

Tomorrow's Radio Program
MONDAY, JAN. 10
 International Radio Programs
EVENING CONCERTS

7:30 P. M.
 WCAU (278) Phila. Recital.
 WTIC (476) Hartford. Monday.
 Merrymakers.
 WBZ (333) Springfield. Vocal Numbers.
 7:45 P. M.
 WABC (316) N. Y. Atlantic Ensemble.
 8:00 P. M.
 WJAR (275) Atlantic City. Seaside Trio.
 WJZR (517) Detroit. Concert program.
 WJAL (246) Baltimore—W. H. A. L. Trio.
 WGHP (270) Detroit—Little Symphony Orchestra.
 WTK (273) Cleveland. Instrumental Specialties.
 WLIV (423) Cinc. Barnum Corkers.
 WTIC (476) Hartford. Clinton Musical.
 KDKA (309) E. Pitts. Concert.
 WMAK (266) Buffalo. Band Concert.
 8:30 P. M.
 WPG (300) Atlantic City. Chelsea Evening Concert.
 WBZ (333) Springfield. Staley College.
 9:00 P. M.
 WMAK (266) Buffalo—Musical Program.
 WBZ (333) Springfield. Aleppo Drum Corps.
 WTIC (476) Hartford. Plant Polyphonians.
 WCAU (278) Philadelphia—P. R. T. Hour.
 WSB (428) Atlanta. Studio program.
 WKRC (326) Cinc. American Legion.
 WADC (316) N. Y. Barrere Ensemble.
 WLW (423) Cinc. Synchronized Orchestra.
 9:15 P. M.
 WMEA (341) N. Y. Hardman hour.
 9:30 P. M.
 WJZ (455) New York—Musical.
 WGHP (270) Detroit. Studio Features.
 WBZ (333) Springfield. WBZ Movie Club.
 10:00 P. M.
 WPG (300) Atlantic City. WPG Dramatic Society.
 WTK (273) Cleveland. Novelty Program.
 WTIC (476) Hartford. Clements Entertainers.
 WCAU (278) Phila. Vocal Program.
 WEAF (492) N. Y. Grand Opera Co. "Faust" by the Grand Opera Co. to WJAR. WLIT. WOSH. WCAE. WTAM. WVV. WSAI. KSD and WDAF.
 10:30 P. M.
 WTK (273) Cleveland. Studio Program.
 11:45 P. M.
 WSB (428) Atlanta—Concert Program.
 12:00 Mid.
 WKRC (326) Cinc. Poular.
 12:30 A. M.
 WCOO (417) St. Paul—Mps. Organ Recital.
 1:00 A. M.
 WABC (316) N. Y. Vaudeville.

FEATURE TALKS

6:20 P. M.
 WGY (380) Schenectady. Farm News.
 6:30 P. M.
 WCAE (461) Pittsburgh. Press Radio News.
 7:30 P. M.
 WABC (316) N. Y. Boy Scouts.
 8:00 P. M.
 WAAM (263) Newark. Fellowship Hour.
 9:00 P. M.
 WRNY (376) N. Y. Hugo Gernsbach Editor of Science and Invention.

WANT TO DANCE?
 (Name of orchestra is given)

7:40 P. M.
 WLW (423) Cincinnati—Visconti's.
 10:00 P. M.
 WBEI (349) Boston—Lido Vocal.
 10:15 P. M.
 WVAHG (316) Richmond Hill. "Dance."
 WJZ (454) N. Y. West Point Cavaliers.
 10:30 P. M.
 WJZ (456) N. Y. Waldorf-Astoria.
 11:00 P. M.
 WEAF (492) N. Y. Palais D'Or.
 WTAM (39) Cleveland. Bambo Garden.
 WGR (266) Buffalo. Statler.
 11:15 P. M.
 WFOR (405) Newark. Berkeley.
 11:30 P. M.
 WPG (300) Atlantic City. Silver Shipper.
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SOME ASPECTS OF MARITIME PROBLEMS

An Address to the Lions Club of Montreal
 By RIELLE THOMSON

Dealing with a few of the outstanding Maritime problems, I wish to make the point that these problems may be viewed from two angles—the spiritual and the physical. I shall not dwell longer than a moment on the former, for so loudly that you would not be able to hear anything that I might tell you regarding the necessity of conserving our sea traditions and maintaining the closest association with our sea people. It must never be forgotten that we spring from a race which has survived and grown strong only as it has cultivated those benefits arising from sea tradition, sea trade and sea culture.

And from the spiritual angle there is another point which I believe you will consider of some importance. I have been told by responsible men in the Maritimes that it would be no trouble of another day to include in the British North American Act. That Act is not the constitution of the country, but simply the legislation which brought our constitution into force, and like Great Britain's it is unwritten. The details of the conference of statesmen—we should call them politicians now-a-days—who negotiated and finally consummated the Union of the colonies.

The Railway and the Ports
 The two chief promises made to the Maritimes were the construction of the Intercolonial Railway and the decision to send Canadian goods through Canadian ports. I shall not quote speeches of politicians and other evasive which may be regarded as undertakings of Canada with regard to the flow of Canadian goods through Canadian ports, but I should like to tell you that I am satisfied in my own mind that these promises were made, not once, but often. At the present time, the promises of the upper provinces have been so poorly fulfilled that only one-third of our grain crop flows through Canadian ports of Quebec and Montreal. Only 2,500,000 bushels were exported through the Maritimes as against 32,000,000 bushels from Montreal in the 1925 crop year.

Many, Many Burdens
 Now let me direct your attention to the geographical position occupied by the Dominion. It is a country some 2,500 miles long, with an average breadth, shall we say, of 50 miles. This is a liberal estimate when one considers such regions as the Rockies, the North shores of Lake Superior and the lower portions of the Province of Quebec and the upper part of New Brunswick which are practically uncolonized. The Dominion is divided into four great parts; the Pacific slope, the prairies, central Canada and the lower provinces. In order to endeavor to build a country from such a narrow strip, stretched out series of economic units, sacrifices are necessary. The chief question to be faced is whether or not the Maritime provinces have and are bearing more than their fair share of the necessary burdens.

Let Us Investigate
 When I was in the Maritimes recently, one of the many ardent enthusiasts who sponsored Maritime rights there began to talk to me about the Intercolonial. I said to him: "There is no use talking to me or any business man from Central Canada, about what Sir John A. Macdonald said to Sir George Etienne Cartier in 1865. I am no historian and it doesn't interest me and I don't think it will interest the business men of Upper Canada."

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made about 250 miles longer than was necessary.
 Not Only on Confederation
 But the Maritime Provinces do not base their claims to certain concessions on promises made at the time of Confederation, but they point also to the National Transcontinental Railway. Once again promises were made never to be fulfilled. At that time, the Maritimes were promised origination of traffic on the new transcontinental line from the west. You will recall that this road links up the Prairie Provinces with the direct line running between Winnipeg through Northern Ontario direct to Quebec City and thence to Moncton and Halifax.

More and More Bad Deals
 But that is not all. Again in 1911, some more railroad chicanery was done over on the Maritime Provinces when the Canadian Northern Railway, was put through. At that time, the Federal Government was able to grant financial assistance to the road solely on the understanding that such aid was for the express purpose of encouraging the export of goods through Canadian channels.

No Resulting Benefits
 The Maritime Provinces pay their share of the upkeep, maintenance and annual charges of the Lachine Canal. The canal, which allows American grain to be shipped to Montreal in the port of Montreal in direct competition with the coal produced in Nova Scotia. Regarding this, Nova Scotia knows that such expenditures are harmful to her trade, but at the same time is willing to make certain sacrifices to remain in a united Canada. On the other hand, Nova Scotia asks that the Dominion should make certain sacrifices in exchange. Nova Scotians to-day want to know what Montaguers are doing for Nova Scotia as compared with what Nova Scotia is doing for Montreal in helping to pay the charges on the Lachine Canal.

And Next, Immigration
 Then there is the question of immigration. The Maritime Provinces have paid their share of immigration costs since Confederation. They have built in order to bring in immigrants and in exchange for such payments, what have they received? Between the years 1871 and 1921 the population of the Maritime Provinces increased by 14 per cent, as against an increase of 114 per cent in the rest of Canada. The proportion of the increase would be even larger if only Ontario, Quebec and the Western Provinces were considered in the total. Today, Prince Edward Island has a smaller population than it had before Confederation, when it had its own industries and was almost self-supporting and carried on a trade on all the seven seas. The Maritimes like to see Canada grow, but are only willing to when they themselves obtain some of the resulting benefits.

Ask for Consideration
 To-day, the Maritime provinces feel that they deserve some consideration in the matter of immigration and are asking that when payments are made to bring immigrants to this country, the advantage of the Maritimes in the flow of at least should be directed there.

The Effect of the Tariff
 To-day, Canada operates under a system of protective tariff. There are those in the Maritime Provinces who feel that the Maritimes do not gain any benefit from the protective tariff. Of course, after such a sweeping belief is not supported by examination of the facts. But there is reason to question if the present schedules are entirely fair to the Maritimes. They assume the obligation of a tariff that is not primarily based upon the needs of their agricultural, fishing and lumbering industries, and they ask where in the tariff based upon their needs?

Tuesday an Unlucky Day.
 Tuesday is considered an unlucky day for weddings in Spain.

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