

Falkland in prose and verse. Johnston tried to have his conduct censured in the Assembly, mentioning particularly the "Lord of the Bedchamber." Howe replied that his honest fame was as dear to him as Lord Falkland's title, "Falkland's name might be written in Burke's peerage, but his had no record except on the hills and valleys of his country and must live if it lived at all, in the hearts of those who tread them."

When Falkland, in 1846, wrote home certain criticisms of the speaker and his brother, Howe again attacked him for stabbing by secret dispatches in such a way that no Nova Scotian would henceforth be safe. He went so far as to say that if respectable colonists were to be libelled in dispatches to the Colonial Office in a way that gave no chance of defence or redress, then "some colonist will by and by, or I am much mistaken, hire a black fellow to horsewhip a lieutenant-governor."

Falkland was immediately recalled and succeeded by Sir John Harvey. At the same time Lord John Russell became Prime Minister of England, and his Colonial Secretary, Lord Grey, determined to grant a full measure of self-government to the colonies. With the triumph of the Reformers in the election of 1847, Howe's victory was complete, and Responsible Government had been won without bloodshed.

Howe next turned to the problem of transportation, which he had deferred during the battle for self-government. He was the first man in British North America to catch a vision of the possibilities of railway expansion. In 1835 he had advocated the construction of a railway from Halifax to Windsor; in 1838 he had been partly instrumental in securing a steam mail service between Nova Scotia and England; and now in 1851 he went as a delegate to England to get Imperial support for an inter-colonial railway between Halifax and Montreal. On his return from this trip he made the historic prophecy in regard to the Canadian Pacific. "I believe that many in this room will live to hear the whistle of the steam engine in the passes of the Rocky Mountains and to make the journey from Halifax to the Pacific in five or six days."

As Imperial support of the inter-colonial was conditional upon its avoiding the direct route through the valley of the St. John, Canada and New Brunswick withdrew, thereby postponing the scheme until Confederation. But Howe urged his province to build railways regardless of the other provinces, and in the face of much opposition secured bills in 1854 for the line from Halifax to Windsor, with a view to further extension both eastward and westward. To carry out this project, he refused the Premiership and became Railway Commissioner, because he felt that the subject needed his undivided attention.

At this time Howe aspired to Imperial honors, and besought the Colonial Office to give him some employment worthy of his talents. He likewise elaborated his ideas of Imperial organization in some of the most brilliant speeches ever delivered on that topic. After long delay he was made Fisheries' Commissioner, to carry out the provisions of the Reciprocity Treaty, and it was while away on these duties that Tupper committed Nova Scotia to Confederation. Howe opposed this "Botheration Scheme" on two main grounds; the sacrifice of Nova Scotia's legitimate interests, and the drastic constitutional change without consulting the people. But when he found even the Imperial influence arrayed against him, he was too loyal to his own British instincts not to cease his agitation for repeal even at the price of losing some life-long friends. As a pledge to this effect he unfortunately entered the Dominion Cabinet, and fretted in subordination for five years when for one brief month before his death he became lieutenant-governor of his native province. He died in June, 1873.

Though Howe was born and buried in Halifax, he can claim as no other, the gratitude and affection of the entire peninsula which his personality had dominated for 40 years. He found the Nova Scotians a group of isolated communities; he left them a united people with a sense of political solidarity and a personality as distinctive as his own. For such an achievement none was better fitted than he. In youth, before the advent of railways, he walked or

rode over the entire province, exulting in its natural resources, its historic interest, and its beauty. Henceforth he loved to boast of his native land, of its climate, its apple blossoms and, when all else failed, of its high tides. He loved to picture "that ideal Nova Scotia which would refuse to sell its birthright for the pottage of timidity and sloth," would forget that it could be "almost hidden in some of the Canadian lakes," and would emulate the states of antiquity which owed their superiority not to their size but to their "devotion to industry, philosophy and the arts."

To young and old alike, the great Nova Scotian was plain "Joe" Howe. Others might be concerned about their official dignity; but Howe loved to mingle with the people, to call the farmers by their christian names, to kiss their wives and to play with their children. He had got much of his education and sanity of outlook in exchanging tales by the farmer's fire-side, and when he died he left many a farm-house saddened as by a great and personal loss.

In spite of this ease of manner, Howe was capable of great courage both on behalf of a principle and in the name of honor. Living in the days of duelling, he was frequently challenged to mortal combat. The first misunderstanding was peaceably settled. The second was more serious and Howe accepted it. It came from John C. Haliburton, son of the Chief Justice, whose salary Howe had criticized in his battle for responsible government. Though anything but a man of blood, Howe felt that his future influence would have been endangered by refusal. To his wife he justified his position on the ground that she "could better face the world without a protector than with one whose courage was suspected." To the people of Nova Scotia he explained that "even the shadow of imputation upon his moral courage would incapacitate him for serving his country with vigor and success hereafter." Haliburton missed his mark and Howe generously fired in the air. Henceforth, he could refuse all challenges as he did that of Sir Rupert D. George to whom he wrote that he had no desire to be shot at by every public officer "whose abilities he might happen to contrast with his emoluments."

Fortunately for colonial freedom, Howe had both the courage of his convictions and the gift of rendering them articulate. Even the biographer of Sir J. A. MacDonald, ranks him as "incomparably the finest speaker, the greatest natural orator that British North America has produced." Beginning with pleasant banter, passing to historical allusions, as he warmed to his subject he would throw back his coat and allow free course to the full torrent of his eloquence. His fame was not restricted to the little province by the sea, nor even to the neighboring states who well knew his power, but it crossed the seas and won flattering comments from the British press. In 1865, at an International Convention, in Detroit, he addressed a hostile audience on the Reciprocity issue with such skill that a resolution was passed unanimously in favor of a renewal of the expiring treaty.

Though essentially a man of action he has left behind him a larger body of political literature than any other Canadian statesman. To him it was given to see the poetry of politics, and he often indulged his pen in political satire. His familiar correspondence, too, has placed him amongst the household gods of a thousand homes.

Howe's defects were a rashness due to his poetic temperament and a tendency to egotism. The former was somewhat restrained by his wife, the latter was a fault of his generation. As the clever boy of a family is educated and encouraged to parade his accomplishments, so Howe, who early grasped the needs and possibilities of Nova Scotia, soon won the esteem and affection of the great provincial family, and became to it a sort of oracle indispensable on all occasions. How hard it must have been for him to "play second fiddle to that d-d Tupper." But with all his faults he was too noble to harbor ill-feeling, and his life became as great an inspiration to the youth of the Atlantic provinces as that of Abraham Lincoln to the citizens of the Great Republic.



Ladies Convertible Bracelet Watch with the "Disappearing Eye"

For Christmas

A GIFT OF A

Waltham Watch

There are several Waltham models that are particularly suitable for gift purposes, where the desire is to make a really memorable presentation. The Ladies' Convertible Bracelet watch illustrated above is one. This dainty little watch has the "disappearing eye," an exclusive Waltham feature, enabling the watch to be worn on chain, brooch or wrist, in any way that fashion may dictate. Ask your jeweler to show you also the Waltham "Colonial A" a beautiful thin model watch for gentlemen.

WALTHAM WATCH CO. LTD., MONTREAL.

A Full Line of Waltham Watches always on hand, at the minimum prices. Send for Catalogue.

D. E. BLACK & CO. LIMITED, Jewellers
HERALD BUILDING, CALGARY, ALTA.

ESTABLISHED 1872



Banking by Mail

Under ordinary circumstances no notice is required for the withdrawal of all or any part of your account. Withdrawing money by mail is just as safe as making a personal visit to the Bank, and is more convenient.

Just write a letter stating the amount you desire, enclosing your pass book. The signature on the letter will be sufficient identification and the amount will be sent by return mail.

Write for Full Particulars

Bank of Hamilton

Winnipeg - Man.

"A Bank for your Savings"

CREAM WANTED

WE ARE IN THE MARKET FOR ALL KINDS OF CREAM

OUR GUARANTEE:—
Accurate records—correct tests—prompt returns—highest cash prices, and general satisfaction.

GIVE US A TRIAL. SHIP YOUR CREAM TO THE

MANITOBA CREAMERY CO., LTD.

509 WILLIAM AVENUE WINNIPEG, MANITOBA.

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;

1409;
Amers
1740;
2419;