

The Evening Times-Star

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THE LETTER OF THE CONTRACT

When the Canadian Northern secured an additional loan of some \$40,000,000 from the Dominion in 1914, it became necessary to convince Parliament that if the loan were granted, there would no longer be any doubt that the railway would carry freight to and from Canadian ports, and the loan was voted only after that stipulation had been written into the contract, in words plain and binding beyond misunderstanding.

In Chapter 20, Section 6, Paragraph A, of the Act of 1914—"an Act respecting the Canadian Northern Railway system, and the routing and interchange of traffic"—it is set out that at all times thereafter all freight originating on the line of the Canadian Northern, or of its constituent companies, or on any line thereafter leased, owned or operated by that railway, its successors or assigns, shall be carried at a rate not greater via Canadian ports than via United States ports. But that stipulation was not in itself sufficient, and so this important paragraph was added:

"And that ALL INWARD AND OUTWARD OCEAN TRAFFIC SHALL BE CARRIED TO CANADIAN PORTS, and that the Canadian Northern and the several constituent and subsidiary companies shall not in any matter within their power or control, directly or indirectly advise or encourage the transportation of any such freight by routes other than those above provided, but shall in all respects, in good faith use their utmost endeavors TO FURTHER THE DEVELOPMENT OF TRADE THROUGH CANADIAN CHANNELS AND THROUGH CANADIAN PORTS."

The Canadian Northern, of course, was finally taken over as a part of the Canadian National system, and that system is bound by the contract here quoted to more all freight originating on the Canadian Northern lines or its subsidiary companies—all inward and outward ocean traffic—to Canadian ports.

In the case of the National Transcontinental and the Grand Trunk Pacific, the act passed in 1903 set forth that the purpose of building these railways was "to secure the most direct and economical interchange of traffic between Eastern Canada and the provinces and territories west of the Great Lakes, to open up and develop the northern zone of the Dominion, and promote the internal and foreign trade of Canada, and TO DEVELOP COMMERCE THROUGH CANADIAN PORTS."

The Grand Trunk Pacific had its bonds guaranteed by the Dominion on the stipulation that rates to Canadian ports should at no time exceed those to United States ports, and that all traffic not specifically routed otherwise by the shipper, SHALL BE CARRIED TO CANADIAN PORTS. The company agreed not to advise for encourage the transportation of freight by routes other than those provided in the foregoing, and it also obligated itself to provide, by purchase, charter or otherwise, shipping on both the Atlantic and Pacific sufficient to take care of all the traffic inward and outward going over its lines and over the Intercolonial.

It is to be noted particularly that when the Canadian Northern came along in 1914 for further financial assistance, Parliament was no longer content with the stipulations made in the case of the Grand Trunk Pacific, but insisted upon the provision here quoted, by which "all inward and outward ocean traffic shall be carried to Canadian ports."

The Canadian National system, the Government of the day, Parliament itself, are all bound by those provisions. They are not mere parliamentary oratory; they are a part of the statutes of Canada. They set forth, in fact, the real reason why Parliament voted the money for construction in the first case and to enable the Canadian Northern to carry on in the other.

So there is the letter as well as the spirit of this contract confronting the Government and Parliament to-day. There is no loophole of escape. The rates over the Transcontinental were to be such that American competition would be negligible. The necessary shipping tonnage was to be provided. The ports were to be equipped adequately, for railways and ocean ports are useless without the necessary harbor facilities.

To-day the people of Canada are demanding that Parliament keep faith. It has been in default since 1914 or longer.

In the interval the economic loss to Canada has been enormous. Within the last year the diversion of traffic has increased so alarmingly as to force this issue upon the consideration of

Parliament as one demanding honorable and courageous national action.

"It is too soon to do much boasting," says the Boston Post. "We may be snowed in any day. Perhaps Boston harbor will be frozen over again and commuters may have to use snowshoes to get to railroad stations. But if this winter is going to be a record-breaker, it will have to do something right away. If it is going to stay away until the first of the year and confine its cold spell to January and February, it is not going to get half the publicity that it could have had if it had started before Thanksgiving."

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Odds and Ends

A John R. Booth Story

The death of J. R. Booth, the famous Ottawa lumberman, will recall numerous characteristic stories about him which reveal his strong personal qualities and original cast of mind. Here is one which may be new to some people and which is well vouched for.

On one occasion J. R. met a member of Mr. King's government returning from a fishing trip on the Ottawa River, and J. R. remarked to the minister that although, as a lumberman, he had spent so many years of his life on the Ottawa, he had never gone off for a day's fishing.

"Why, Mr. Booth," said the minister, "that is a ridiculous state of affairs. I will fix up a little trip and we will go up the river in the launch and give you a good day with the fish."

Mr. Booth agreed, and the expedition was arranged, and in due course they sailed up the Ottawa to where the fish were. But before they got started old J. R. saw away off in the woods by the bank what looked like a log of timber with the Booth company's brand on it, and the fishing expedition had to go over to investigate.

It was sure enough, it was a Booth log which, in floating down the river, had been swirled into the side and stuck there.

J. R. immediately insisted on getting a pole, and pushed and poked at the log till he got it floated out into the current that would carry it down to the Booth mills. All this time the fishing expedition had to control its patience.

When the log was finally thrust out into the channel, J. R. then discovered another Booth log over in some rocks and rushes, and insisted on getting it out, too. He then saw a whole flock of logs that had been marooned in the shallows, and by this time the fishing expedition had become a logging expedition, and old J. R. was no doubt enjoying himself thoroughly.

Finally the logs became greater than the fishermen could handle, and the fishing launch went back to Ottawa from whence a Booth company river boat was dispatched to where the stranded logs were and J. R. had had his day's fishing. He had forgotten all about fish, but he made a good bag of logs.

Old Stuff. (Ottawa Journal.) It will come as a relief to the modern girl to learn that the outcry against women powdering and using their lipsticks in public comes 3,000 years too late. In ancient Egypt it was considered quite a feat for a lady to continue the embellishment of their faces in this manner.

TELEPHONE girls sometimes glory in their mistakes if there is a joke in the consequence. The story is told by a telephone operator in one of the Boston exchanges about a man who asked her for the number of a local theatre.

Just Fun

INHERITED

VISITORS: That boy of yours seems to have a rare thirst for knowledge.

Mother: Yes. He gets his thirst from his father and his knowledge from me.—Answers.

TRUSTFUL

PATROL: Have ye yer permit on ye for drivin the cyar?

Motorist: I have that. Are ye wantin' to see it?

Patrol: What for would I be wantin' to see it if ye have it? It's if ye had not that I'd want to look at it.—Funch.

WATCHED

AGENT: Don't you want your office furnishings insured against theft?

Manager: Yes, all except the clock. Everybody watches that.

AN EXCUSE

WIFE: You have positively no excuse for staying out until this hour.

Hubby: Oh, haven't I, my dear? I've got a simply gorgeous excuse. Why, I've been standing outside for the last hour and a half thinking it out.—Answers.

TWO OF THEM

WILLIS: Have you met my beautiful wife yet?

Gillis: No. I didn't know you were a bigamist.—Life.

LONG WAIT

"THAT'S" old Dodder just came out of the telephone box. He's turned 92.

"Heavens! How old was he when he went in?"—Answers.

TACT

JERRY: Hello, Fred! Could you change a ten-shilling note?

Fred: Yes. Yes, get the change. Jerry: Then lend me five bob, will you?—Answers.

PROOF

FLUBB: That last home-brew recipe Jimpton tried must be a corker.

Daily: Enthusiastic over it, is he? Flubb: No—suspiciously quiet.—Life.

GOOD MEMORY

"YOU must have a wonderful memory. I've been told you can remember the man who was vice-president in '84."

"Yes; I was."—Life.

FINDS IT

RICHARD: Do you believe a clairvoyant can really tell where hidden treasure is?

Rodney: Of course! she knows it's hidden in the pockets of her customers, and she gets it.

Other Views

ALL OR NOTHING.

London Daily Herald: The Times came down heavily recently on the proposal to abolish submarines. It is no qualified fact. Sentimentally prompted it, not reason, the flicker of emotion has not lasted long. The truth which all who hate war must keep on repeating is that partial disarmament, except as an avowedly temporary measure, is useless. We must either go our way, altogether (as violence among individuals has been ruled out) or use all kinds of "hellish" and cowardly weapons.

DISARMAMENT.

J. L. Carr, in the Observer: Disarmament means henceforth a sterner demand upon nations than any of them has yet frankly faced. Piecemeal disarmament, applying to particular elements and weapons in a manner more to the advantage of some nations than of others, is henceforth intractable. The next step must be a measure of disarmament all round; and in that process each people must give up something it especially values to compensate other peoples for the sacrifices they are asked to make.

LIBERALS AND LABOR.

London Daily Chronicle: In the matter of Protection Liberals and Labor ought to be, and to some extent are already, working together for a common political end. There are other democratic causes which would be greatly helped forward by the same policy of co-operation. The Labor party has goals towards which the great army of Liberal voters are not marching. But those goals are far latent. In the meantime the two democratic parties in the State must perforce for the lifetime of this generation be travelling the same road, exposed to the same perils—of Protection, reaction, inequality and oppression.

Nothing Doing



The Daily Express, London.

Who's Who in the Day's News

DR. EDWIN W. KEMMERER.

"MONEY doctor of the world" is what his friends are calling Dr. Edwin W. Kemmerer of Princeton University. A professor of economics at Princeton, who is an expert on money questions, explains Professor Kemmerer. He has remedied financial situations on every continent except Australia.

In 1903 he was made financial adviser to the U. S. Philippine Commission which was investigating the establishment of the gold standard in the island. Three years later he was sent by the Philippine government to Egypt. Since that time he has served Mexico, Guatemala, Colombia, Bogota, Union of South Africa and Chile in an advisory capacity.

He studies the situation minutely, then prescribes his remedy. Often his clients do not like his advice but only once have his recommendations been disregarded. This was in Guatemala when a revolution destroyed the fruits of his work.

Professor Kemmerer was born in Scranton, Pa., in 1873 and was graduated from Wesleyan University, Connecticut. He has taught at Cornell, Purdue and Princeton. He is the author of numerous treatises on financial systems.

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Poems That Live

BONNY LESLEY.

O saw ye bonny Lesley As she gae'd o'er the border? She's gane, like Alexander, To spread her conquests farther.

To see her is to love her, And love but her forever; For Nature made her what she is, And ne'er made sic anither!

Thou art a queen, Fair Lesley, Thy subjects we, before thee; Thou art divine, Fair Lesley, The hearts of men adore thee.

The Deil he could na seath thee, Or aught that wad belang thee; He'd look into thy bonny face, And say, "I canna wrong thee."

The Powers aboon will tent thee; Misfortune shal' na steer thee; Thou'll like thyself asae lovely, That thil they'll ne'er let near thee.

Return again, Fair Lesley, Return to Caedmoniel! That we may brag, we hae a lass There's nae gane so bonny. —Robert Burns.

Tons of dried locusts are shipped from South Africa to Holland for the extraction of the oil which is extensively used for lubricating airplane engines.

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