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ONT.

ON PARLIAMENT HILL

(Continued from Page 4)

T. W. Caldwell, a Progressive member—That is probably one reason why you feel better about it than the leader of the Opposition.

Mr. Graham—I am closer to it. Mr. Meighen—Just the same, exactly.

THE MARITIME PROVINCE DELEGATION

An interesting event of the week was the visit to the capital on Thursday of three hundred men from the Maritime Provinces who presented their views to a full representation of the Federal Cabinet in the morning and to a large number of members of the House of Commons in the evening before the night sitting of the House. To both these bodies the Maritime people told their troubles. They want the restriction of the British Preference entirely to goods entered at Canadian ports; they want a full equipment of Canadian ports and the adoption of every means to greater encouragement of the movement through Canadian ports, both East and West, of Canadian goods. They even went to the extent of intimating that there was a feeling in their provinces in favor of secession which could only be assuaged by prompt solution of the Maritime problem. Their representations gave the Prime Minister an opportunity of making clear the fact that the Federal Government has for some time been giving serious thought to the problems of the Maritime Provinces, as well as those of other sections of the country, and that the principal features of this session's legislative program are especially designed to meet those Maritime ends, at the same time, national needs.

ALL BRITISH IMPORTS VIA CANADIAN PORTS

At the outset he reminded the delegation that their chief request regarding the British Preference and better equipment of Canadian ports had been referred to in the Speech from the Throne and the phraseology of the resolution submitted by the delegation regarding the latter question was identical with a paragraph in the Throne Speech. The Prime Minister pointed out that two years ago Mr. Fielding made provisions for encouraging more importation of goods through Canadian ports by granting a discount of 10 per cent. on British Preferred goods entered at Canadian ports. That had had the desired effect, and since its operation it had attracted almost 100 per cent. of the goods to Canadian ports, so that there would be no advantage in extending it by restricting the application of the British Preference entirely to Canadian ports.

The King Government is resolutely opposed to restrictive measures for more than one reason. One of those reasons is that in this particular case if specific restriction were established it would probably annoy United States interests and possibly provoke the United States authorities to institute retaliatory measures, and no one in Canada would consciously court a campaign of retaliation which usually proves injurious to both parties to it. Premier King explained that all this

was known two years ago and the step Mr. Fielding took was designed to meet the wishes of the Maritime people without giving offense to any outside interest. That object has been most successfully attained.

THE FIGHT FOR LOWER OCEAN RATES

As to the encouragement of a larger movement of exports through Canadian ports Premier King made it clear in his reply to the delegation that so long as there was a discrimination of 4 cents a bushel on wheat in favor of New York and against Canada Atlantic ports and a similar discrimination on other Canadian products there was no hope of getting more goods to go out through Canadian ports. That was the reason the Government proposed this session to introduce a measure for the purpose of controlling and reducing ocean freight rates and removing the discrimination against Canadian ports. It was only an experiment. "We do not anticipate," said the Prime Minister, "that in a day or a month or a year the situation will be materially altered, but we are persuaded that the time has come for the one and only attempt to control this ocean freight situation. If it can be demonstrated that a Government by control of these rates can obtain a fairer rate for the carriage of Canadian goods to Europe and also obtain wider markets for Canadian products then a vast new field will have been opened up for this country's endeavor."

SECESSION TALK—NONESENSE

Premier King had some very sharp things to say, too, about the hints of secession that had been spoken by delegates from the maritime Provinces. "Isn't it time," he said, "that this nonsense of talking about secession was stopped. No Canadian who is really a Canadian can for one moment think of such a thing, and any other citizen of this country who talks such nonsense cannot have any appreciation of the true feeling of the overwhelming majority of Canadians."

On the debate regarding the removal of the Rocky Mountain scale of freight rates, asked for by Donald Kennedy (West Edmonton) it was made apparent by those who spoke, and prominent members of all parties had something to say, that the freight rate question is the biggest problem in Canada today and that every province and every community is vitally affected. Hon. George P. Graham, Minister of Railways and Canals, declared that this whole question must be dealt with in a national and not in a sectional manner, and that some wide Dominion policy would be devised by the Government this session, the aim of which would be to effect as far as possible an equalization of rates for the whole country, eliminating to a large extent the present discrimination in rates as between different sections of the country.

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