

Meighen Positively Not An Advocate Of Amalgamation Of Two Railway Systems

Conservative Leader Equally Definite In His Declaration That the Canadian National Must Not Be Plunged Deeper Into Debt by Further Capital Expenditures

Without a Strong, Definite Fiscal Policy, this Country Will Be a Mere Adjunct, a Mere Hanger-on, a Mere Feeding Ground for the United States, Declares Rt. Hon. Arthur Meighen—Whither Are We Going, Asks Senator Robertson—Railway Employees Decreased—I. C. R. and Record of King Government

Chatham, Sept. 17.—Without a strong, definite fiscal policy, this country will be a mere adjunct, a mere hanger-on, a mere feeding ground for the United States," Rt. Hon. Arthur Meighen, Conservative leader, informed a large audience in the opera house here. The Conservative leader had motored forty miles from Rexton, where he had spoken at the unveiling of the Bonar Law Memorial in the afternoon. His speech touched on transportation problems, immigration and last but in his opinion most important, tariff.

"What is the transportation policy Mr. Meighen asked his audience. "You don't know, I don't know; but what is most disastrous, the government do not know," declared Mr. Meighen, answering his own question.

He stated positively that he was not an advocate of amalgamation of the two great Canadian railway systems, but he was equally definite in his declaration that the Canadian National must not be plunged deeper into debt by further capital expenditures.

On the tariff he declared that a policy must be adopted which would give work to the Canadian people.

The government failing in that fails in the first essential he insisted.

Whither are We Going?

Senator Robertson, former minister of labor, was the first speaker. At the present time, he said; the question in the minds of most Canadians were, whither are we going? Is our employment getting more secure or less secure? Are we progressing or are we going down the hill?

Canada's trade was on the decline, and that was the reason that 500,000 Canadians had left their own country in four years, the speaker said.

"That is the reason that hardly a wheel is moving in Chatham today," Senator Robertson told his audience.

Since the war, 67 countries of the world had increased their tariffs. Canada, on the other hand, had reduced hers. This was the reason why Canada was lagging behind, why Canadians were leaving their own country for the United States.

Railway Employees Decreased

The effect of the fiscal policy of the present government on Canadian railways was dealt with by Senator Robertson. He said that the number of railway employees on Canadian roads had decreased by 20,000 since the government took office. Today there were 160,000 railway employees working. Supposing next year, the government continued to cut the tariff and close factories. The result would be decreased traffic and further unemployment for railway men, or a decrease in wages for those employed.

But Canadian railway employees were not going to accept cuts in their wages, even though the policies of the government meant decreased traffic to the roads. If necessary they would go to the United States and get employment there.

Senator Robertson drew some applause when he remarked that the representative of Northumberland constituency in the last parliament W. B. Snowball, had promised renewed activity among industries of Chatham.

"He promised you all sorts of things," said Senator Robertson, "and what he has done, I believe is to close his own plant."

Twaddle of Premier King

"The government of Canada should never interfere with the operation of the system," Mr. Meighen declared, "whether the present government does or does not. I don't know but I have my suspicions."

Mr. Meighen ridiculed the claim of the Prime Minister that he had a majority of but one in parliament. "All this talk and all this whining about majority of one is so much twaddle," Mr. Meighen said. "The government had courted an alliance with the Progressives—had declared that their principles were identical, and by the virtue of this alliance of majority in the House was sixty."

The need of the Maritime Provinces for assistance in the matter of railway rates was discussed by Meighen. He opened his policy whereby financial assistance from the treasury of Canada would be given in order to enable goods from the Maritime Provinces and the West to get into the central markets of Ontario and Quebec. He pointed out the fact that the West and the Maritime Provinces were handicapped by their location and he felt that the whole of Canada should assist in removing this handicap. The faith of the government in a coming era of prosperity for Canada was remarkable, Mr. Meighen thought.

"You know faith founded on the hopes of office is a wonderful thing," he informed his auditors as in previous speeches. He concluded his speech with a declaration that Canada's remedy lay in a protective tariff. "The basis essential is to get work for the people," he said; "and the government that fails in that fails in the first essential."

Pointed to what a protective tariff had done for Australia. Over three prosperity reigned according to a prominent Australian who had addressed an audience in Toronto recently. In Canada stagnation prevailed in many lines. The King government had found a sales tax of 2 per cent on Canadian produced goods when it came into power. The first year it had increased this tax to 1.2 per cent the second year to 1 per cent and the third year it had reduced it to 5 per cent. "And now Mr. King says glory be to us we reduced the sales tax," Mr. Meighen insisted.

I. C. R. and King Government

Mr. Meighen asked anyone in the audience to tell him what the transportation policy of the King Government was. "You don't know, I don't know. But what is still more disastrous, the government doesn't know," he declared.

At the time of the last election the Liberals had declared that the inclusion of the Intercolonial Railway in the National system was a crime against the people of the Maritime Provinces, Mr. Meighen said.

Hon. E. M. MacDonald, the Minister of National Defence, "since he escaped from Picton to Antigonish-Guysborough they call him the Minister of Self-Defence," Mr. Meighen interjected, had been making this charge recently. But the governments of Mr. King and Mr. MacDonald had been in power for four years.



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Why Didn't They Take it Out?

"Why, if it shouldn't be in the national system, didn't they take it out?" he asked his auditors. The government had done nothing about it but complain that the Conservatives had included the Intercolonial in the national system.

We've gone into debt at the rate of about a million and a half dollars a week since this government came into power," Mr. Meighen said.

He was not out for amalgamation of the Canadian railways, Mr. Meighen said. In fact he would advocate any other course rather than that.

"I want to see the Canadian National system pay but I know that it can never pay if the present practice continues," Mr. Meighen assured his hearers. Capital expenditures should be cut down. He did not favor interference with the operation of the system, but he would refuse money for expensive "fads" which were unnecessary to operation.

Canada's Mineral Output Praised

"Canada has reason to be proud of the rapid growth of her agricultural and mineral output" declared L.W. Meekins, United States Trade Commissioner to Canada and Newfoundland. Mr. Meekins expressed the wish that more Americans would traverse Canada from Atlantic to Pacific in order to obtain an adequate appreciation of its present development. Interest in the United States, he declared is keen regarding Canadian Trade possibilities and much of his work, he added consists in trying to make the American commercial public better acquainted with Canadian business methods.

Friendly Relations Now Being Resumed

A resumption of friendly relations is in course of consummation between two branches of the Masonic Fraternity that have been somewhat estranged for many years, namely: the Grand Chapter of Quebec (Royal Arch Masons) and the Grand Lodge of Mark Master of England.

For reason of a purely Masonic nature, these two sections of the craft suspended fraternal relations in 1883. This year, overtures were opened with a view to restoring between the two sections official relations of as amicable a nature as exist between their individual members on the common ground of the A. F. and A. M. The Grand Lodge of Grand Master Masons in England has shown a desire for amity equal to that of the Grand Chapter here, with the result that the estrangement is now considered at an end. This brings the Grand Chapter of Quebec into completely harmonious relation with all the sovereign Grand Masonic bodies of the world.

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Freshmen Class At N.B. University

The University of New Brunswick will have one of its largest Freshman classes in the history of the institution with the reopening of the college year and the commencement of classes.

Chancellor C.C. Jones expects that the incoming class will equal in number that of last year when fifty-eight students entered the University, comprising one of the largest classes on record with the exception of the year following the conclusion of the Great War, when returned men taking the D.S.C.R. courses swelled the Freshman class to an unusual extent. It is believed that this year's class will number some sixty odd students, half of whom will enter the engineering faculties.

A dozen young women are anticipated...

Cooked An Egg Over Ice By Wireless!

NEW YORK, Sept. 17.—Cooking an egg over a cake of ice by wireless was one of several demonstrations of mysterious radio power given yesterday at the Radio World's Fair. The egg was placed on a frying pan on the ice. In a moment the pan became red hot through action of waves that penetrated the ice. The egg soon was cooked to a turn.

The trick was done through the so-called wireless lamp, the inventor of which also lit the bulb through a man's head.

Rum Smuggling In Kent Co. Reported

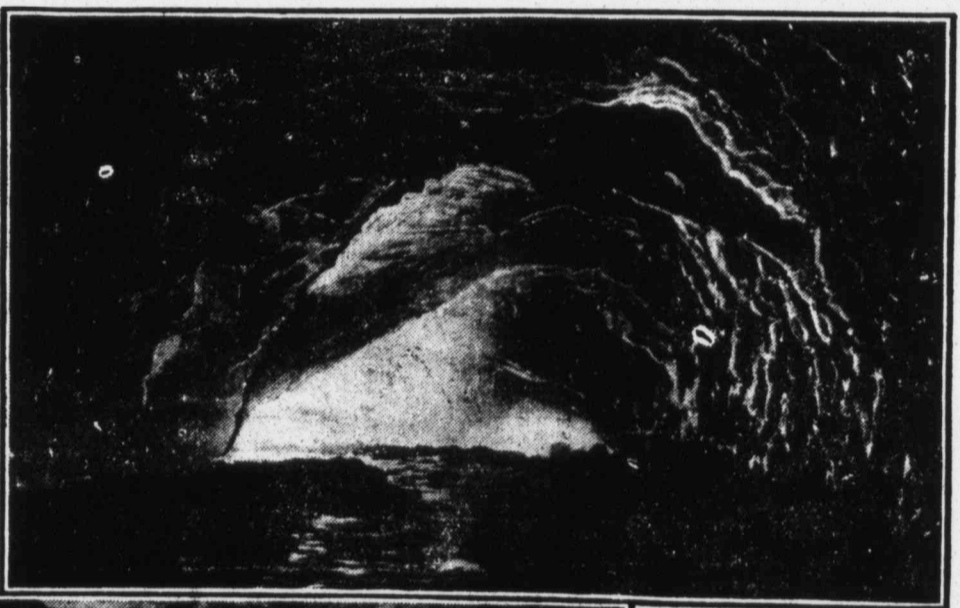
Several reports of the liquor smuggling along the coast have been received. The latest is that 400 cases of Scotch whiskey were loaded a few nights ago at an island on the Kent county coast, less than a dozen miles from Shediac. The liquor is said to have been sold at \$12 a case and to have been distributed by motor cars from Moncton and vicinity. The whiskey was brought from St. Pierre in a schooner.

Residents of the Chatham post road and Moncton road say that there has been considerable liquor drinking by persons running motor cars from the north and that several recent accidents on these highways were due to drunken driving. Patrol of these roads by a provincial constable on a motor-cycle is advocated as a method of making human life safer and protecting the public from speed fiends.

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Here is the Summer Home of Mister Jack Frost Himself

THIS is the Ice Cave in Mount Sir Donald, near Glacier, B.C. The light of the sun streams in through the opening at the far end causing the frozen walls to glisten as though built of a thousand times ten thousand diamonds. It is rumored that this is the official summer residence of Jack Frost himself, to which the Chilly Monarch retires for his annual nap from spring time to autumn.



And this is a scene from Mr. Frost's private grounds, on the roof of the world in the Canadian Pacific Rockies. It is here, so we understand, that Mr. Frost spends most of his time when not asleep in his Cave. For a pastime he enjoys most of all riding around on chunks of floating ice and his favourite food is a good, deep crackly glacier which he prefers coated with a generous frosting of newly fallen snow. When the winter comes and the nights are long and dreary he lets out a wild whoop of joy (so we are told), jumps on a passing snow cloud and sails away over the continent, pushing down mesquites and heaping up snow drifts wherever he goes.

But after all, nobody takes him very seriously these days, for it would be a tiresome old world to live in if Friend Frost didn't come along once in a while and give us something to contrast with the summer.