

LOWER FREIGHT RATES ARE URGED

Concerted Action by Maritime Governments is Proposed

Discussed in N. S. House—Welsford Macdonald Suggests Appointment of a Railway Freight Expert to Report.

(Halifax Chronicle) Concerted action on the part of the three Governments of the Maritime Provinces in placing the demands for lower freight rates on the Intercolonial Railway before the Railway Commission, and the appointment of a railway freight expert by the three provinces in order to make a comprehensive presentation of the rate question, was urged by Mr. Welsford Macdonald (Picton), before the House of Assembly, when he moved his freight resolution yesterday afternoon. This resolution passed unanimously. In introducing his resolution respecting freight rates Mr. Macdonald pointed out that it was a move to get concerted action on the part of the Governments of the three Maritime Provinces to place the demands for lower freight rates before the Railway Commission, and to take steps to obtain expert advice so that their demands may be placed in as comprehensive and effective form as possible. The rates of freight transportation between the Maritime Provinces and Upper Canada are seriously affecting industrial and commercial life in these provinces, he said, and only concerted action by the Governments of the provinces affected would be likely to remedy the unsatisfactory state of affairs. He went deeply into the history of Maritime railways, and pointed out that the Maritime Provinces are in a peculiar position, having only one line and no opposition. Expert is Needed. He referred to the transfer of the management of the Intercolonial line to the Canadian National Railway management when the fixing of freight rates was taken out of the hands of the Railway Commission. But he pointed out that their task now was easier in that the Commission had again been placed in control of the rates and would be the tribunal before which they must take their request for reduction. It was absolutely necessary, he said, that they go before the Commission with all the resource and force that could be mustered. Respecting the clause in the resolution for securing the appointment of a freight rates expert, he argued that the complexity of the freight rate tariff was such that only an expert could understand, and he said there were those in Canada who made a profession of this work and could be obtained by the Government to draw up their demands intelligently. Reason For Complaint. The complaints in the rest of Canada in this matter were justified, he said, those of the Maritime Provinces were doubly so. The evidence given before the Parliamentary Committee of the House of Commons which investigated the freight rate question last year showed that the Western Provinces were complaining of increases of from 15 to 40 per cent. These were low compared with increases of freight rates in the Maritime Provinces, where for instance, the rate on lumber was increased 80 per cent.; on pulp wood, 95 per cent.; on fruit, 65 per cent.; on coal, from 80 to 185 per cent., according to the distances. I say that we of the Maritime Provinces have a greater reason to complain than the people of the rest of Canada. The people of the Maritime Provinces were in a peculiar position in regard to railway matters. In this province there was only one railway, the Intercolonial, connecting the province with the rest of Canada. This road was built at the time of Confederation for two reasons: First, military purposes and national defence. Secondly, as one of the terms of entering Confederation to foster inter-provincial trade. The first of these reasons is today of no importance but the second reason was of vital importance. A Confederation Bargain. The road was built as one of the terms of the Confederation Pact and to give the advantages of the Upper Canadian markets to Nova Scotia in lieu of those she was losing in the United States through going into the Dominion. The Government at Ottawa at that time knew why the road was built and fixed the rates so as to encourage the industries of this province. The local agents inquired and notified headquarters if any industry were adversely affected by the rates and adjustment was immediately made. This policy was continued until 1916 by the

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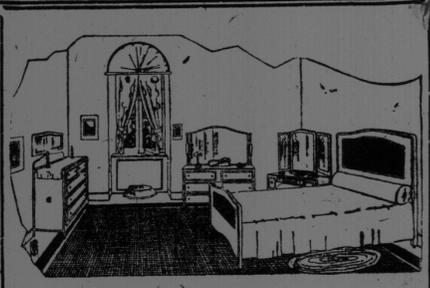
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LOCAL NEWS

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A Talk on Beauty And a 5 Room Home

The Home is fully laid out in our three double windows, and a reference to it should also stress value, for it is a wonderful stretch on \$1,685. The contents were briefly listed yesterday, so today we'll consider just part. The Black Walnut Dining Room Suite and the Mahogany Bed Room—both designed a century and more ago by Sheraton, the man who brought furniture to the perfection of form achieved in Greek sculpture by Phidias twenty odd centuries since. Gentle, upright taperings, evenly spaced widths, restrained curves, studies in proportion. Delicate and tiny ornamentations, fine inlays, grooves or carvings—none before or after were like Sheraton. And no harmonies are so subdued in attaining excellence as these creations of Sheraton the immortal. In laying out five rooms we tried to retain the spirit of Sheraton, sacrificing nothing in taste or richness of material. We grouped the best of everything and did it on \$1,685. Show yourself that Home.

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Easter Oxfords have a heart for comfort. The medium and manish toe are paramount, heels are lower. A fresh touch of color comes in with a Dark Brown Oxford with saddle and facing strips in strong bright contrast. A Cocoa Calf Oxford reveals the trimness of the modified toe and heel so kindly in tune with ease as well as dapperness. A McPherson in Goodyear welted Calf, \$7.75. Another sort will have a fuller toe on the idea of the better Men's Oxfords, and either come in the now prevalent wide strap models. Blucher and Straight-cut Oxfords in a Patent after our own specifications, and never known to crack, have the new light stitched edges and embossed toe caps. Classics, \$8.85; Onyx, \$9.50. The real English Brogue style and Hart workmanship in Nut Brown Calf, \$11. Ankle hugging Vici Kid Oxfords for low insteps and with thin heels, \$7 to \$11. Samdon Vici Kid of the flexible tarsal last bring style and safety to feet tending towards wear arches. For more pronounced arch trouble the Onyx Arch-grip Oxfords permit 1923 voguishness when fitted at \$9.50 by FRANCIS & VAUGHAN 19 King Street

Government at Ottawa, no matter what party was in power. But in 1916 new rates were made by the management of the Canadian National Railway without ever consulting any industry or people. Premier Armstrong said the resolution was one to which no exception could be taken. But he said, in procuring the services of a freight rate expert he thought the man secured should be able not only to understand freight tariffs, but to understand and interpret their influence upon Maritime conditions. He spoke of a conversation he had few days ago with Sir Henry Thornton's assistant, and said that he felt confident the Maritime Provinces would shortly experience a change in railway affairs that would be very beneficial and gratifying. Realising Co-operation. The question with which the member for Picton had dealt with such care and study was of vital concern to the Maritime Provinces. There was no matter more keenly felt by the commercial interests of these provinces than the high freight rates. Shortly after assuming office the Premier said that he had taken up the matter privately with the Premier of New Brunswick, and the Premier of Prince Edward Island. He had a letter from the Premier of New Brunswick endorsing the proposals he had made and expressing himself quite willing to co-operate with the matter. Mr. Armstrong then referred to the constitutional rights with regard to the Intercolonial Railway. Certain it was that had the people of these provinces not been impressed with the promises at the time of Confederation that the railway would be constructed for the development of inter-provincial trade, they would have given far more serious consideration to entering that contract of Confederation. "Whatever that contract of Confederation was it must be carried out," the Premier declared. It was very important that the con-

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stitutional rights of the province under the Act should be well established, it should also be learned whether from that aspect the Government was doing right to link up the Intercolonial with the Canadian National Railway. The Children's Aid Society of Kings County are asking to have that week observed in that county with the idea not only of teaching kindness to animals but also of having all the ministers in the churches on April 15 bring before their people the needs of the dependent and neglected children and thus stimulate an interest in the work of that society. It has occurred to us also that it would be well if throughout the whole Province of Nova Scotia, the school press and the pulpit made prominent during that week the needs of helpless children and put forth a special effort to cultivate the spirit of kindness in young and old. C. A. PATRIQUIN, Secy. Children's Aid Society, Kings County, Wolfville, N. S., March 22, 1923. (Halifax Chronicle, Editorial.) There is a good and continually practical suggestion in the communication of Mr. C. A. Patriquin, secretary of the Children's Aid Society of Kings County. Society as a whole is sound at the

AN EXAMPLE TO FOLLOW. "Be Kind to Animals Week" in United States, and Humane Sunday. To the Editor of The Chronicle: Sir,—I would like to bring to your attention the fact that throughout the United States the second week of April will be observed as what has come to be known as "Be Kind to Animals Week" and Sunday, April 15, as "Humane Sunday." During that week, April 9 to 15, all school teachers are asked to give special attention to all animal and bird life in their teaching and to cultivate the spirit of kindness toward dumb creation. The idea of having one week as specially marked for this kind of teaching originated with the Massachusetts Society for Prevention of Cruelty in 1914, and at once met with general approval and support, and this year many other States of the Union are doing the same thing.

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