

THORNTON DOES NOT CLEAR UP SITUATION ON TRADE ROUTING

Evidence of C. N. R. Preference For U. S. Ports Exists in Ford Car Shipment Matter, Declares Halifax Herald

HALIFAX, N.S., Dec. 22.—Under the heading "A Candid Talk With Sir Henry Thornton" the Halifax Herald will say tomorrow:

"Upon the request of the Saint John Telegraph-Journal, Sir Henry Thornton, President of the Canadian National Railways, has made a statement in respect of the routing of Canadian export trade. Sir Henry's statement was published in the Halifax Herald yesterday, and is reproduced below:

"He says: 'Notwithstanding statements made to the contrary, neither the Canadian National Railways nor myself as its president can control the port of shipment for export grain. The entire matter is entirely with the grain pools and the owners of the grain.

"There is every reason why the Canadian National Railways should desire Canadian ports to be used to the fullest extent, but persuasion is the only pressure we can bring to bear, and this is being fully employed. I do not think even the Parliament of Canada can exercise effective control in opposition to this inclination of owners of grain.

"The subject is engaging the earnest efforts of ourselves and other interests, and will not be assisted by precipitous statements made without a full knowledge of the facts. The entire matter is affected by economic shipping and market conditions of considerable complexity, and a satisfactory conclusion will only be gained by a recognition of the sincerity of purpose by all sides coupled with harmonious effort.

DOESN'T CLEAR IT UP.

"We must say, at once, that the above statement does not serve to clear up a situation which is full of anomalies and contradictions—and breaches of faith with the Canadian people. The president of the C. N. R. states that 'there is every reason why the Canadian National Railways should desire Canadian ports to be used to the fullest extent.' That, in the opinion of competent observers, is one of the important points at issue, and the people of the Maritime provinces are beginning to fear that the C. N. R. preferred United States ports to the ports of these provinces. Instead of being plain and frank about it, there is evidence of this preference. There is, as an example, the matter of the shipment of Ford cars from Halifax, and in which matter a Saint John investigator was told at the Ford factory that C. N. R. officials had visited the routing of this traffic via New London, in the United States, instead of through Halifax as was being done. The company acted upon this advice, but when they found out the facts, they ordered their goods sent via Halifax again. That looked like plain discrimination against Halifax on the part of some one in the C. N. R. service.

ROUTING OF GRAIN.

"The president of the C. N. R. makes special reference to the routing of grain. It is no secret that responsible officials of the C. N. R. were not any too favorable to the construction of the new grain elevator at this point. That did not look like giving this port the preference over the ports of the United States, that are being built up by Canadian traffic.

"Sir Henry Thornton touches upon a very vital subject when he says, with reference to the demand for the routing of Canadian traffic through the ports of Canada:

"Persuasion is the only pressure we can bring to bear, and this is being fully employed."

TWO FEATURES OF CASE.

"This calls to mind two features of the case:

"1. A little less than a year ago, Hon. E. M. MacDonald, the responsible Federal Minister from this province, gave an interview in New Glasgow. At that time he said that the C. N. R. officials 'cannot solicit freight for export for one port more than another.'

"2. When Halifax representatives were attending the Winnipeg economic conference they had interviews with grain shippers in the West. On their way home they had interviews with officials of the C. N. R. at Montreal; and were there upbraided by those C. N. R. officials because they had been soliciting business for this port while in Western Canada, being informed that it was the business of the railways to solicit such traffic—not the business of this city's representatives. This despite the declaration of the Minister of National Defence, in the interview mentioned above, in which he stated that 'Halifax can get export freight trade by going after it. While it stays at home and grouches it is not going anywhere. It needs to fit up its port and place a live agent on the grain routes and in Winnipeg where much of the wheat export trade originates.'

CONFLICTING ATTITUDES.

"Now, we ask, is it possible to reconcile such conflicting and contradictory attitudes? On the one hand, the Federal government says, 'get out after the trade yourselves' and on the other hand, those who do get out after the trade are taken to task by C. N. R. officials.

"Sir Henry Thornton goes on to say: 'I do not think even the Parliament of Canada can exercise effective control in opposition to this inclination of owners of grain.'

SERIOUS OMISSION.

"But the President of the C. N. R. makes one very serious omission; he omits to take into account a fact that has a direct bearing on the point raised by him. He was asked by the Saint John paper 'whether the putting into use of the Transcontinental Railway, in accordance with the conditions under which it was built, rests with you, as president of the road, or with the Parliament of Canada.'

"Reference to Sir Henry's statement will disclose that he did not answer this very pertinent question. And therein lies the crux of it all.

REASON FOR N. T. R.

"Everyone knows why and how the Transcontinental was built, and the people know, well, that it cost them a tremendous amount of money. That money was voted and spent on the assurance that the road would be a great highway of Canadian commerce,

money of the taxpayers 'must be justified.'

CASE OF HALIFAX.

"Take the immediate case of Halifax: How, in the name of fair-play and Canadian partnership, can anyone justify the construction of another grain elevator here, if that elevator is to remain just another idle ornament? Mr. McKewen, accompanied by Mrs. McKewen, arrived yesterday in the private car Acadia on the Montreal train. They will remain here over Christmas and Quebec, in time for the sittings of the board on January 5.

"We refer Sir Henry Thornton to the report of the Royal Grain Inquiry Commission, published this year. He will find this, stated by J. G. Scott, one of the Dominion Government's commissioners: 'It was on the "distinct promise" of parliament in 1904 that the Transcontinental would cheapen the rates of freight upon Western grain to Canadian ports, that the people consented to the building of this railway, which has cost the country \$160,000,000. It is a "breach of faith" with the eastern exporters to keep the rate of freight at such a figure as to prevent this being done, after the railway has "proved its ability" to do it, and to do it profitably.

"This is the attitude of the public; this money in colossal amounts went into the construction of these railways—his kindly disposition and his readiness to help others made him a great favorite in the hospital wards and with those in charge. His home is in Bale Verte. The body will be taken to his home for burial.

Miss A. G. Rainsborough

CHATHAM, Dec. 22.—The death of Miss Anna G. Rainsborough occurred here last evening at the home of her parents, Mr. and Mrs. John Rainsborough.

The deceased was stricken about two weeks ago with an attack of pleuro-pneumonia, which proved fatal. The late Miss Rainsborough was a popular and talented young lady. She taught for several years in various public schools throughout the province.

Surviving are her parents, two sisters, Mrs. Allan Holland, of Sandwich, Ont., and Geraldine, at home.

Why, then, does Sir Henry Thornton place the full responsibility upon the grain pools and the owners of the grain?

"How can the C. N. R. authorities escape responsibility for the conditions plainly stated in the report of a commission appointed by the Dominion Government, the report of which commission was published this year.

"Again, we direct the attention of Sir Henry Thornton to a statement appearing in The Manitoba Free Press. Discussing the Transcontinental, that paper says editorially:

"Except for a brief period in 1916

"Every dollar of the hundreds of millions of public money that has gone into railway construction in this country was voted on the basis of the east and west policy of Canadian trade."

"2—Millions of public money has been spent to equip Maritime ports to receive the flow of east-and-west trade. And these fabulous expenditures of the

"Sir Henry states that the situation is a complex one. So far as the people of the Maritime Provinces are concerned, the complexity was cleared up by the statutes of the Dominion years ago. They see two clear-cut facts:

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Canada Demands National Employment of Canada's Railways

IN NOVEMBER, 1924, Sir Henry Thornton professed a desire for information as to the thought of Canadians in respect to the claims of the people of the Maritime Provinces, that Canadian ports should be used more extensively in the export of Canadian freights, originating on the Canadian National Railways.

So keen was Sir Henry in this regard, that he urged the appointment of a commission of representative Maritime Province men, to be named by three Chief Justices of Nova Scotia, New Brunswick and Prince Edward Island, the duties of the persons chosen to include the enlightenment of the people of Canada as to just what Eastern Canada desired.

Well, Sir Henry is receiving a continent-wide demand that he and his executive drop all camouflage and get busy.

From Vancouver to Halifax the press of Canada, irrespective of political leanings, asks that he and his associates utilize the property entrusted to his care for the upbuilding of Canadian seaports—and that he cease using \$2,000,000,000 worth of property owned by the Canadian people for the enrichment of United States ports.

SIR HENRY has repeatedly declared that he will tolerate no political interference with the Canadian National Railway system. Sir Henry has lived to see this stand fully supported by the most united newspaper campaign ever put over in Canada.

But Sir Henry must be impressed by the fact that while the ultimatum of Canadians in favor of the discontinuance of the use of United States ports is not political, it holds far more significance because it is a national call for action on his part.

Sir Henry is touted as a politician of no mean ability. If his claim for distinction along such lines is sound, then none will more clearly see the significance of the warning which is being repeated by so many of the outstanding newspapers in this country.

When Canada speaks nationally she means just what she says, and if Sir Henry has not lived long enough to distinguish between a political claptrap and an honest-to-goodness call on the part of a nation for the elimination of empty suggestions and their replacement by a patriotic use of the immense machinery placed in his hands, then Sir Henry's next three years' stay in Canada is not likely to be as free from interference as was his earlier period in office.

By this we do not suggest that the head of the Canadian National Railways be impeded by political interference, but we do wish to say to Sir Henry that when Canada speaks as a nation he would do well to "listen in."

Sir Henry is strong on broadcasting. May we give him this quiet hint that for once he use a headset and listen in with Canada doing the talking.

IT IS useless for Sir Henry to longer hope that the expenditure of millions in Paris and New York holds any harm for Canadians, provided he has not in his mind the utilization of those huge outlays for Canadian development.

The Knight of the railway tells us he has come home to "dig in," and to open the throttle and drive "full steam ahead."

Both are the direction of Vancouver, Toronto, Montreal, Quebec, Saint John and Halifax, and away from Portland, Boston, New York, New London, Baltimore, Buffalo and other well known, but from a national Canadian viewpoint, uninteresting centres of foreign activities.

Canada has spoken through the Winnipeg conference and is now speaking through the newspapers of the country and scores of Canadian societies.

All are calling for action such as was promised at Winnipeg by Vice-President Vaughan of the C. N. R., who definitely told Canada's representative business men that the directors of his road were about to do something.

Mr. Mathew Lodge, a director of the C. N. R., has publicly stated that it would cost \$157,000 to divert 50,000,000 bushels of wheat from United States ports to Saint John and Halifax, with counter-balancing benefit of millions of dollars in wages for Canadian railway employees and Canadian waterfront workers.

Can there be any question as to which policy is in the interests of Canada?

SIR HENRY asked to be instructed, and he has been told with no uncertain emphasis that Canada will no longer tolerate delay in making full use of the machinery of his wonderful railway system for the benefit of Canada.

If the President of the C. N. R. is as wise as he is said to be, he will hearken to "His Master's Voice," the outspoken opinion of Canada.

If the facilities of Canadian ports are inadequate, then it is the duty of those in authority to make them adequate.

Canadians are in earnest. They have never spoken more fervently, or with such unanimity. Will Sir Henry heed the suggestions made for his guidance?

There was once a king of France who was spoken to in somewhat similar fashion, and heeded not. It is not necessary to relate the story of the end of that unfortunate. Possibly Sir Henry may have heard the particulars during his recent visit to Paris.

May we ask in conclusion, is there any man in Canada bigger than the Canadian people? Is there any man more essential than the welfare of a nation?

Deaths

Alexander Fraser

Alexander Fraser died at the D. S. C. R. Hospital in Lancaster early yesterday morning and his comrades in hospital will deeply regret his passing. He had served overseas with the 182nd Battalion and his war disabilities were so serious and painful that ever since his return to Canada he has been constantly returning to the hospital for longer or shorter periods of treatment.

His kindly disposition and his readiness to help others made him a great favorite in the hospital wards and with those in charge. His home is in Bale Verte. The body will be taken to his home for burial.

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Ancient Wooden Well Excavated In London

Dug Up in Rebuilding Bank of England and Apparently Lined With Staves Bearing Name T. C. Pacati, Roman, Supposed in Business About 100 A. D.

LONDON, Dec. 22.—Who sank the first well in London? An excavation in connection with the rebuilding of the Bank of England has just revealed one of the oldest wells known. It was lined apparently with staves from wooden wine casks and half of a cask formed the bottom at a depth of 28 feet.

The name T. C. Pacati was burned into the staves. He is supposed to have been a Roman who was in the well-sinking business about the year 100 A.D. Another of Pacati's wooden wells was unearthed in London some time ago.

and one brother, Lawrence, of Jacquet River.

The funeral will be held on Thursday morning and interment will be made in St. Michael's cemetery.

Mrs. Isabel Matchett

NEWCASTLE, Dec. 22.—The death of Isabel Matchett, widow of the late George Matchett, occurred at the home of her son, Hiram Matchett, Sunnyside, Dec. 7. Deceased was the daughter of the late Thomas and Catherine Johnston, of the Little South West. She leaves to mourn one sister, Mrs. Robert Holmes, of Halcumb, three sons, James, of Boom Road; Hiram, of Sunny Corner, and Everett in the United States; two daughters, Mrs. Charles Mullin, of Boom Road, and Mrs. Austin Butler, in Ontario. The funeral was held Thursday and

was conducted by Rev. William Girdwood. The pall-bearers were Robert Allison, Harold Matchett, Charles Hubbard, Hall Johnston, Frederick McAllister and William Nowlan. Interment was made in St. Stephen's cemetery, Red Bank.

Ernest Roberts.

SHELDIA, Dec. 22.—Many residents of Sheldia and vicinity on Sunday honored the memory of Ernest Roberts, for years lumber foreman for Hon. Dr. E. A. Smith, who died on Friday at his home here, aged 62. Many automobiles and carriages were in the funeral procession from the Roberts' residence to the Anglican Church of St. Martin's-in-the-Wood.

Pneumonia claims one-tenth of all who die.

Weddings

Denton-Peters.

At the Charlotte street Baptist parsonage last night Rev. Charles R. Freeman, D. D., solemnized the marriage of Miss Annie Christina Peters and Harold Eugene Denton, both of Westport, N. S. Mr. and Mrs. Denton are making a brief visit at the home of the groom's sister, Mrs. Denton, 208 Tower street, West Saint John. They will reside in Westport.

Wrecks Fire Engine To Avoid Children

PEABODY, Mass., Dec. 23.—In an effort to save the lives of a group of small children who ran in the path of a piece of fire apparatus in Peabody East End, Open Apin, operating the heavy Ahrens Fox combination pump and chemical, made a sharp turn and crashed head on into a large tree, wrecking the apparatus and injuring Apin, who was later treated by a Peabody physician. The fireman by sacrificing the fire apparatus and taking a chance on his own life, undoubtedly saved the lives of the children. He was highly praised by Fire Chief William C. Mahoney and was cheered by the great throng of eyewitnesses of the episode. The wrecked machine was purchased new a few days ago.

Stores open each evening until Christmas.

The Store of Many Gifts

Gift Suggestions

There's a way to a woman's heart when it comes to Christmas Gifts. Some delightful femininities are given below to show you that way.

- Beaded Bag, Vanity Purse, A Charleston Bag, Sweaters, Perfume, Jewelry, Fans, Boudoir Pillows, Sport Apparel, Dress Lengths, Negligees, Hair Ornaments, Silk Hosiery, Boudoir Accessories, French Kid Gloves, Confectionery, Stationery Desk Sets, French Ivory, An Evening Gown, Fur Coat or Neck Piece, Toilettries, Umbrellas, Overnight Bags.

Gifts For a Girl

- A Party Dress, A Kimono, Skating Sweater, Fur Collared Coat, Umbrellas, Handkerchiefs, Gloves, Silk Stockings, A Two-Piece Dress, Skating Cap, A Hat Case, Travelling Bag, Hand Bag Purse, Novelty Jewelry, Music Case, Knitted Outfits, Pretty Lingerie, Ivory, Vanity Case.

For The Boy

- An Overcoat, Sweater, Suit of Clothes, Hockey Sticks, Punching Bag, Stockings, Handkerchiefs, Mackinaw, Muffler, Base Ball Mitts, Meccano, Sleds, Rain Coat, Tennis Racket, Sleds, Tricycle.

Gifts For The Man Who Is Hard to Please

- Motor Robes, Golf Clubs, Fountain Pens, Smoking Accessories, Fitted Toilet Cases, Golf Equipment, Sport Sweaters.

NECKTIES

In large assortment. Knitted and woven in smart stripes and neat designs.

- Pajama Suits, Shirts, Broadcloth and silk, Sport Hose, Leather Goods, Military Brushes, Hand Baggage, Suit Cases, Braces, Belt and Buckle Sets, Travelling Slippers, Thermos Bottle, Walking Stick, Umbrella, Travelling Rug, Hockey Sticks, Snowshoes, Skis, Ski Harness, Tennis Racket, Base Ball, Gloves, Golf Clubs, Bath Robe, Dressing Gown, Smoking Jackets, Hat, A Blanket Robe.

CHRISTMAS CANDY

A dainty assortment of Choice Confection attractively boxed. Mott's, Gumm's, Dorothy Kingston, Patterson, etc., in fancy boxes. 60c, 75c, \$1.00 to \$5.00.

- Creme de Menthe, Pascalls, 50c box.
- English Orchard Fruits, 2 lb. tin \$1.15.
- Sharp's Cream Toffee, 25c tin.

Our special Anne Laurie—Box of delicious creamy chocolates very attractive packages for 60c box.

- Candy Novelties for kiddies' stockings.
- Chocolate Animal Sets—Pigs and Elephants.
- Smoking Sets, Chocolate Bottles, Balls, etc.
- Also many other packages. 4c, 10c, 15c, 25c, 50c.

(Candy Dept., ground floor.)

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