

CONVINCE OTTAWA OF CLAIMS OF EAST

SPOKESMEN DEMAND POLICY THAT WILL GUARANTEE EAST FULL MEASURE OF PROSPERITY

Impress Upon Both Government and Parliament Canada's Obligations to Fulfill Confederation Pledges to Seaboard

ILGRIMAGE IS UNIQUE IN OTTAWA

Premier Veniot, J. D. McKenna, Mayor Murphy, Halifax, Mayor Samson, Quebec, J. E. Walsh, R. A. Macaulay and J. E. Tighe and Others Confront Parliamentarians for All-Canadian Policy

OTTAWA, Feb. 26.—A deputation, whose size and whose mission are unique in the annals of this Parliament Hill, waited upon the Government of Canada and the Parliament of Canada this morning and this evening, respectively, and without hat in hand and in no begging or carping spirit presented a compelling case for the Maritime Provinces.

For an hour and a half this morning they addressed a full representation of the Federal Cabinet, and for the same length of time this evening their spokesmen delivered convincing arguments to an almost complete representation of the House of Commons and to many members of the Senate.

GOVERNMENT CONVINCED OF JUSTICE OF CASE

It was a history-making day for the Maritime people who may now be assured that those who legislate for the people of Canada and those who are now responsible for the government of the Dominion are not only completely apprised of the demands of the Maritime Provinces but are also convinced of the undeniable justice of their case. As in the case of Caesar, it might almost be said of this mission of the Maritime people: They came; they saw; they conquered.

LEAVE SATISFIED WITH RESULTS

At 11.30 this morning, as arranged, the interview with the cabinet in the capacious railway committee room commenced; then tonight at 7 o'clock in the same meeting place the delegates met the 200-odd members of Parliament and the Senate. Late this evening the delegates left for their homes down East, satisfied fully with the success of their notable undertaking.

At the morning meeting, the speakers addressing the Government were J. E. Walsh, of the Canadian Manufacturers' Association, Toronto; Mr. Lafoley, of the Montreal Board of Trade; a representative of the Vancouver Board of Trade; Mayor Sampson, of Quebec City; Mayor John Murphy, of Halifax; and R. A. Macaulay, of St. John.

At this evening's meeting the speakers were J. D. McKenna, M. L. A., of St. John; Mayor Murphy, of Halifax; Mayor Sampson, of Quebec City; L. W. Sims, president of the St. John Board of Trade; Premier P. J. Veniot, of New Brunswick; and J. E. Tighe, of the Longshoremen's Union, St. John.

FEATURES OF MORNING CONFERENCE

Seated on the platform at this evening's meeting were, amongst others, Rt. Hon. Arthur Meighen, leader of the Opposition in the House of Commons; Robert Forke, leader of the Progressives, and Hon. T. A. Crerar. George W. Kytte, chief Government whip, acted as chairman.

Outstanding features of the morning conference were: The eloquent appeal of Mayor Murphy for deeper consideration of the problems of the Maritime Provinces and emphasis upon the fact that their problems were really national, not sectional; problems; assurance of the Canadian Manufacturers' Association, through Mr. Walsh, of Toronto, that that organization would do all in its power to help the Maritime people; the expression of heartfelt cooperation from the people of British Columbia and from the people of Quebec; the important pronouncement of policy made by the Prime Minister of Canada.

PREMIER'S PRONOUNCEMENT OF POLICY

Premier Mackenzie King, in his reply this morning to the delegation, following the reading of a short resolution urging the ending of all traffic possible, east and west, through Canadian ports, said this idea was contained in the Speech from the Throne, almost identical words. The equipment of the Canadian ocean ports, he said, was specially mentioned.

As to the restriction of the British preference to Canadian ports entirely he said that the 10 per cent. discount provision of the Fielding had gone almost the whole way in this matter, and the former plan might invite retaliatory measures from the United States or some other nation.

MIGHT INVITE RETALIATION

"We could," said the Prime Minister, "adopt the policy of specific exclusion but it would make the United States and United States ports think they had been injured and it might invite retaliation."

He also stressed the point that the proposal of the Government regarding the efforts to reduce ocean freight rates would also do far toward meeting the needs of the Atlantic ports. He declared that Canadian ports could not hope for greater traffic so long as there was discrimination against them and in favor of New York of 4 cents a bushel on grain, and similar discrimination on other goods.

"We feel that the time has come to make the one and only effort to cope with a situation that has done great injury to Canadian ports."

He declared that no policy could be laid down that would elp every part of the country at once.

HIGH LIGHTS AT EVENING MEETING

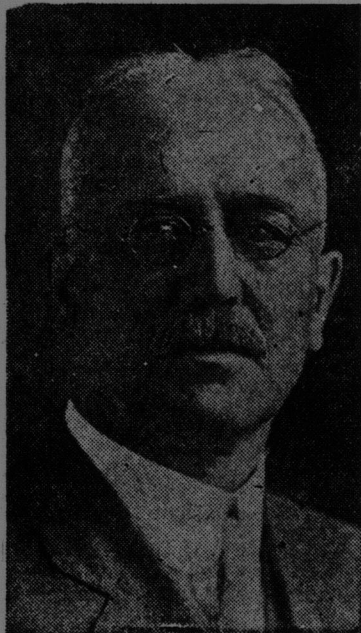
A big feature of this evening's proceedings was the eloquent and lucid statement of the Maritime situation by J. D. McKenna, of St. John.

"I am not here to plead along sectional lines," said Mr. McKenna tonight at the outset. "The time has come for all the people of Canada to get together and take the broadest possible national viewpoint in order that we may have a united Canada."

"During the last few weeks I have addressed many meetings in Ontario and our newspaper has sent a representative out to the western provinces and to the Pacific Coast and back again. We have received a very flattering hearing. Today and tonight we are here to speak for all Canada."

(Continued on page 11.)

N. B. Spokesman



HON. P. J. VENIOT, N. B. Premier, who yesterday assisted in presenting the Maritime case to the Federal Cabinet and members of the House of Commons and Senate.

VENIOT ASKS VALLEY ROAD BE TAKEN OVER

Federal Cabinet Promises That Request Will Get Careful Consideration

OTTAWA, Feb. 26.—Premier P. J. Veniot, of New Brunswick, had a conference this afternoon before the opening of the House of Commons with the Federal Government on the question of the taking over by the latter of the St. John Valley Railway. He was received by the Prime Minister, Hon. George P. Graham, Minister of Railways and Canals, and Hon. Arthur B. Cope, Secretary of State.

The present financial condition of the road and the results of its operation were, it is understood, dealt with by Premier Veniot in his representations which were promised careful consideration.

Both Losing Money.

It was learned from other sources that both the Federal and the New Brunswick Governments are losing money from the operation of the road. By the old arrangements the New Brunswick Government got 40 per cent. of the gross receipts and the Federal Government 60 per cent., the former Government having built the road and the latter operating it. It is stated by those in the east that at the present time the two Governments are losing about \$250,000 each annually in the maintenance of the St. John Valley Railway.

Berlin Aiming At White Way Light

BERLIN, Feb. 27.—Berlin belatedly is trying to avert Broadway. With coal restrictions dropped, the electrical works are selling more and more light to establishments in the centre of the city, which aims to have a white way as light as Broadway. The new flashing advertisements signs are just as much a novelty to the Berliners as the Broadway signs are to the visitors from Umpalooosa, Arkansas.

Friedrichstrasse, one of the main thoroughfares in the business section begins to look light and clean. It used to be said of Friedrichstrasse that it contained "more vice and less temptation" than any other street in the world. It still has much vice, and plenty of temptation, and now plenty of light.

"Dauber calls this latest work of his a 'Portrait of a Lady'." The critics say it isn't a portrait and the women say she's no lady."

Yesterday In Parliament

THE SENATE stood adjourned until March 10th.

IN THE HOUSE—A bill, sponsored by Shaw of Calgary to extend to women the same rights to divorce as already held by men in the courts of the four western provinces, was carried on division by a vote of 109 to 69, and given second reading.

Crow's Nest Rate Judgment Raises New Problems

JUSTICE FOR MARITIMES IS N. S. DEMAND

Throne Speech At Legislature Opening Says Attempt Will Be Made

SAYS TRADE RULES SHOULD BE MODIFIED

Declares Federal Gov'ts Have Not Carried Out Confederation Terms.

HALIFAX, Feb. 26.—A thick fog and intermittent downpours of rain detracted from the brilliancy of the ceremonial opening this afternoon of the last session of Nova Scotia's fourteenth Parliament since Confederation. Nevertheless it was attended by a record number and the scene within the historic building lacked none of the pomp and dignity that has marked Parliament's assembly for years.

The speech from the throne, read by His Honor Lieut.-Governor J. Robson Douglas, was featured by a forcibly worded section by which it was conveyed that a strenuous attempt will be made to obtain for the Maritime Provinces in full measure the benefits that were to accrue from participation in Confederation.

Address in Reply.

It also mentioned the fact that steps are to be taken toward a freer exchange of commodities between the provinces of Canada through an equalization of freight rates.

R. Henry Graham, Liberal, Pictou, made the address in reply to the speech from the throne. In doing so, he deplored the conditions that have followed the formation of the British Empire. He said that the British Empire is a "scramble of the egg."

Differences Over Federation.

Stressing the differences between different parts of Canada and Nova Scotia over the terms of Confederation, the Speech from the Throne indicated that the Government of Nova Scotia have various terms protested by petition to the Crown against the terms of Confederation as they affected the interests of the province.

Should Be Modified.

"This Government and Parliament, while declining to annul the union compact, nevertheless recognized that the arrangements respecting taxation and the regulation of trade and fisheries should be so modified as to take into account the interests of the Maritime portion of Canada would not be prejudicial. No action has yet been undertaken by the Federal Government or Parliament to carry out in their full letter and spirit the instructions of the British Government in this respect."

Natural Resources.

"In addition our demand, affirmed by a resolution of this Legislature for compensation for grants to other provinces of lands held in common by all, still awaits settlement and equitable adjustment. In the course of years, conditions have arisen whereby a fiscal policy framed to meet the demands of manufacturers in the central provinces of Canada becomes for the people of Nova Scotia an economic injustice with no corresponding advantages accruing to the revenues of the Dominion."

"You will be asked to consider a resolution dealing with these matters and to authorize the Government of Nova Scotia to secure full recognition of our claims and a commensurate return for the constitutional powers and advantages which were yielded by in order to make possible the confederation of the British possessions in North America."

Former W. U. Head Dies on N. Y. Train

Canadian Press Despatch. NEW YORK, Feb. 26.—Robert C. Clowery, 86, former president and general manager of the Western Union Telegraph Company, died on a Pennsylvania train en route to New York this afternoon, his secretary, Franklin J. Scherrer, announced tonight.

RUSSIA IS SEEKING JAPANESE SETTLERS

Make Offer to Welcome Settlers to Siberia Without Restriction.

TOKIO, Feb. 27.—The surplus population problem always may be solved if the Japanese wish to take advantage of an invitation, regarded as coming from official quarters in Moscow to all Europe are not countries with climates suitable to the Japanese, open to immigrants.

The speaker remarked that his subject was inspired by the Russo-Japanese agreement signed at Peking January 20.

Climate Unsuitable.

Comment here in this address indicates that it is doubtful whether this virtual invitation to the Japanese to settle in Russian territory would mean very much. Siberia and Russia in Europe are not countries with climates suitable to the Japanese, if past experience be any criterion. The Japanese Government has a standing offer similar to the homestead offer in the United States to any and all who will colonize in the Hokkaido, the large island just north of the main island. With a climate, there about like Minnesota, the Japanese refuse to migrate, declaring it is too cold most of the time.

Neither will they colonize in any appreciable numbers in Formosa. The climate there is too hot.

The main island, on which Tokio is situated, has a climate which is an excessive population problem.

BELIEVES BECKER WAS NOT SLAYER

ALBANY, N. Y., Feb. 27.—At a hearing on his bill providing for a referendum on the abolition of capital punishment, Assemblyman Hackenburg of New York expressed the opinion that Lieutenant Charles Becker of the New York Police Department, who suffered death in the electric chair several years ago, "was an innocent man."

"I have good reason to believe, because of certain things that have come to my attention in the last few years, that Lieutenant Becker went to his death in the electric chair an innocent man," said Mr. Hackenburg.

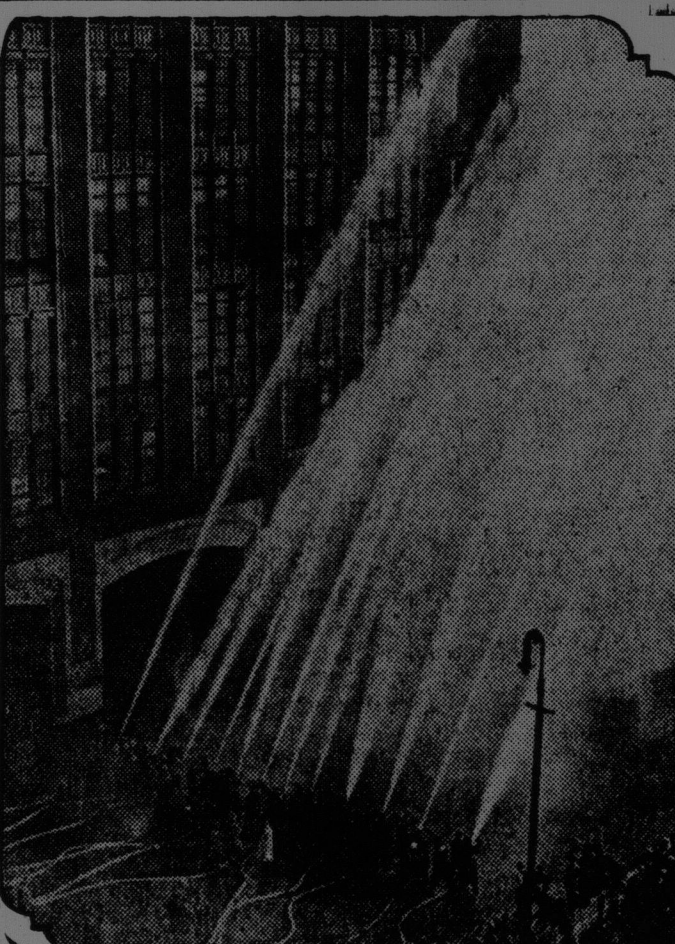
"The question of abolishing the death penalty is as old as civilization itself," said Mr. Hackenburg. "There is only one reason for retaining it, and that is to prevent murders. If the death penalty falls in this, then it ought to be abolished."

"We have tried cruelty for thousands of years and we have not accomplished anything. It is almost impossible to get a jury to convict in capital cases. Public opinion is against this barbaric relic of old ages."

To Facilitate Trade.

The speech notes with gratification that definite steps are to be taken towards a freer exchange of commodities between the provinces of Canada by an equalization of freight rates and for which the construction and operation of the Intercolonial Railway was constructed as an essential condition of Confederation to enable the people of Nova Scotia and New Brunswick to replace the loss of markets they then enjoyed for their coal, fish and other natural products."

Boston Prepares For Fire



Boston Fire Department tested out the new high pressure system by playing 12 high-pressure streams into Boston harbor. Note the height attained. The test was satisfactory.

The Garden Needs Weeding; Tares Must Be Uprooted

EDITORIAL, MONTREAL STAR

The Montreal Star in its editorial columns yesterday carried the following:

THERE has been wild talk in the Maritimes of secession. Such talk is, we believe, only the petulant outburst of irritation. The only secession which the Maritimes would ever regard seriously would have to involve remaining within the Empire, and such a move would ring the death knell of this Dominion. It would make the "East and West" policy, for which the Maritimes have fought so persistently, a mere phrase, wholly impracticable. It would drive the trade of Canada into the north and south channels of transportation, which are always open so invitingly. It would mean either the disintegration or the absorption of a mutilated Canada. It would strike a blow at the heart of the Empire.

THE Maritimes have put up a gallant fight, but the odds were against them and in later years the cards have been stacked against them because other sections of the Dominion have been able to offer more in return for the benefits they have received. Today, it is not a question of political bargaining, but of doing something to save the structure of Confederation.

First and foremost, Canada as a whole must give clear evidence of real sympathy with the Maritimes and must be prepared to make sacrifices to aid her, without demanding compensating benefits for their own bailiwicks in return.

THE ports of St. John and Halifax must have preferential treatment over Portland. Freight rates must be adjusted so that there is a profitable market for Eastern coal and fruits and fish and other products in Ontario and Quebec. The immigration policy of Canada must be viewed through a lens that is not always fixed immovably towards the Western Prairies. The Maritimes want British sons and daughters to replace the British stock that the short-sighted policy of politicians has robbed them of. It will not need any gigantic outlay, but it will need the expenditure of certain sums which must be given ungrudgingly and prudently.

THE fathers of Confederation realized that the only policy under which Canada could grow to greatness was an "East and West" policy knitting together the contiguous provinces and using the great ports at the extremities of the chain as outlets and inlets for Canadian trade. One of the pivots of that East and West policy is the Maritimes, the garden of the Dominion. The garden needs weeding and the tares of selfishness and sectionalism must be uprooted. That is being rapidly done and the gardeners come today to Ottawa to ask for seed from richer neighbors, with tools to hoe and till the soil again. They must not ask in vain.

Has Blade of Grass In Lung 4 Years

ST. LOUIS, Mo., Feb. 27.—Preparations were made at Barnes Hospital here to receive "Jimmie" English, 11-year-old girl, expected to arrive from San Antonio, Tex., for a possible operation to remove a blade of grass which has been in her left lung four years, causing a condition now critical.

A campaign started by a San Antonio newspaper to raise \$1,000 to send "Jimmie" to this city for treatment was completed at a benefit baseball game.

The I. and G. N. railroad arranged for a free Pullman compartment for "Jimmie" and a physician is accompanying her here.

The Important One.

Customers.—Vote on made two mistakes in this bill, one in your favor and one in mine.

Grocer—"In your favor? Where?"

MOONSHINE IN OSLO.

OSLO, Christiania, Feb. 27.—The most prosperous of all Norwegian "home industries" is the manufacturing of "moonshine" according to the annual report of Oslo prohibition officials, who also attribute the decrease of the activity of Norwegian run-runners to the increased efficiency of this "industry."

In Parliament Today

THE SENATE will not sit.

IN THE HOUSE.—The proposed distribution of the canteen fund will be considered.

REMOVAL OF TROUBLE LEFT TO PARLIAMENT

Chief Justice Anglin Brings Up Question of Rates to St. John

IS ONE OF MATTERS TO BE SETTLED LATER

Rates Apply to Traffic Between Points Which Were on C. P. R. in 1897.

Canadian Press Despatch. OTTAWA, Feb. 27.—Yesterday's ruling of the Supreme Court of Canada in the Crow's Nest Pass case has raised some new and difficult problems. It settles the legal point that Crow's Nest rates are binding on the Board of Railway Commissioners, but it leaves removal of discrimination in the hands of Parliament.

In brief, the court's ruling finds that:

1—The Board of Railway Commissioners is bound by the maxima of the Crow's Nest westbound rates, but.

2—These westbound rates apply only to points in existence on the C. P. R. in 1897. To other points they do not apply.

But what of the eastbound rates on grain and flour? These rates have been in effect on all points for a couple of years, and yesterday's judgment rules that the Crow's Nest rates eastbound are binding on the Board of Railway Commissioners.

St. John's Case.

Chief Justice Anglin says: "There remains to be noted, a point raised by counsel for the provinces of Nova Scotia and New Brunswick, namely that the C. P. R. in tariffs disallowed by the order of October 14, has fixed Megantic, P. Q., as the most easterly point to which it applied the Crow's Nest rates, whereas it is contended those rates should be extended to the port of St. John, New Brunswick, the easternmost point on the C. P. R. as it existed in 1897."

Settled Later.

"Of this matter it need only be said that it does not fall within the scope of questions of law and jurisdiction submitted, and as indicated in the opinion of the learned chief commissioner, it would appear to be one of the other manifold subjects remaining for consideration after the settlement of the main question and undetermined by the present decision of the board it is not before the court on the present appeal."

Discrimination Question.

"As to any resulting discriminations, Chief Justice Anglin, in his reasons has this comment to make: "The alleged fact that, if applied to the limited extent for which clauses D and E distinctly provide, the maintenance of the Crow's Nest Pass rates will produce discrimination and inequality which would ordinarily be in clear violation of the anti-discrimination sections of the Railway Act, would not justify an exclusion of their application such as the appellants press for. Discriminations so authorized by parliament itself cannot be regarded as unjust or prohibited."

"We therefore think it clear that the application of the Crow's Nest rates is confined to traffic between points which were on the Canadian Pacific Railway in 1897."

LOST- and Found!

Once again the classified advertising page of The Evening Times-Star has demonstrated its result getting cowers. In last night's issue there appeared an advertisement stating that a gold-watch had been lost. Before eight o'clock the advertiser was notified that the watch had been found. These little "Want Ads." are go-getters and producers, and they cost only two cents per word per insertion. They buy, sell, exchange, seek and find for you. Use them. They are profitable.