

NEW BRUNSWICK SAID TO POSSESS MOST EXTENSIVE OIL DEPOSITS IN ENTIRE WORLD

—BLAKENY

Gov't Will Be Asked Consider Legislation Cooperative Organiz.

J. Gaspard Boucher Says The Acadians Have Wanted Investigation of Facts, In Schools During Past Ten Years

ONTARIO SOLVED SIMILAR PROBLEM

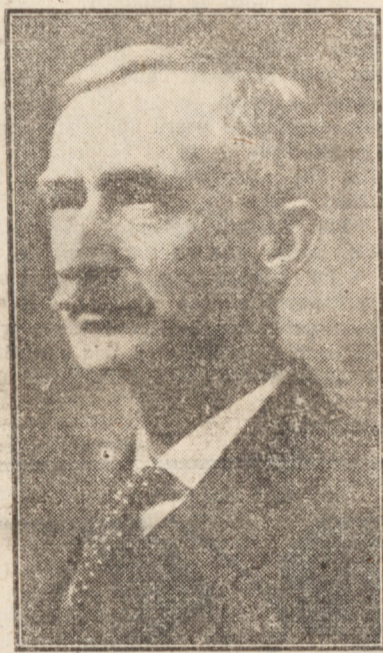
Co-operative Credit Movement Replacing Short Term Borrowing

(By Mrs. J. L. Neville)
That the present administration had already accomplished much since coming into power and the advocating of further good works in the interest of the people of the province were the highlights of the speech delivered yesterday afternoon in the legislature by J. Gaspard Boucher, of Madawaska in continuing the debate. The speaker advocated a better system of loans to the farmers and spoke enthusiastically of the co-operative organizations, which it is proposed to ask the House to consider during the session. He urged the government to carry on an unbiased investigation of facts in the Acadian Schools and then carry out the recommendation ensuing therefrom.

Continuing the speaker said: "As one who has followed very closely the important social accomplishment realized by the late Minister of Health and Labour since 1917, and from the personal contact I had with him since my coming to this House, I can only repeat here what I have written at the time of his death: "Dr. Roberts was a great man both in his private and public life. His distinct and valuable contribution to the welfare of his fellow-citizens will always stay as a monument to his memory."

With the close of the last fiscal year, the curtain has fallen on the second act of this great drama which is played by this present provincial administration and which I would call "THE ROAD TO RECOVERY." With all its colorful achievements it is but a prelude to greater progress for the present and coming years. The generous co-operation and disinterested support offered by the various administrators of our Cities, Towns and Municipalities in a sincere effort to bring back to normalcy the economic conditions of our province, is an unquestionable testimonial of their confidence in the present provincial administration.

Last year has brought us great rewards in a social as well as an economic sense. The government has discarded this false system, so dear to the heart of previous administrations, of spending our way out of debt and consequently accumulating year after year tremendous deficits (Continued on Page Six)



E. W. MELVILLE, M.L.A. for Carleton County, who addressed the House last evening

E. W. Melville, M.L.A., Was A Speaker Last Evening

At the Legislature last evening, E. W. Melville of Carleton speaking from the Opposition benches paid his tribute to late Dr. Roberts through whose energy the present department of Health was started. Mr. Melville advocated the shipments of potatoes to Egypt and advised the Government to develop the Egyptian market as well as markets in the Argentine. He believed that the Minister of Lands and Mines was getting wiser since the hair had gone from the top of his head. He suggested that the farmer should raise the potatoes themselves and then sell the product to the Government. He paid a tribute to G. C. Cunningham for his work in developing the potato market. He believed that the farmers of Carleton and Victoria County in a good year (Continued on Page Four)

High Handed Action

THE ACTION of Premier Dysart in the Legislature yesterday in protesting against Montreal being used as an air terminus instead of Shediac is one that cannot be too strongly endorsed by all classes of people in the province of New Brunswick and in the Maritimes. In making his protest against the choice of Montreal as an air terminus Premier Dysart had the hearty support of Opposition leader F. C. Squires in the demand that the safest route be not ignored. Government and Opposition united in an endeavor to keep Shediac from being robbed of the Trans-Atlantic Air Service. In the past it has been the habit of we people down here by the sea to wait until something definite happened before taking action. In the present case united and energetic immediate action is necessary in order to secure for Shediac the terminus.

Bringing the question before the Legislature yesterday Premier Dysart read the despatch from Ottawa which stated that Hon. C. D. Howe, Federal Minister of Transport had informed the House of Commons that Montreal would be the regular Canadian terminus of trans-Atlantic air traffic and that Shediac would be used only when weather conditions prevented planes from going to Montreal.

TECHNICIANS REPRESENTING IMPERIAL AIRWAYS AND PAN-AMERICAN AIRWAYS ARE AGREED THAT THE SAFEST AND MOST DIRECT ROUTE IS VIA SHEDIAC. IN VIEW OF THIS THE PRESENT PROPOSAL TO SIDETRACK SHEDIAC AND THE MARITIMES IS A CHALLENGE AS STATED BY THE PREMIER YESTERDAY WHICH WE CANNOT IGNORE. IN DISCUSSING THE MATTER OF THE ORIGINAL PLANS THAT SHEDIAC BE THE TERMINUS IT WAS DONE WITH A DEFINITE KNOWLEDGE THAT TECHNICAL EXPERTS DECIDED ON THE SHEDIAC ROUTE AND AS MR. DYSART STATES IT IS UP TO THE MARITIMES AND TO NEW BRUNSWICK TO ASCERTAIN WHY THERE IS A PROPOSAL TO DEVIATE FROM THE ROUTE SELECTED BY THE EXPERTS AND TO SEE THAT THE ORIGINAL IS ADHERED TO. IN SUPPORTING MR. DYSART LEADER SQUIRES DECLARED THAT NEW BRUNSWICK HAD TO FIGHT FOR THEIR RIGHT IN THE PAST AND IT MUST DO SO IN THE FUTURE. HE WAS STRONGLY BEHIND THE PREMIER IN MAKING THIS PROTEST AGAINST MONTREAL AS THE TERMINUS AND IN DEMANDING THAT THE SAFEST ROUTE BE NOT IGNORED.

In speaking on the matter in the Legislature yesterday afternoon Hon. Mr. Dysart said that the action at Ottawa entirely ignored the primary claim of Shediac and, if carried through, would adversely affect the province at large. If Montreal had a natural advantage over Shediac, things would be different, but it was just the other way around. Shediac had natural advantages over Montreal—advantages which "stout interests" in Central Canada seemed to be bringing pressure to bear to nullify. If the talked of change were approved, he contended, Montreal would become the focal point of services operated in three directions with a resultant serious loss to the Maritimes.

"No further step in addition to the telegram is contemplated at the moment," Premier Dysart said. "This, however, should serve to bring matters to a head. We confidently expect a favorable reaction from the transport minister, Mr. Howe."

"The place of this province or the Maritimes must not be sidetracked for Montreal or Central Canadian interests," asserted Mr. (Continued on Page Four)

Young Men of Today Have Not Patience To Undergo Long Term Apprenticeship

C. H. Blakeny Suggests The Inauguration By The Government Of An Apprenticeship System That Would Hook Up Education And Industry

IMMIGRATION TO LESSEN TAXATION BURDEN

Some European Nations Would Sell Birthright To Possess The Valuable Oil Resources Which Are Lying Udeveloped In New Brunswick

Says Very Few Are Being Trained In Trades

(By Mrs. J. L. Neville)
Continuing the debate in the Legislature last evening Mr. Blakeny of Moncton said: This Province is spending annually many hundreds of thousands of dollars for the purpose of educating the youth of land. It is the general consensus of opinion, even among educational authorities, that the present curriculum of our schools, and the general policy of education, is inadequate to the time. Towards finding a solution to this pressing question, the Government has created a Minister of Education, and vast changes in the entire system are being considered and studied. Already much progress has been



C. H. BLAKENY, M.L.A. whose speech on the address in reply to the Speech from the Throne was one of the best heard in the Legislature in recent years

New Settlers From The British Isles Are Needed

Colonization and land settlement were given an honorable place in the Speech from the Throne, said Mr. Blakeny, and much progress has been made by the Government during the past year. An ominous hush broods o'er Europe, broken only by incessant clamor in navy yard, munition factory and the trample of millions of marching men. Eyes dimmed by long vigils peer into thousands of test tubes searching for undiscovered gases and explosives; fleets of new airships pierce the blue skies battling in mimic warfare; the god of War is on the march again bidding his time for an overwhelming catastrophe, should Reason not soon prevail. Born of the unholy alliances made at Versailles, when national boundaries were destroyed and colonies wrested from vanquished nations, the dictators of Europe cast longing eyes on empty empires for colonization and conquest. The British Empire is a target for the covetousness of many nations of Europe. They look with envy at the vast and fertile areas of Canada and Australia, believing that here lies the secret of power and world domination after their surplus population has been sent abroad. Can we in Canada expect forever to hold this wonderful northern nation if we refuse to populate it with British stock that has its roots in the time-honored principles of democracy and freedom. The burden of taxation under which we struggle can be eased only in (Continued on Page Five)

Oil Deposits In Several Counties In The Province

At last evening's session of the Legislature, C. H. Blakeny, M.L.A. for Moncton stated that mention also was made in the Speech from the Throne about the interest in mining being revived, and the possibility for establishing additional industries. In the few moments left at my disposal, said the speaker, I wish to place before you some facts concerning our natural resources which should be cause for deep thought and interest. In 1936 we imported into Canada 1,198,116,475 gallons of crude petroleum valued at \$35,500,000, and in addition we imported 64,587,386 gallons of finished gasoline valued at \$4,401,377. Our own petroleum production was less than one and a half million barrels. We have in the counties of Albert, Westmorland and Kings oil bearing shales in quantities of hundreds of millions of tons. These shales have been tested to a depth of 1600 feet, and have been proven by actual report tests to yield an average of 40 gallons of crude petroleum per ton, and in addition 77 pounds of ammonia and other by-products per ton. These enormously rich deposits lie within easy reach of tide-water, and some day will be a source of revenue to this Province greater than any single revenue producing unit. Oil is power. Neither modern society nor armaments can function without it. Some European nations would sell their birthright to possess the (Continued on Page Four)

BLAKENY BELIEVES IN PRINCIPLE OF COLLECTIVE BARGAINING

Strikes in N. B. Have Been Result of Mis-Understanding, Fine Type Of Working Men and Women In The Province

The Speech from the Throne forecasts a forward step in connection with labor in this province. A Bill will be introduced into this House dealing with a question which is causing serious concern in every nation of the world.

Who will deny the rights of labor? The Divine injunction is: "By the sweat of thy brow shalt thou eat bread."

This is the day of organized society that which differentiates the modern age from the ancient age is the realization that in numbers is strength.

Practically every business is organized as well as is every profession. Who then will deny the right of labor to organize and protect and defend itself, and fight for the inherent rights of labor in the face of huge combinations of other forces. I maintain that labor has as much right to organize for its own protection, security and well-fare as has any other class of society.

A few years ago this country was shocked by certain investigations made by the Federal Price Spreads (Continued on Page Four)

IN LEGISLATURE

The following bills passed second readings in the New Brunswick Legislature yesterday: To amend the incorporation act of Grand Falls; to authorize the issue of Newcastle debentures; to authorize the issue of Hotel Dieu de L'Assomption debentures; to fix the assessment valuation of James Pender & Company, Ltd., in Saint John; to permit Newcastle to guarantee bonds of the Anderson Manufacturing Company, Limited.

The following petitions for the introduction of bills were submitted:

By H. A. Porter, K.C., to fix the assessment valuations of Murray & Gregory, Ltd., and Chas. Gurd & Co. (Maritimes) Ltd. in Saint John.

By J. G. Boucher, to amend the rates and taxes act as affecting Madawaska.

By Walter W. V. Foster, to enable the Diocesan Synod of Fredericton to borrow money and issue debentures.

By C. H. Blakeny, to authorize Moncton to acquire certain lands for, to construct and levy assessments for an airport; to amend the act consolidating and amending acts affecting Moncton; to authorize Moncton to issue debentures. (Continued on Page Four)

TWO AIR BASES TO BE TESTED SAYS HOWE

Puts Decision Up to Imperial Airways And Pan-American

The degree of finality expressed in press reports yesterday as to the choice of Montreal for the Canadian terminus of the trans-Atlantic air route, was modified today with the telegram received by Premier A. A. Dysart from Transport Minister Howe.

In the message it was stated that the matter of choice rests with the Imperial Airways and also the Pan-American. Both Shediac and Montreal are being considered and the definite choice will be made by experimentation and test of the two respective bases by the airways themselves.

The message was received in reply to the protest forwarded to Ottawa by Premier Dysart following the report that Montreal had been chosen. Premier Dysart read the message in the Legislature this afternoon. (Continued on Page Five)

HOWE SAYS CHOICE TERMINUS MADE BY IMP. AIRWAYS

OTTAWA, March 4—Transport Minister Howe tonight acknowledged receipt of a telegram from New Brunswick's Premier Dysart objecting to choice of Montreal as the terminus of the proposed trans-Atlantic airway, but said the choice was not made by the Canadian government.

The choice, he added, "was made by Imperial Airways." He added he had not replied yet to Mr. Dysart's telegram.

The transport minister told the House of Commons Tuesday Montreal had been chosen as the regular terminus and that Shediac, N. B., would be used as an alternative when fog prevented trans-Atlantic planes from reaching Montreal. In those cases, he said, Trans-Canada Air Lines' planes would pick up mail and passengers, and fly them West.

ROD RIDER CAME BACK TO PAY HIS RAILROAD FARE

(Special to The Daily Mail) VANCOUVER, B. C., March 4—When a rod-rider wants to pay his fare, that's news. It was pleasant news to Canadian National Railways today when they received a request to name their price for a ride stolen on a freight train to the coast from a small Saskatchewan town last spring. Neither was the railway ungrateful in seeking to name the lowest fare. They checked back to the date mentioned and discovered there was an excursion being operated from the prairies to the coast at that time. This being much lower than the regular fare the excursion rate was quoted. In their reply the railway expressed appreciation. The conscientious patron, who remains anonymous as far as the railroad is concerned evidently secured work in the lumber industry on Vancouver Island after his trip.