

MARITIME CASE ABLY PRESENTED

H. J. Logan Reviews Arguments Put Forth—Atlantic Provinces Brought Closer Together.

In an interview with the Amherst News, H. J. Logan, K. C., reviews the salient case presented by the recent decision at Ottawa, and sees the need for further discussion and study of organizations and people of this important question. Mr. Logan, reviewing the case from the viewpoint of pre-confederation promises, said:

Historical Argument.
"I was able to quote from speeches by Sir John A. Macdonald, Sir George Etienne Cartier, Hon. George W. Brown, Hon. D'Arcy Magee, Sir E. P. Tache and other fathers of confederation and solemn promises made between 1864 and 1867—to the people of the maritime provinces to induce them to come into confederation. I was able to show by these speeches that the intention was never intended to be a commercial success, but that it was built for military purposes to transport troops to the west, and that the United States, which was then feared to be a danger to the maritime provinces, was to be provided an avenue for inter-provincial trade."

Mr. Logan said he was absolutely opposed to the building of the Intercolonial Railway as a commercial institution, but it would be better, he stated, to build half a dozen Intercolonial Railways rather than see the scheme of confederation fail.

"Sir George Etienne Cartier said in 1865 that he did not anticipate that the Intercolonial would be a commercial success, but he contended it was absolutely necessary that Canada should have winter ports and that the maritime provinces should be provided with means by which they could trade with the upper provinces. Sir John A. Macdonald, Sir E. P. Tache and Hon. D'Arcy Magee were equally emphatic in their views respecting the purposes of the Intercolonial. One of the great inducements held out to the Province of Nova Scotia with its immense coal resources was that made by the Hon. D'Arcy Magee, namely, that we should have the Quebec and Ontario market for coal."

British North America Act.

"The fathers of confederation from the maritime provinces were not satisfied with these verbal promises, but insisted that they should be put in the bond, and hence section 145 of the British North America Act read as follows: 'Inasmuch as the Provinces of Canada, Nova Scotia and New Brunswick have joined in a declaration that the construction of the Intercolonial Railway is essential to the consolidation of the union of British North America, and to the benefit thereof of Nova Scotia and New Brunswick and have consequently agreed that provision be made for its immediate construction by the government of Canada; Therefore, in order to give effect to this agreement, it shall be the duty of the government and parliament of Canada to provide for the commencement within six months after the date of the passing of this Act of a railway connecting the River St. Lawrence with the city of Halifax, in Nova Scotia, and for the construction thereof without intermission, and the completion thereof with all practicable speed.'"

The railway was built, and up until the time of the joining of the Intercolonial Railway with the Canadian Northern system and the transference of the management from Montreal to Toronto, the bond was lived up to and freight tariffs were framed primarily to stimulate and encourage inter-provincial trade.

Beginning of Troubles.
"The union with the Canadian Northern system was the beginning of our railway troubles. Since that time freight tariffs have been established not in the interest of inter-national trade but with a view to get as much out of the Maritime Provinces as possible in order to keep up the weak ends of the Canadian National Railway system."

"The result has been that industry is crippled and in some cases trade is being stopped entirely. Up till a few years ago the County of Cumberland sent considerable quantities of coal by rail into the Province of Quebec and as far west as Brockville, Ontario. Freight on coal was then \$1.60 a ton. It is now \$3.80 per ton. With the result that not one ton of Nova Scotia coal is today being carried out of the Maritime Provinces by rail."

"How were you pleased with the reception given the delegation by the Government?" was asked.

Given Good Reception.
"We were highly pleased with the attentive hearing, and by the presence of so many cabinet ministers, including the Prime Minister, and Ministers of Railways, Justice, Labor, Marine, Customs, Public Works, Militia and Defence and Finance. There were also present nearly all the members and senators from the three provinces. The Prime Minister stated in his courteous reply that the matter would receive the most serious consideration of the Government. He further stated that there had been a new viewpoint presented that had not been brought to his attention before, and the whole matter would be discussed by the Government later."

The Rock of Constitution.
"The people of the Provinces must be aroused to the strong position which we hold in this matter under section 145 of the B. N. A. Act."

"I desire to repeat what I said to the Government in Ottawa, that we do not ask for charity, but we are standing upon the rock of constitution. We are not whining about paying our share of the immense deficit in Western Canada."

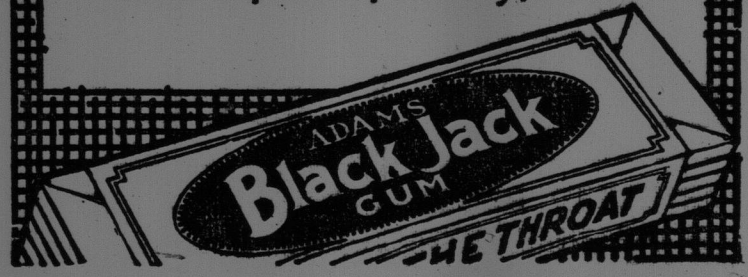
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which probably this year will amount to eighty or ninety millions of dollars. But we do say the Dominion is bound to respect its contract and to carry out the promises made to the people of the Maritime Provinces in order to induce them to become a consenting party to the contract.

"Having spent some time in preparing our case from a constitutional standpoint, I am more than ever convinced of the strong position we hold and I urge upon every one in the Maritime provinces to study the terms of confederation, and in Boards of Trade, Commercial Clubs, and other organizations, let the matter be discussed among the people. Transportation, in my humble opinion is the greatest problem which we have to face today in the Maritime Provinces, and far transcends the questions which have divided political parties."

"Between the high customs tariff of the United States, and the high freight tariff of the Intercolonial Railway, we are being shut out from the greatest markets of this continent. And unless we are able to secure amelioration of present conditions, our trade future does not look very hopeful."

"One excellent effect of the delegation," said Mr. Logan in conclusion, "was that it brought the Maritime Provinces closer together, and I hope the lesson will be instructive to those who are opposed to Maritime Union."

C. E. MITCHELL'S ADVICE.

C. E. Mitchell, newly elected president of the National City Bank of New York, the largest national bank in the country, when asked to give a pointer or two for ambitious young men, replied:

"Be on the job early and stick to it as late as necessary. Keep your mind on it all the time you are at it—and when not at it, so use your time and your talents that you will improve your ability to handle it when you are at it. And don't run away from responsibility."

Forbes Magazine (N. Y.)

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RALPH CONNOR

(Montreal Gazette.)

We say of a great centre lacking a library, that it has no soul. Our Keltic friends have always said of Ulster that it could only make ships and whiskey, and not poetry—it had no soul. And it could have been said of our great Northwest, until a few years ago, that it had no soul, or sense of the spiritual—which is the same thing. The C. P. R. gave the Northwest form and body and value. It quickened it into life. It put a pulse into a great inertia. It placed vastness in the map, and prescribed its bounds. It gave shape to an amorphous mass. It opened up a great new world to enterprise and daring and cupidity!

As it needs the centuries to develop a folklore, so the Northwest, in its earlier years, was concentrated to material tasks, needed something more abiding, more redemptive, than wheat or oil or cattle. A minister who had been stationed for four years in the west said to the writer that in all the time he was in the country he never heard men, when they foregathered, talk about anything higher than money. That happens when you are fighting for life, and sudden again, when you are wrestling with the naked earth, whose bosom you rend for her golden secrets.

The Rev. Dr. Gordon—"Ralph Connor"—was not a spiritual pioneer in the west, but he spoke with an endearing sympathy. He was, to begin with, a vital creature. He thrilled to the miracle, the tragedy, the comedy of life. He set forth certain fictional characters and everybody said they were real. He made his characters do and say things which were congruous to reality. Thus, he made the west familiar and dear and homely. He took the bare look off it. He called it home; and made home express itself in living ways. He put a geranium in the window. He imagined forth the happy endearments of home; and thus he became an eloquent and efficient immigration agent. In the west he was an authentic voice, full of power. It is said that the writing man is rarely a speaking man. Dr. Gordon is a thrilling speaker. He rises to a lofty height. He glows with apostrophic eloquence. He stood for character, and in so doing, with his power and eloquence, he made the west, measurably, the desirable place it is today.

This is the man who is the titular head of the Presbyterian Church in Canada. He is, perhaps, our foremost literateur; but he is a great churchman, using the word in its broad meaning. To the causes of the church of his love, he has given ungrudgingly and effectual support. As Moderator, he will maintain the traditional dignity of the high office. Whether in or out of the church the precious thing is that Dr. Gordon is a real man. There are many platitudinous creatures who say nothing with easy rapidity, and of whom the world is weary, both in church and state. Dr. Gordon is authentic. He is alive, he thrills with generous ardors. He is real. He is living on this planet, and is more concerned for its integrity than for the sidereal system.

In the pulpit or on the platform, he has vital things to say. The man with a message feels its import first, before he can make it imprints on any creature. As a preacher, and writer, Dr. Gordon soon became a power in the west. It is not too much to say that he put soul into the west.

He was tender and inviting; but he sought for soul among the people; and if we have the eloquent evidence of spiritual growth in the west today as expressed in noble seats of learning, set down on the prairie, not a little is due to the Moderator of the Presbyterian Church. The people loved his books because he sought in them to give warmth and home-likeness to scenes too young for beauty and soul—and the "little people." Dr. Gordon was overcast as chaplain, but during the war he returned to hear our people, and all over the west thrilled with his burning periods. He felt all the horror and all the nobleness involved; and he quickened to the pictures he drew. Keen of face, with eyes that can be as tender as a woman's, or burn with feeling, dim and lean and tense, Dr. Gordon is a haunting figure. When one remembers, too, that this man has drawn from his imagination so many alluring characters as real as life itself—children of his brain, who were as familiar as the people you would meet in the West, the interest in the minister deepened. It was something to find in the Presbyterian Church a man who, while preaching the gospel, was also evolving characters full of the allurements which draw the young more potently than the average sermon. In his double capacity, Dr. Gordon is a figure to win the regard. He has Highland blood in his veins. Something of the pathos of the lonely Highlands is in his texture. One might see the hint now and then of poignant melancholy. The enswathing mists of the wild Atlantic, generations ago, could produce in the Glasgowian today the pensiveness which is deep in the Scots nature.

On the other hand, Dr. Gordon is a splendid optimist; and during the war, when our fortunes were at low ebb, he never despaired. But we love him most for the haunting sense of poetry and feeling and imagination in his books, because then he is linked to the people in most desirable expression.

To be the head of the Presbyterian Church is a great honor. He will be a picturesque figure, but to consider that while he is examining the church union question he is, at the same time, fashioning the elusive creatures of his brain—that will be the constant lure during his term of office.

N. S. SOLDIER KILLED

New Waterford, N.S., June 19.—Frank Macdonald, aged twenty-six, a returned soldier, was fatally injured by a fall of

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to the Moderator of the Presbyterian Church. The people loved his books because he sought in them to give warmth and home-likeness to scenes too young for beauty and soul—and the "little people." Dr. Gordon was overcast as chaplain, but during the war he returned to hear our people, and all over the west thrilled with his burning periods. He felt all the horror and all the nobleness involved; and he quickened to the pictures he drew. Keen of face, with eyes that can be as tender as a woman's, or burn with feeling, dim and lean and tense, Dr. Gordon is a haunting figure. When one remembers, too, that this man has drawn from his imagination so many alluring characters as real as life itself—children of his brain, who were as familiar as the people you would meet in the West, the interest in the minister deepened. It was something to find in the Presbyterian Church a man who, while preaching the gospel, was also evolving characters full of the allurements which draw the young more potently than the average sermon. In his double capacity, Dr. Gordon is a figure to win the regard. He has Highland blood in his veins. Something of the pathos of the lonely Highlands is in his texture. One might see the hint now and then of poignant melancholy. The enswathing mists of the wild Atlantic, generations ago, could produce in the Glasgowian today the pensiveness which is deep in the Scots nature.

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N. S. SOLDIER KILLED

New Waterford, N.S., June 19.—Frank Macdonald, aged twenty-six, a returned soldier, was fatally injured by a fall of

coal in No. 16 colliery here on Saturday, dying five hours later. The body was shipped to the family home at Glencoe, Inverness county (C.B.)

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