, the farmers haven't got the necessary seed grain to plant or sow this coming spring. Attention must be given to that—if they have no seed I know that dire consequences will ensue. Many of our farmers are not in the position to go to the bank and raise sufficient money to purchase seed grain. I would ask the Minister of agriculture, when he is through with the fox sales, to come down to the parish of Shediac and view conditions there and see what can be done with reference to giving assistance to agriculture.

Labor Matters

There is another matter which I would like to submit to the government, and it is not by way of criticism as I prefaced my remarks by saying that I was speaking as a private member only, there are many men here who have no hesitation in speaking their minds if they feel justified in so doing.

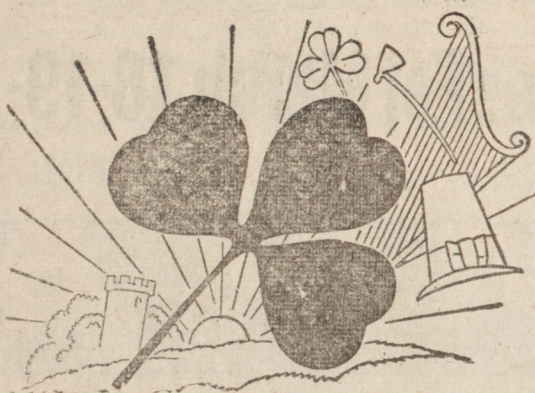
I feel that a matter that arose here last fall in this province should be given consideration—and that is the Labor question. I have noticed in the speech from the throne that a bill will be introduced to grant to the laboring element some consideration, and I do on their behalf ask that they be given that reasonable consideration to which they are entitled. I have heard in this House some criticism from my friends here beside me, the Opposition members, and I cannot say when I heard their criticism interspersed here and there with remarks of commendation of the government, but that some of the things which the government has done were not as they would have it—I was impressed with the fairness of the men who were sent here to knock the block off the government if they could do it, but who have stood up in their places and commended the government for the things they approved of. I felt the spirit of fairness.

Mr. Perry. Like to join us?
Mr. MacDonald. Well if they cause me any worry I would do so.

Mr. Perry. We would like to have you.

Mr. MacDonald. But so far, Mr. Speaker, I cannot say that there is anything that I can point my finger at that would cause me at the present moment—at the present time—cause me to speak other than I am speaking. But when I say that I do not say that I am wedded to any government, or to any Opposition, or to any party—because I feel that where a man is elected by a constituency he is elected for the purpose of speaking his mind and that mind I intend to speak, so long as I have control of it. But at the present time I do not see any reason why I should point any finger of criticism at the present government. But should there be any reason I can assure that I would have no hesitation in criticizing and giving my reasons for doing so.

I have sat in this House now for three sessions and I have noticed that the Opposition have played a gallant part—I mean to say by that that they have criticized the government in matters they felt were wrong, merely. We do not know their minds but so long as they deal conscientiously with the government, it is their duty to speak. If we had not an Opposition in this country, if it were all government, why it comes to my mind that in the State of Mass. many years ago there was a family named Cabots—they got it into the minds of the people that they were the people who spoke to the Gods and that the people had to speak to them. So it was generally known that the people spoke to the Cabots and the Cabots spoke to the Gods. And it just may be that if we had no Opposition in this House, the government might feel, perhaps that they could do as they pleased. But I do not say that they would—but it is only human nature that that is (Continued on Page Three)



WHERE IS THE ENTRANCE TO ST. PATRICK'S PURGATORY?

The supposed entrance to St. Patrick's Purgatory was located on the islet in Lough Derg, County Donegal, Ireland. According to legend this was an earthly purgatory set up by St. Patrick that the punishment of sinners might be seen ... to give proof to the Irish of the truth of his teachings. This legend was first made known to Europe through a work written by Henry of Saltery, and English Cistercian Monk. At an early date a church and artificial cavern were constructed on the islet and it became a famous place of pilgrimage during the Middle Ages.

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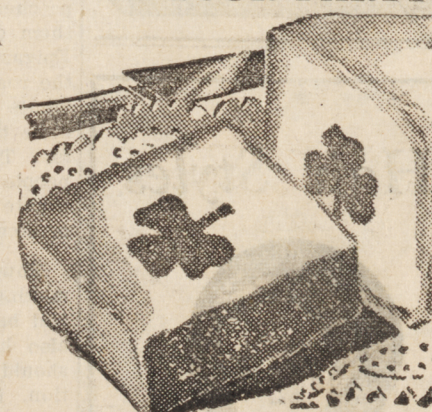
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