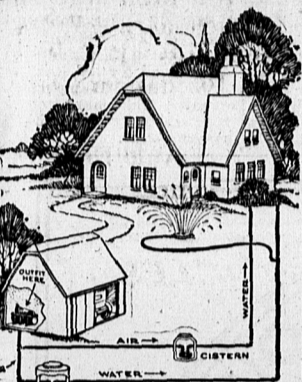


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ALL OF CANADA WILLING TO ACT DOCTOR TO CORRECT MARITIME ILLS

(Continued from Page 1)

"It is on the Canadian market," according to Mr. Turnbull, "that the maritimes must depend for the trade they live by and not on the foreign market although this is a valuable adjunct." J. L. Macdonald suggested that "natural and manufactured products of the maritime provinces be carried to the central provinces at a cost, based on, say, around two hundred miles from Toronto and around two hundred miles from Montreal or approximately one quarter to one-half of the present rate, the shipper paying the regular freight rate to the railways and the Government rebating the difference from the customs receipts, being a preferred claim against the tariff."

Canals and Railways

J. O. Hyndman, of Charlottetown president of Prince Edward Island Associated Board of Trade, pleaded for restoration of the Intercolonial railway under the old conditions. "It was built for the exchange of trade, east and west, and cost only a fraction of the amount spent on Ontario canals for whose use the people of Ontario did not pay. The maritimes, too, although contributing their share to the cost got no national hotels and no national parks." The Sydney Record reminds that Canada has spent \$211,000,000 upon canals and makes clear the maritime sentiment regarding them. "It would be fairer," comments the Record, "if the people of Ontario and Quebec remembered the facts." If central Canada has contributed toward the maintenance of the Intercolonial in the past, central Canada has profited from the intercolonial because that railway has enabled the central provinces to reap gains in profitable market in the maritimes. And there has been nothing for the maritimes on the profit side of the canals account."

A Velled Threat

The Moncton conference disclosed an aroused maritime people. "No maritime interest can suffer by continuing in every way possible to sell the Canadian people the simple justice which is our constitutional right," urges the St. John Globe, adding, "Should a few more years show us that these constitutional rights are still ignored and should it be our own efforts fail to change the current, then must be sought the remedy advocated more than fifty years ago, by those steady and far-seeing maritime leaders who predicted from Confederation the very things we today are considering how to organize to combat."

A concomitant phase of the transportation question is the maritime plea that more western and central Canadian freight be routed through Canadian territory. "They complain that too much Canadian freight goes to Portland, Maine for Atlantic shipment. The Toronto Globe is sympathetic toward this maritime demand, that more Canadian trade go through maritime ports, and reminds that the fathers of Confederation had this in mind in building the Intercolonial. The Globe sees by returns of the minister of railways for 1924 that there was a distinct decrease in Canadian exports to Portland. The figures show a decline from 105,523 tons in 1923 to 84,774 tons in 1924; a decrease from 9,820 to 6,221 head of cattle; and from 19,084,000 to 7,480,000 bushels of grain. Commenting, the Globe says, "The complaint of the export situation rests with the shipper. Carriers cannot divert. The Government can provide the railways and the ships; it remains with those who route Canada's export trade to keep in mind the interests of Canadian ports."

But the St. John Globe is not satisfied with the Toronto Globe's explanation. It would like the C. N. R. of its Portland terminal. Says the New Brunswick editor: "What we want is that this competition is antagonistic and unnecessary. Maritime ports suffer a four-fold injury. They lose unreturned freight that finds its way to Portland. They lose routed freight that might not be to the Portland way if Portland were not a station

the maritime agitation it points out that Nova Scotia, for instance, "would probably be benefited more by a change of tariff policy in the United States than in the Dominion."

A National Consultation

The Vancouver Province endorses a national consultation regarding the maritime situation as closely allied to that of the West. "We are still in the same boat, although pulling on four different oars," says the Province. "If we ever expect to get anywhere it will be necessary for us to decide whether we are going and learn to pull together. The Moose Jaw, Sask. Times, suggests that the Moncton conference may become historic, "if it supplies a convincing answer to the improvements which will strengthen national unity."

On the other hand, the Winnipeg Tribune confesses to a sense of weariness whenever a reference is made to "Canadian unity." The Tribune agrees that national unity is important and that we could enunciate general principles which will not overcome sectionalism.

Setting the Maritimes

Then there is the problem of settlement. F. M. Scanders, of St. John, told the Moncton convention that "settlement of our vacant farms is our most pressing need." He sketched conditions throughout the eastern provinces and deplored that "little or nothing was being done to replace losses through emigration." The maritimes provinces "having contributed much in money and people to the western provinces" deserve better treatment. Mr. Scanders advocated standardization of farm products to make farming more profitable and therefore more attractive to settlers. Business men, in his view, should take greater interest in farming.

Contrasting the condition of settlers in Northern Ontario who made a recent appeal for governmental assistance to overcome their lack of good roads, the St. John Telegraph-Journal says: "Here, settlers would not find themselves isolated indeed there are areas for settlement close to some of the best roads in the province, not to speak of great numbers of abandoned farms, where the soil is excellent and the newcomers would enjoy exceptional advantages, assuming, of course that their desire was to remain on the land."

At the Moncton conference, Matthew Lodge told of the impression of Holland when he surveyed the Albert country marshes, and added that there is a possibility of securing Dutch farmers as settlers. They would find themselves living under conditions with which they are familiar and would undoubtedly be able to get larger returns from these lands than any other class of settlers. "The problem of immigration," warns the Telegraph-Journal, "lies in finding the right class of people and settling them where they will have the best opportunity to live under conditions with which they are not wholly unfamiliar. We may fairly assume that when the cause of the maritime provinces has been prepared the rest of the country will see the reasonableness of the appeal for such an immigration policy as will yield definite results and offset to some extent the drift of our own young people to other parts of Canada and to the United States."

Under Confederation

What of the "economic status of the maritimes under Confederation?" Observer in the Maritime Merchant says he does not like the propaganda that has been waged "placing the blame for the distressed condition of the maritime provinces on the fact that we are parties in the Canadian Confederation." Observer does not deny that there has been distress but he asks, "where is there a section of the country, in which there has been no distress of late years?" "So far as the maritime provinces are concerned," he continues, "the measure of distress today would be just about the same as it is whether they had entered Confederation or not. Emancipation will not be found in splitting up the country. It seems a pity that there should be any who would lose faith in the future of Canada. This country is either going to be a great country or it is not and it certainly will not be great unless it holds together and unless every one has faith in its destiny."

The Canadian Reaction

How does central and western Canada react to the Moncton Conference? A number of editors immediately throw the case into the political ring and make it a subject for tariff discussion. The Manitoba Free Press is one of these. "It is just possible," says the Free Press, "that a simple solution of the whole problem would be to do something toward constructing a tariff policy that would give everybody in Canada a chance to travel along without cut-throats." The Montreal Witness expresses sympathy for the maritime ground between the Fordney tariff on the one hand and the Canadian tariff on the other, "and urges their problem to urge, not more tariff barriers but less." "The Halifax Herald approves the suggestion with the declaration that maritime 'overhead is altogether out of proportion to its business needs—it is sheer waste of money." Extravagance in governmental overhead is not confined to the maritimes, in the view of the Manitoba Free Press which contributes the thought that "con- will no doubt revive suggestions summation of a maritime union for a union of the three prairie provinces."

It will thus be realized that, as the St. John Telegraph-Journal expresses it, "the maritime conference in Moncton has aroused a great deal of interest throughout Canada, and a friendly sympathy and disposition to co-operate on the part of the rest of Canada, too."

MEDITATIONS ON THE LIFE OF CHRIST

CONSIDER CHRIST JESUS

O Jesus Saviour, meek and mild, Who came to earth a little child, And in a manger cold was laid, In ancient swaddling band arrayed.

And cheerless was that resting place, For Him who came with saving grace, From Satan's power to set us free, And save us from all misery.

Comfortless was His little bed, In that lone, humble cattle shed, Where but few comforts could be found, And cattle stalled were all around.

Christ's wealth in Heaven had no end, Which none on earth can comprehend; But riches all He laid aside, When He came with men to abide.

All around Him was poverty, Christ was as poor as man could be, No wealth His loving parents had, And in that lonely place was sad.

But soon help came from the Lord, Forgotten were they not of God, For rich men sought their lonely wants, And gave them what supplied their wants.

They Frankincense, Gold, Myrrh, did bring, To God they praise now can sing, For He remembered their estate, And opened forthem mercy's gate.

But Herod sought Christ's life to take, With sword an end of Him would make, And Bethlehem's infants then were slain, But Jesus did not there remain.

At God's command they left the shed; Parents and child to Egypt fled, He sojourned in Ham's dry land, But thence returned at God's command.

In Jordan's stream He was baptized, Immediately with Satan fought, And over Him victory got.

The Gospel He began to preach, The ways of God to sinners teach; At Nazareth they would Him slay, Because He taught them God's own way.

His life of trouble now began; The world disliked the Heavenly man; To His own people first He came, No love they felt for Him, but shame.

At Nazareth He spent His youth, Thence the name of Nazarene took, In favour grew with men and God, As Evangelists did record.

Christ on a mount His sermon preached, With power which to men's hearts reached, He Heavenly truths to men declared, That they might for Heaven be prepared.

He told them clearly who were blessed, The whole truth to them confessed, Blessed are they that from sin depart, And who by grace are pure in heart.

The pure will God in glory see, And they shall in His image be, And with Him dwell for everlastingly, In Christ's own home of joy and bliss.

And Jesus through Galilee went, Where most of His time was spent, And preached the gospel free to all, And some with joy obeyed the call.

He preached on hill and mountain top, And very many to Him sought, The common people heard with joy; Their tongues in praises did employ.

Christ sicknesses among them healed, And none in vain to Him appealed, Rejoicing then they went away, And never could forget that day.

The dead to life again He raised, And then their friends aloud Him praised, The people in amazement stood, And said that all He did was good.

But Scribes and Pharisees felt sore, It pained them to the very core; Great was the fame that Jesus had, Which made them very sore and mad.

Satan's envy filled their breast, And greatly fallen was their crest; Of Christ's works multitudes conversed, For this their spirit was distressed.

For His instruction they had no taste, And for His death they were in haste; Much of their influence was lost, Which to them pain and sorrow cost.

Of men Christ never sought renown, is very patient. "Of course the real task has yet to be performed," as the St. John editor warns, "and in the meantime, 'In the island city, where in 1864, a maritime conference took the step that led to Confederation, a conference quite as significant, so far as the future welfare and unity of all the provinces of Canada is concerned, will approve a bill of rights to be presented first to a national conference and then to the Government of the Dominion."

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Though from Heaven He had come down; In their ways they were not refined, But in good breeding much behind, And sometimes Christ would not obey, Although he showed them the best way.

He gained all evil set His face, To do good went from His place; And with the poorest oft abode, The way to Heaven to them showed.

At Sychar's well He preached to one, Whose reputation will was gone, His message to her there was best, At once she went to tell the rest.

And many then to Jesus came, Some of which believed in His name, Profession of their faith did make, And did in Him some interest take.

He twelve apostles did select, But one of them was not elect, And those in Spiritual things He taught, Before they mostly fish had caught.

Christ's envy filled their breast, And greatly fallen was their crest; Of Christ's works multitudes conversed, For this their spirit was distressed.

For His instruction they had no taste, And for His death they were in haste; Much of their influence was lost, Which to them pain and sorrow cost.

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