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SUGAR CRISP CORN FLAKES

- Only 12c package. 6 Packages 66c.
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PREMIER RHODES OF NOVA SCOTIA GIVES OUT IMPORTANT STATEMENT ON DUNCAN REPORT

Halifax, N. S., Jan. 14—In a statement given out to newspapers today, Hon. E. N. Rhodes, Premier of Nova Scotia, drew attention to what he termed "A tendency on the part of 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."

Premier Rhodes stated that the recommendations in this connection seek only to restore Maritime freight rates to the 1912 basis.



PREMIER E. N. RHODES

The Dominion Government is not asked to subsidize freight rates, he declared, but only to reassume obligations in respect thereto which were borne by the whole of Canada before. The statement follows:

"The Government of Nova Scotia has noticed 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.

History of I. C. R.

"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 merchandise, and to Canada herself in times of national and imperial need, an outlet and inlet on the Atlantic ocean—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 the 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—if the only 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 by 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 sought and 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 America Act, contained the following resolution:

"65. The construction of the Intercolonial Railway being essential to the consolidation of the union of British North America, and to the assent of the Maritime Provinces thereto, it is agreed that provision be made for its immediate construction by the General Government, and that the imperial guarantee for £3,000,000 sterling pledged for this work be applied there to, so 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.

Views of Sir John A.

"And Sir John A. Macdonald in previous declaration 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.

Conclusion Reached.

"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 the conclusion that—(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 stated: 1. That from the completion of the Intercolonial in 176 to 1912, "the interests of the Maritime Provinces were fairly well safeguarded," and "that the rates that prevailed prior to 1912 are rightly to be interpreted as the fulfilment 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 Maritime Province—

(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 a 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."

Maritime Rates Higher.

"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., their 100 has become 192); whereas the increase in rates for the rest of Canada is only 55 per cent. greater than those of 1912, (i. e., their 100 has become 155).

"Four our present purpose, it is more material to notice that the President of the Canadian National Railways admitted in evidence, that in administering at 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.

Object of Commission.

"The Duncan Commission in recommending these specified reductions in freight rates have only sought to re-instate 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 excess 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 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 evidence 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 asked to subsidize freight rates, as it wrongly claimed, but only to reassume obligations in respect thereto which were borne by the whole of Canada before 1912.

—EDWARD N. RHODES,

Premier."

GIVE CHICKENS A CHANCE, M. D. ASKS AUTOISTS

Paris Jan. 15—A psychological doctor who is also a gentleman farmer has found a way to make automobilists slow down as they pass his place, and give the chickens a chance to hurry to safety. He erected a sign reading:

Automobilists: There are no municipal restrictions: And underneath, in small letters: You may kill the chicken but The chicken also may kill you. Few fast drivers pay attention to "slow" signs but the doctor guessed correctly when he figured that the phrase regarding the absence of a speed ordinance would interest them. They stop to read the sentence in smaller letters at the bottom and his chickens escape.

AFTERMATH.

Comes now ye busy season When each and every one Goes to ye store to shop once more Though Christmas buying's done We meet ye butcher, grocer Ye coalman, landlord, coppe, Ye family maker, undertaker And faire made in ye shoppe.

Prithee, the crowds are trekking Downtownward in a throng; Ye tired clerk gets lots of work And wonders just how long 'T will be before ye rush will cease Yet he'll join, when relieved Ye annual jaunt of folks who want To change gifts they received.

—DISMAL DAVE in Chicago News.

A QUAIN VILLAGE IS LITTLE OLD NEW YORK; PAUL REVERE RIDES ON TENTH AVENUE

(By WILLIAM H. FORT in Chicago News)

New York—In spite of its valued reputation as a cosmopolitan city, its style setting boats and its condescending attitude, New York is a town of naive contradictions which bring many a chuckle to the lowly out of towners who arrives for a visit.

Its department stores, for instance Many of those imposing temples which one is supposed to enter in awe, are really more provincial in some respects than a small town general store. That group of modishly gowned young women chatting amiably in the center of the floor (any floor in any department) are not idle saleswomen or models as one might suppose. They are the "cash" girls which Chicago used to know twenty years ago. They carry the money to cashier, obtain the change and return to the customer in anywhere from five to twenty minutes. If you are looking for anything in particular it is an even bet you'll have to ask three floor managers (floorwalker, disguised under another title) before you find the desired location. And if goods are not "sent" unless you raise a howl, and demand it no receipt is given and store takes your word for it if the parcel fails to arrive.

And the taxis, which are supposed to be the cheapest in the country! The chances are better than even that, unless the destination is in the Broadway district you will have to tell the driver how to get there and if you don't know he'll have to go into conference with the corner policeman.

In suburban villages less than an hour from Grand Central, taxicabs are a myth so far as the late trains are concerned and those without chauffeurs who live on the fringe of the town, unless the moon is out light their way home with lanterns because there are no street lamps. And they park their lanterns for that purpose on nails outside the station.

At the slightest excuse the whole city takes a holiday. Even on normal days no one can be found at his office after 4 o'clock and when a real holiday comes along the town simply folds its wings and goes to sleep. On Christmas day a call was put in for "Spring 3100." After ringing for five minutes central reported that number does not answer. Spring is 3100 is police headquarters.

Let no one believe that Paul Revere is dead. The report was greatly exaggerated for he still rides nightly through the streets of New York. Any time after dark he may be heard clattering along the rough pavements of 10th av. waving a lantern as he yells "Look out! Look out!" Years ago this street gained the name Death avenue. Trains ran unannounced down the middle of the street taxicabs carrying belated arrivals to the steamship docks just beyond were smashed and unwary pedestrians who had no thought of being attacked by a freight train were bowled over and sent to a hospital. The city inserted in the railroad's charter the provision that warning must be given, so now the horseman clops along waving his lantern, a freight train rumbling fifty feet behind him.

Chicago's pigeons for the most part are homeless, but not so New York's. At sundown flocks of them may be seen winging their way toward Grand Central where in an unused loft on the roof of an office building across from the Commodore two small boys stand waiting. At a certain time which the pigeons seem to know the boys open the windows and for twenty minutes there is a steady procession of birds arriving for food and shelter for the night.

The boys are the two sons of the building superintendent and the

pigeons are the only pets they know.

Speaking of pets in the upper section of Central park, on every afternoon that is sunny, a pert little French maid appears and the attention which she attracts is due not so much to her ultra-short skirt and red heeled shoes as to her companions. Ahead of her, at the end of the same leash, walks a Persian cat, stepping proudly along beside a Russian wolf hound who manfully hides his disdain by looking the other way.

SMART TEAM HELD UP AN EXPRESS TRAIN

Campbellford, Jan. 15—With a heavy wagon tilting and careening at their heels, a nimble-footed team of runaway horses crossed six railway bridges at top speed in the course of a six-mile run down the C. N. R. tracks between Campbellford and Godolphin. At Godolphin they turned from the ties and were stopped, panting but unhurt.

Local train schedules suffered badly by this equine display of temperament. Behind the horses as they galloped down the tracks, a fast freight snorted with impatience for its driver was unable to pass them, unwilling to run them down.

At the station, passengers on the 7.03 express, unaware of the runaway, fumed impatiently at the 15-minute delay dictated by "safety-first" officials.

BOYS CROSSED RUSSIA IN SMALL DUTCH BOAT

Moscow, Jan. 15—Crossing Russia in a boat has just been the unusual adventure of two young Dutch boys, one of them the son of a former cabinet minister of Holland.

Leaving Copenhagen in a small flat-bottomed Dutch boat, the two youths sailed across the Baltic into the Gulf of Finland and reached Leningrad. There they entered Russia's intricate system of inland waterways, and by river and canal traversed the heart of Russia. They have just emerged at Kiev, in the extreme southern part of Russia. The boys lived in their small boat throughout the journey.

AN OSTRICH FEATHER FAN IN TUT'S TOMB

Carlo, Jan. 15—Since the opening of the present working season in the Valley of Kings, objects being brought forth from King Tutankhamen's tomb are of altogether unexpected beauty and magnificence.

The most delightful of all the finds consists of a Royal ostrich feather fan composed of half a circle of alternate black and white plumes of extraordinary length and in a marvellous state of preservation, excepting that the white feathers have become slightly yellowed with age. It is set in a semicircular engraved centre piece, with a gold handle about ten inches long, the whole being described as an unparalleled gem of ancient Egyptian art and workmanship.

WAS CAUSED BY A CIGARETTE

Montreal, Jan. 14—Although evidence is incomplete, and the inquiry will continue Tuesday afternoon Fire Commissioner Emmett Quinn declared today he had heard enough to convince him that last Sunday's blaze at the Laurier Palace Theatre, with its consequent panic and 78 child deaths was caused by a lighted cigarette which dropped or rolled through a trapdoor in the forefront of the balcony floor.