

Children Cry for



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MOTHER:—Fletcher's Castoria is especially prepared to relieve infants in arms and Children all ages of Constipation, Flatulency, Wind Colic and Diarrhea; allaying Feverishness arising therefrom, and, by regulating the Stomach and Bowels, aids the assimilation of Food; giving natural sleep.

To avoid imitations, always look for the signature of *Dr. J. C. Fletcher* Absolutely Harmless—No Opium. Physicians everywhere recommend it.

What The Duncan Report Actually Means

WITH REGARD TO SO-CALLED SUBSIDIZED FREIGHT RATES FOR THE MARITIME SHIPPERS.

(Canadian Press)

The Government of Nova Scotia has notified of late a tendency on the part of the editorial writers of several leading Canadian publications to oppose some of the recommendations contained in the report of the Duncan Royal Commission on Maritime Rights, particularly those dealing with what they call "Subsidized Freight Rates."

It is rather unfortunate that the impression should be abroad that any rate reductions applicable to the Atlantic Region, as recommended by the Duncan Commission, will be subsidized by the Dominion Government. From the evidence presented to Sir Andrew Duncan and his associates, it is impossible that such an interpretation should be placed on the freight recommendations of the Commission.

The Duncan Commission deals with the history of the construction of the Intercolonial Railway, now a part of the Canadian National System, and they find—

(a) That leading Canadian statesmen in urging the adherence of the Maritime Provinces to Confederation defined the purposes of the railroad to be—

(i) A means of affording to Canadian merchants, and to Canada herself in times of national and imperial need, an outlet and a market for her products—available all the year round—and

(ii) To afford the Maritime merchants, traders and manufacturers a market of several millions of people instead of their being restricted to the small and scattered populations of the Maritimes themselves, particularly in the light of the disturbance with which their trade was threatened as a result of the discontinuance by the United States of the reciprocal arrangements that had prevailed.

(b) That strategic considerations determined the actual course of the line—making it many miles (estimated by Sir Sandford Fleming at 250 miles) longer than was necessary for the ordinary consideration had been "to connect the cities of the Maritime Provinces with those of the St. Lawrence."

(c) That to the extent that commercial considerations were subordinate to national imperial and strategic considerations, the cost would be borne by the Dominion and not the traffic that might pass over the line.

It will be sufficient to state that the construction of the Intercolonial Railway was planned before Confederation as a commercial proposition. The guarantee of the Imperial Government was not given on the understanding that commercial considerations should be sacrificed to imperial interest. The Conference resolutions, adopted in London in 1866 and submitted to the Imperial Government and Parliament as the basis of the British North American Act, contained the following resolution:—

"The construction of the Intercolonial Railway being essential to the consolidation of the union of British North America, and to the benefit of the Maritime Provinces thereto, it is agreed that provision be made for its immediate construction by the General Government, and that the Imperial Government should pledge for 3,000,000 pounds sterling, to be applied thereto, as soon as the necessary authority has been obtained from the Imperial Parliament."

The Imperial guarantee mentioned therein was given because the Imperial Government desired to determine the route of the railway, irrespective of commercial considerations.

And Sir John A. Macdonald in previous declarations dealing with the construction of this railway, which was to be government owned and nationally operated, said at Halifax:

"I do not hesitate to say, with respect to the Intercolonial Railway, it is understood by the people of Canada—Ontario and Quebec—that it can only be built as a means of political union for the Colonies. It cannot be denied that the railway, as a commercial enterprise would be of comparatively little commercial advantage to the people of Canada. Whilst we have the St. Lawrence in summer and the American ports in times of peace, we have all that is requisite for our purposes."

"We (Canadians) recognize, however, the fact that peace may not always exist, and that we must have some other means of outlet if we do not wish to be cut off from the ocean for many months in the year. We wish to feel greater security; to know that we can have assistance readily in the hour of danger."

"In the case of a union, this railway (I. C. R.) must be a national work and Canada—Ontario and Quebec—will cheerfully contribute to the utmost extent in order to make that important link without which no political connection can be complete."

It is unnecessary here to give in further detail the historical references that were submitted as evidence of these facts, but it is sufficient to say that from the evidence submitted the Duncan Commission very definitely arrived at that conclusion:—(1) The Intercolonial Railway was never built as a commercial enterprise, and (2) The cost of operating at least 250 miles of non-essential commercial trackage should be borne by the Dominion Government.

The Commission further decided:—

1. That from the completion of the Intercolonial in 1876 to 1912, "the interests of the Maritime Provinces were fairly well safeguarded," and "that the rates that



CLARK'S TOMATO KETCHUP

"Northern" Tomatoes, from plants and seeds produced in the Clark nurseries in Canada, at St. Remi, P. Q., and Harrow, Ont., give Clark's Tomato Ketchup its fruity, appetizing flavor. Try it with chops, fish or eggs.

Prepared by the packers of Clark's celebrated Pork & Beans



Cleanings From Tryon And Vicinity

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FARM FOR SALE

At Hazel Grove, 2 miles from Hunter River Station, consisting of 134 acres, 90 clear, balance covered with hard and soft wood. Apply to HAROLD BAGNALL 3775-135-stt61.

WEAK MEN

Face Our Herbal Remedies look at Skin Diseases. New Treatise on Chronic Diseases by Herbal Remedies. Tussle with Loss of Manhood and Diseases of Men. Booklet on Female Ills and Advice, free by mail. 30 years' experience. Without criticizing your doctor, without losing hope, without paying for our specialty, without any other expense, our Herbal Remedies will cure you.

Adventure In Diplomomatic Service

WASHINGTON, Jan. 14.—"Join the Navy and see the world" is an advertising call to adventurous young Americans but who would associate spy adventures in strange lands with the sedate young consuls and budding diplomats of the Foreign Service? They don't look the part, for one thing, and yet a new charge d'affaires fresh from Washington, arrived to relieve the American minister at a foreign station. He was dumped ashore, with wife, bag and baggage, to find a legation car waiting and a lanky young American, in showy uniform and with two guns strapped to his waist, who asked a ride to the presidential palace on the road to the legation. He got the ride and en route breezily explained that he was a special, secret, envoy of the president.

Protests Stranger's Arrest

At the palace door the "secret envoy" got out and blithely stepped forward, only to be checked and taken prisoner by the bayoneted rifles of the bare-footed palace guard. The charge, in horror of what might happen, leaped to the rescue of a fellow countryman. He demanded surrender of the prisoner into his custody until explanations could be had. Failing that, he demanded instant audience with the president. Finally they were admitted to the palace with an automatic pistol still tickling the ribs of the charge's now less breezy young companion.

A small much-flustered official

appeared. On learning the diplomatic status of the charge, he apologized and ordered the prisoner released in custody of the diplomat. They started out, but found their car missing, wife, baggage and all a palace underling had ordered it away.

The charge boiled over. Rushing back, he shook the little official by the shoulder and demanded a palace car at once. He got it, with more apologies. At the legation he learned that the man he had befriended—and who was later deported as undesirable—was what he had claimed to be, but was suspected of double-crossing his employer.

Again Meets Official

Next day the charge was officially introduced at the palace. He was appalled to find the flustered little man he had shaken up and belittled at was the president. Also he discovered that the officer of the guard that took the "secret envoy" prisoner, had gone to the calaboose for ten days in punishment. Still later when the charge and the president had become very friendly, the American official, called upon to assume the peacemaker role in an impending revolutionary crisis and sent out into the back lands to talk with the rebels. The president insisted on a body guard, who appeared in the person of the recently jailed officer.

"It's all right," the president explained to the dubious American. "He bears you no grudge."

"And besides; he's the best shot in the army."

EMYVALE SCHOOL EXAMINATION

The semi-annual examination of the Emyvale School which took place on December 22nd was very largely attended. The school was very neatly decorated and in one corner stood the Christmas Tree containing many beautiful gifts for the pupils and also the teachers.

The pupils were examined in their various branches of study by their teachers Mr. Stephen Connolly and Miss Mary Traillor assisted by Miss Mary Murray, a former teacher of Emyvale and they showed by their prompt and intelligent answers that they are receiving a thorough training.

After the examination was completed and several complimentary remarks passed on the teachers' work Mr. Aeneas Clark was appointed to act as Chairman for a short program which was rendered by the pupils. The crowd was then treated to confectionery and the entertainment was brought to a close by the singing of the National Anthem.

prevailed prior to 1912 are rightly to be interpreted as the fulfillment by successive governments of the policy and pledges that surrounded the railway from its inception."

2. "We have come very definitely to the conclusion that the rate structure as it has been altered since 1912 has placed upon the trade and commerce of the Maritime Provinces—

(a) a burden which, as we have read the pronouncements and obligations undertaken at Confederation, it was never intended it should bear, and

(b) a burden which is, in fact, responsible in very considerable measure for depressing abnormally in the Maritimes today business and enterprise which had originated and developed before 1912 on the basis and faith of the rate structure as it then stood."

The Commission also finds that since 1912 rates in the Maritimes are, on the average, 92 per cent higher than they were in 1912, (i. e., whereas the increase in rates for the rest of Canada is only 56 per cent, greater than those of 1912, i. e., their 100 has become 155.)

From among the reasons given by the Commission for its recommendations for an immediate reduction of 20 per cent. in freight rates (so that 192 will become approximately 155) I quote the following:

"For our present purpose, it is more material to notice that the President of the Canadian National Railways admitted in evidence, that in administering the Atlantic Division (the greater portion of which is the old Intercolonial system), no account is being taken in the rate structure of today of the special considerations which attach to it as revealed in the pledges and pronouncements already referred to. We feel that the increase arising from the changes that have taken place in freight rates since 1912—over and above the general increase that has taken place in other parts of the national system—is as fair a measure as can be made of these special considerations, and accordingly should be transferred from the Maritimes to the Dominion so that the original intention may be observed."

The Duncan Commission in recommending these specified reductions in freight rates has only sought to reinstate the relative position of the Maritimes to the 1912 basis, and in doing so assesses the amount of these reductions against the Dominion Government as the cost of the maintenance and operation of this access mileage non-essential, commercially and as its obligations in maintaining and operating, the military strategic and political features in the construction of the Intercolonial Railway.

There is not one suggestion in the whole of the Report that the rates as recommended will result in any loss to the Canadian National Railway excepting in the matter of gross receipts.

There is not one sentence of evidence produced by the railway officials that the rates as recommended by the Duncan Report will be in themselves unprofitable rates to the Canadian National Railway System.

I would suggest that those who are criticizing the findings of the Commission in respect to freight rates should study carefully the evidences submitted, and I am satisfied that they will then agree that no other conclusion was possible than that arrived at. The Dominion Government is not asking to subsidize freight rates, as is wrongly claimed, but only to re-assume obligations in respect thereto which were borne by the whole of Canada before 1912.

EDGAR N. RHODES, Premier.

Halifax, N. S., January 14, 1927.

WON'T SELL EARNSCLIFFE AS CONSERVATIVE HOME

OTTAWA, Jan. 11.—There is small likelihood of "Earnscliffe" the Ottawa home of Sir John Macdonald when he was prime minister, becoming in the near future the property of the Conservative party as a home for its leader as suggested by Charles Murphy in a letter to local papers yesterday.

"Earnscliffe is not for sale," said Dr. Charles A. E. Harris, the present owner.

"I value the house and the precious memories of my dear wife, and then the memories of Sir John Macdonald, which are more precious than gold. One doesn't sell one's soul for money."

Dr. Harris said that he had received letters from all parts of the world enquiring into the ownership of "Earnscliffe." "I have even had to write to the London Times denying that my home was for sale. The thing is axasperating."

Some people waste a lot of energy climbing mountains before they are even in sight.

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At Augustine Cove on Monday evening a double header was played between Albany "St. Pats" vs. Cape Traverse "Royals" and Tryon "Arrows" vs. Augustine Cove "Stars." The Cape Traverse "Royals" had the mist taken from their eyes by the Albany "St. Pats." The first act of the scene showed 6 formidable Giants of the "Royals" lined up with their eagle eyes on Mr. Large with the idea of nailing his net so full that he would have to vacate it to make room for the sizzling bomb shells which they intended to let loose in his direction, but somehow plans went amiss owing to the prayerful attitude which Mr. Large held throughout the game much to the chagrin of the now "pigmies" which in 60 minutes had dwindled in minds and stature from their former size of "Giants." The score board registered at the end of the game Albany 3—Cape Traverse 2, with the Royals scratching their heads and wondering if Saunders was so slow after all. The score between Tryon vs. Augustine Cove ended Tryon 6 Augustine Cove 3. This is the first game the "Arrows" have to their credit this season but we hope they may keep up their good work.

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