

Maritime Provinces Must Get Fair Deal

Representatives of New Brunswick, Nova Scotia
and Prince Edward Island Tell Government
Relief Must Be Granted

Ottawa, June 1.—Representatives of New Brunswick, Nova Scotia and Prince Edward Island in interviewing Premier Meighen and his colleagues today left him with no hope for understanding as to what recent railway developments and freight rate increases are doing to the industries and business of the maritime provinces. They asked that the Intercolonial Railway should be kept an integral unit separate from the Canadian Government railway system.

Want Monotonous Headquarters.

They also asked that the management should be centered at Moncton so that it would be in close touch with the needs and problems of the maritime provinces, and requested that the freight rate concessions and especially the differential rates formerly prevailing and necessary as a practical means of insuring effective understanding on which Confederation was based should be readjusted as far as possible with justice to the rest of Canada, and that the Intercolonial Railway should be placed under the minister of railways in accordance with the Confederation pact and taken out from under the railway commission.

Premier Meighen made a reply which was in effect that all parts of the dominion maintained at times that they were unjustly treated. He said that the representations made would receive the closest attention and that the government would see that whatever could be done without injustice to any other part of Canada would be done.

Hon. F. B. McCurdy, minister of public works, introduced the delegation and the Hon. R. E. Finn spoke on behalf of the delegation first and then introduced in turn Hance J. Logan, Ivan Rand, representing the New Brunswick government; H. R. McLellan, secretary of the Commercial Club, St. John, and W. S. Fisher, president C. M. A., St. John.

Hon. Mr. Finn said that all the maritime provinces were a unit on the questions at issue. He read the resolutions passed unanimously by the Nova Scotia and New Brunswick legislatures. Their whole case, he said, was based on a clause in the Confederation pact of 1867, section 146 of the British North America act, which made a condition of Confederation becoming an accomplished fact that the Intercolonial railway should be built. The reason for seeking such a railway was in order to get access to the markets of central and western Canada. At that time the maritime provinces were flourishing on the basis of a waterborne trade with the United States. Now there was a high tariff wall shutting them off from the natural market, and the Intercolonial railway had been placed under the railway commission which boosted the freight rates so high that it practically meant the industries would languish so far as the value of the central and western Canadian markets were concerned; that placing the Intercolonial under the railway commission was a violation of the Confederation pact, and the declaration that geographical reasons would not be allowed to influence the rates given to the Intercolonial or any other railway went expressly against the understanding with out which Confederation could not have been accomplished.

W. S. Fisher.

W. S. Fisher said that during the last forty or fifty years there had grown up a large number of industries depending very largely through the lack of home markets on marketing their products in Quebec, Ontario and the great west. They had been able to develop that market largely because of the opportunity afforded them by the freight differentials. Increases of recent years had meant a decrease of seventy to eighty percent in freight rates, but on the differential rates the increase had been from 110 to 250 per cent. A tremendous handicap to industries which had grown up on the basis of the old rates. It was doubtful whether these industries could carry on under the circumstances. Whether the general freight rates were decreased or not they wanted the differential rates restored.

H. R. McLellan.

H. R. McLellan quoted the Hon. George Brown as saying to Ontario that the rejection of the plan to build would leave the people of Ontario a prey to

miseries from which the road might rescue them. The present inhabitants might not so seriously interpret the old understanding because the great majority of the people of Canada had no common ancestry in Confederation. They do not realize that disregard of that agreement, and distress as a result of it might be the trip hammer to break the link that unites the Maritime Provinces to Canada.

With the increasing power of Canada there has been increasing encroachment on Maritime rights. "We want absolute centralization of maritime interests, protection from that autocracy which has been displayed by Ontario and Quebec."

Premier Meighen said that the objects for which the delegation had come were familiar not only to this government but doubtless to every other government which had preceded them. "I cannot, of course, make a commitment as to what can be done to meet your wishes," he added. He said the freight rates now are high, consequently if as contended there is a special disability of the maritime provinces, that disability under the present high rates at the present time is accentuated. That was no doubt the main spring of the earnestness with which they approached the government today. The Premier denied that there was any feeling anywhere in Canada against giving any right to the maritime provinces, if it could be established. One speaker had referred to the delegation as representing a minority. The country was made up of minorities. Canada was so widely scattered with isolated populations that every section could consider itself a minority. The West was one, Quebec was a minority in more sense than any other section. Even a minority. Only by minorities getting together and striving to get together on a common ground could the people of Canada beat their way as a confederation at all. There was no thought of making the maritime provinces merely the vestibule of the rest of Canada. The Maritime Provinces had the same rights to industrial progress and to equality from every standpoint that the rest of Canada had. The west and western newspapers were now exclaiming against injustice towards it in railway rates, being eighteen per cent higher than in the East. He assured them that everything which they had so strongly and insistently and determinedly urged would be reviewed with the greatest care and sympathy on the part of the government, and if it was in its power, with justice to the rest of the country, to meet their wishes, it would. It was not a case of yielding to the majority, but it was a case of finding the right and doing it.

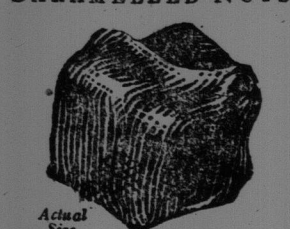
That concluded the interview and most of the maritime delegation went back east this afternoon.

The Delegation.
Those represented on the delegation were the governments of Nova Scotia, Prince Edward Island and New Brunswick by Hon. R. A. Finn, minister without portfolio; Premier Bell, of Prince Edward Island, and Ivan Rand, K. C., for the New Brunswick government. Other prominent business men were: Gavin L. Stairs, president Halifax Board of Trade; Mayor Fitzgerald, of Sydney; H. J. Logan, ex-M. P., of Amherst; with several other delegates: Mayor Schofield, W. S. Fisher, of St. John; E. M. MacDonald, ex-M. P.; Angus McLean, chairman transportation committee of Baillairge; Horatio Crowell, Halifax; W. S. Allison, St. John; E. C. Whitman, of Canoe, and A. H. Case, of St. John.

GOOD YIELDS PROMISED.
Manning K. Ellis of Port Williams, one of the leading orchardists and fruit growers of the Valley, shipped a million and a half strawberry plants this spring. Half a million plants were purchased by the Quebec government for distribution to growers in that province. These were taken off a five-acre lot. Mr. Ellis also has a hundred-acre orchard of fruit bearing trees. The strawberry crop this season promises to be large and the prospects are good for a bountiful supply.

WHAT ST. JOHN NEEDS?
Halifax Chronicle: The Health Centre under the supervision of Dr. Royer, has already commenced work on the school children of the city. Three dentists work steadily the children every day at Dalhousie, between the hours of nine to five. Operations are performed two days out of every week, and the work will be continued during the summer. Every Wednesday is set aside for the children from Dartmouth.

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SAYS U. S. WILL JOIN SOME LEAGUE

Mrs. Harriman Quotes Officials Close to Harding—
Women Repudiate Harvey's
London Speech.

(N. Y. Evening Post.)

Many members of the Administration in close touch with the President believe that America will enter some form of league or association of nations. That is the statement made by Mrs. J. Borden Harriman in an address before the Woman's Pro-League Council at its disarmament dinner in honor of Major Gen. John F. O'Ryan.

Mrs. Harriman added that Herbert Hoover, secretary of commerce, had told her that both he and Charles E. Hughes, Secretary of State, believed that America will enter some league or association. She said that a great change had come over Washington within the past ten days concerning disarmament and international co-operation.

The council expressed the opinion that Ambassador George Harvey had misrepresented American aims and ideals in his address at London. Resolutions were passed denying emphatically a mandate against the entrance of America into the League of Nations. Many votes were cast for Harding, according to the resolutions, because that was declared by Hoover, Hughes and ex-President William Howard Taft to be the best way to assure America's entrance into the League.

Gen. O'Ryan in his address declared that disarmament is practical. The leader of the Twenty-seventh Division in France voiced the view not merely of "one soldier," he said, but of many.

"Two or three years before the war," said Gen. O'Ryan, "Lloyd George called attention to the fact that nations were spending so much in preparing for war that war seemed inevitable as a relief from the burden. Then war came. But it did not relieve the burden. Two years after the war nations are spending approximately five times as much as they were when Lloyd George uttered his warning. The whole thing is so unreasonable, so illogical, that it almost seems as if war were a hereditary and chronic disease from whose effects there is no escape. But that is not true. The time is coming when war will no longer be resorted to in the settlement of international disputes."

"Not much is to be gained by mere disarmament. Guns and battleships cannot make war without the human agencies that employ them. Men are the source of all the trouble. To end war you must attack the influences that move the people. Self-interest has always been

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one of the most powerful. It must therefore be made to the self-interest of the mass of people to avoid war rather than to make war. The emotions have always played a tremendous part. Some machinery must be provided to control the emotions that have caused wars in the past.

"Environment is a powerful influence. War has come as a relief to certain conditions, such as over-population. It is worth noticing that the countries with high birth-rates are the ones that have wanted war."



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The Printers' Strike

Toronto, June 1.—From 2,000 to 3,000 employees of job printing houses responded to the call today as a result of the refusal of the employers to grant demand for a 44-hour and \$44 week.

Ottawa Walkout.

Ottawa, June 1.—Approximately 441 pressmen, compositors, bookbinders and apprentices went on strike today as a result of the refusal of the master printers' association to grant the demand for a 44-hour and \$44 week.

THANKS GERMANY

Paris, June 1.—Following the latest payment by the Berlin government on reparations account, the reparations committee formally announced today that Germany had fulfilled Article V of the reparations agreement for the delivery of the equivalent of one billion gold marks. In communication to the Germans, the commission expressed to them its satisfaction in seeing Germany already preparing to redeem the drafts and other securities making up the payment upon their maturity.

STRIKERS RETURN ON LAST YEAR'S AGREEMENT.

Winnipeg, June 1.—The strike of Winnipeg stone cutters ended last night, and

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the men will return to work today on the basis of their last year's agreement, \$1.12½ an hour for carvers and \$1 for journeymen and planer men. In accepting the present wage, the men have departed from their original demand of a twenty-five cent an hour increase while the employers have withdrawn from their stand favoring a ten per cent reduction.

Buy Your Outing Togs at the Semi-ready Old-Fashioned Bargain Sale

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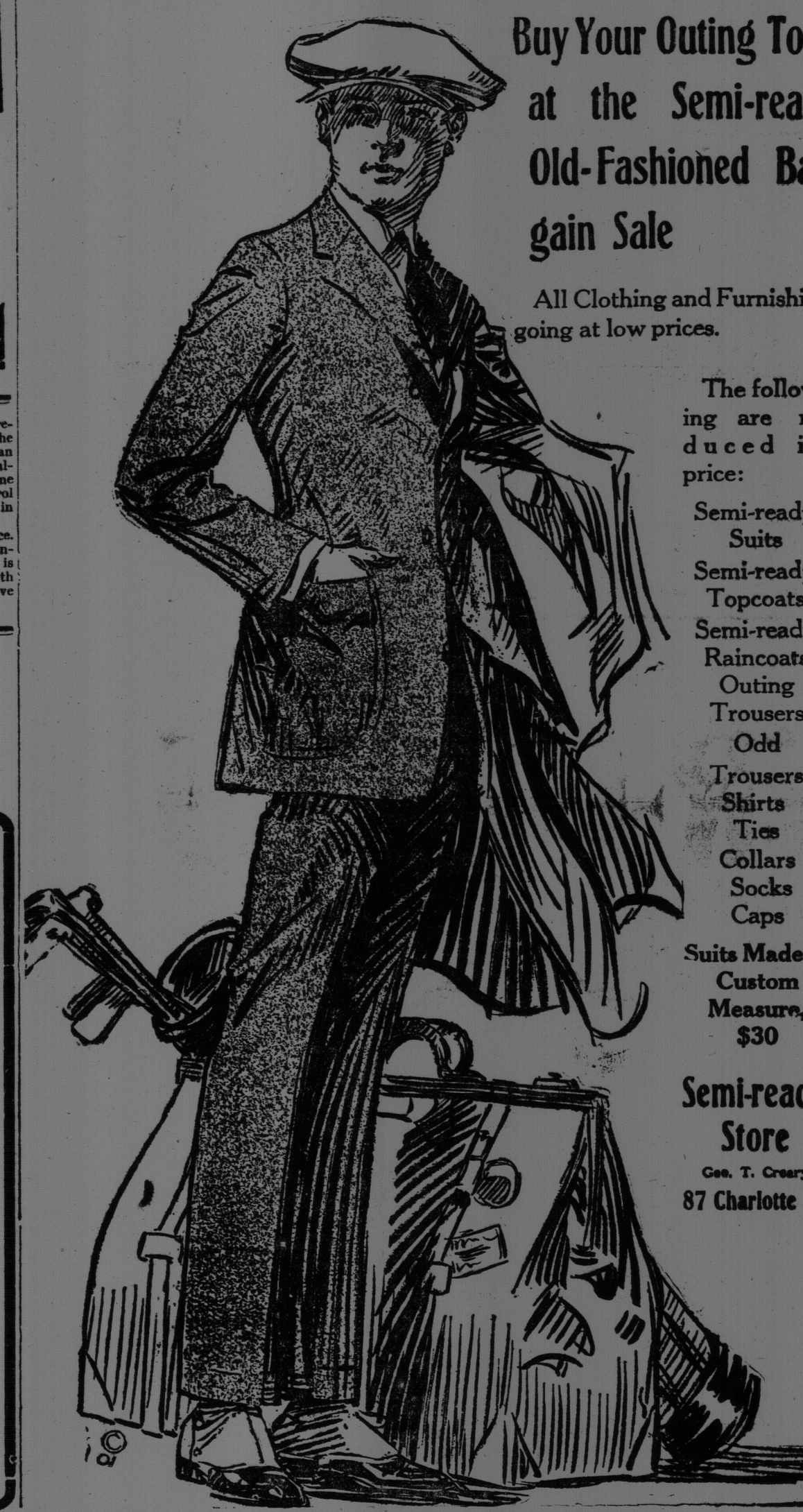
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Blue Bird Is Coming To St. John

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