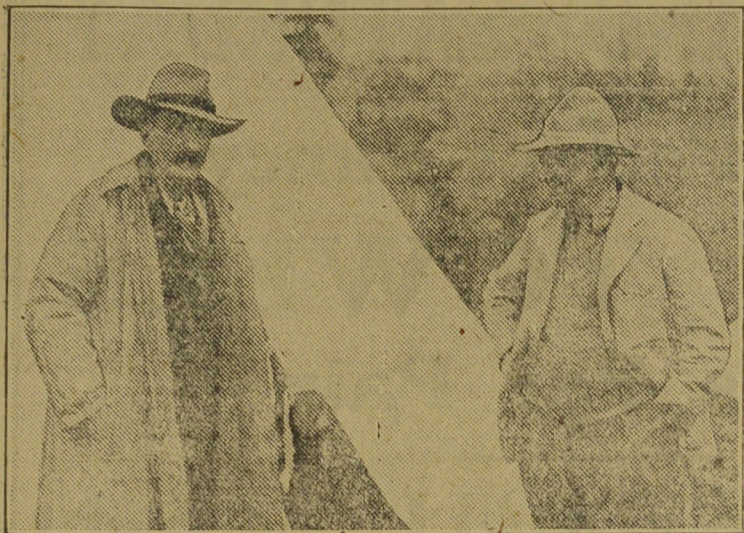


Telling the World of Canada's Wonders



Morley Roberts and John Murray Gibbon, two well-known authors, whose books have gone far to awaken world-wide interest in the Rocky Mountains of Canada. This photo was made this year at the Trail Riders' Pow-wow, near Lake Louise.

Of the countless thousands of those who have lifted up their eyes unto the hills that are in British Columbia and Alberta, and have seen something of the majesty and the glory that is theirs, many have gone back to set down in books what they could of their impressions and as far as their words could to conjure up visions of Canada's Rockies before the eyes of their readers. Thus there exists a literature of the Canadian Rockies. It grew slowly and has only of very recent years begun to assume any world-wide importance, but as there has spread a more general recognition of their place among the world's scenic wonders the numbers of writers who have made pilgrimages to their countless vast shrines has steadily increased.

If we exclude tales of pioneers and explorers who were the first to wend their ways through the valleys and passes that led to the Pacific Coast, we shall find that one of the earliest of the world's recognized writers to fall under their spell was

jesty of nature, how they are castled and upheld with arch and bridge, and flying buttress! This is the aisle of the Great Cathedral of the Gods; this is the cave of Aeolus, the home of the hurricane; this is the lofty spot most beloved by the sunlight, for here come the first of the day beams and here they linger last on rosy snow covering the rock whose mossy base lies in the under shadow."

It would require much space to enumerate even the more outstanding books that have the Rocky Mountains as a background, but among them the books of Ralph Connor are notable, particularly "The Patrol of the Sundance Trail," which is a story set in the vicinity of Banff.

The latest addition to Rocky Mountain literature is a new novel from the pen of John Murray Gibbon and no one better knows the Canadian Rockies and loves them more wholeheartedly. "Eyes of a Gypsy" is its title, and its best scenes are laid in the clouds where everlasting glaciers give place on the rocky slopes to straggling forests. It is a tale of human emotions and although part of its action takes place in New York, it is Canadian in spirit and its people are mostly the sort of people whom Canadians will recognize as to be met with in any part of this country. Reviewers say it is the best book Mr. Gibbon has yet produced; it certainly holds the attention from first to last, and if one or two of its characters are amazingly unlike the ordinary run of people, that makes the book all the more thrilling. In any case it is doing important work in helping make Canada's scenic glories known to the world.

Morley Roberts and J. Murray Gibbon are friends to each other as well as of the Rockies. They spent some weeks together in the mountains this year during the annual meeting of the Trail Riders. Roberts was renewing old acquaintances and re-visiting scenes he had not seen for forty years. New books will no doubt later come from each and it is to be expected that in the case of neither has a last word been spoken on the Rocky Mountains.

SAYS RECOMMENDATIONS IN DUNCAN REPORT SATISFY THE PEOPLE OF THE MARITIMES

(Financial Post.)

While the actual text of the Duncan Commissions' report on Maritime Rights will not be made public before Parliament reassembles, yet many of the recommendations contained in the text are well known. They are as follows:

Increased annual subsidies to all three provinces with immediate annual interim payments.

Certain freight rate reductions which include a 20 per cent. reduction on all westbound freight from the Maritimes to Upper Canada.

The extension of the Atlantic region of the Canadian National Railways from Riviere du Loup to Diamond Junction or to Lewis, P. Q.

Improved ferry service between P. E. I. and the mainland.

The establishment of federal harbor boards at Saint John and Halifax.

The subsidizing of coking plants in order to increase the markets for Maritime coals.

Suggestions for the improvement of agricultural conditions in the three provinces.

The taking over of the Kent Northern Railway by the C. N. R. and the further study of the Saint John Valley railway situation with a view to its final acquisition by the National.

Any of the foregoing changes, which would reduce railway earnings to be charged, not on the railway, but on the government.

The foregoing then are some of the major recommendations made by an unbiased Royal Commission which enquired into the problems of Maritime Rights. In the Maritime provinces, Mr. Mackenzie King has definitely committed his party to carrying out the recommendations of the commission. If he stands by his declarations made in the Maritimes prior to the last election, all that is now needed to satisfy practically all the Maritime grievances is the acts of Parliament making Sir Andrew Rae Duncan's suggestions law.

But perhaps there may be some feeling that the acceptance and carrying out of the commission's suggestions will not completely satisfy the three provinces. Perhaps that is so. Nevertheless the opinions of leaders in politics, in business and in all Maritime spheres of activity all confirm the belief that such action would entirely satisfy the Maritimes and make for decidedly more contentment in the Atlantic provinces.

If the recommendations in the report be not carried out, then the results of such action would probably make unpleasant reading, for the Maritimes have staked everything on the Duncan Commission.

The Interim Payments.

But to deal at greater length with the report itself. In the first place the recommended increased subsidies to the Maritime province. These subsidies are annual payments made by the Federal Government to all the provinces and are arranged on a population basis. The report recommends immediate interim payments of \$875,000 to Nova Scotia; \$600,000 to New Brunswick and \$125,000 to Prince Edward Island.

Incidentally, the Commission recommends the immediate publication of its report, and it is generally felt throughout the Maritimes that it is being held up purely as a matter of party politics. Moreover, more than a little resentment is felt over the unnecessary delay.

Dealing with freight rates, the report points out that rates have been increased 92 per cent. in the Maritimes as against 55 per cent. in the rest of Canada. Thus there is the recommendation that rates be reduced some 20 per cent. If this be carried out it will give Maritime manufacturers wider markets and should also help to increase the flow of freight through Maritime ports.

There is another suggestion which affects the C. N. R. This has to do with the boat service between the mainland and P. E. I. It is recommended that this service be increased. One rather interesting point made in the report is that in the commission's opinion the union of the provinces would not help to surmount the various economic handicaps under which the Maritimes labor—those from other sections of Canada have often tried to make the point that the union of the three provinces would prove an excellent basis upon which easterners might better obtain increased consideration at the hands of the federal authorities. The result also points out that in the upkeep of their roads and bridges those provinces have a heavy load to maintain.

To Develop Ports.

One of the major points which the commission considered was the further development of the Atlantic

ports—an objective which apparently has long met with general approval in other sections of the Dominion. The commission has recommended establishing federal harbor boards at St. John and at Halifax. At present these harbors are owned and administered by the respective cities. In fact, the report advocates the further development of all the Atlantic ports. In the past, Maritimes have pointed to the extravagant expenditures on such projects as the Toronto harbor by the federal government, whereas nothing has been done to build up or encourage trade on the Atlantic seaboard. It has been felt in the Maritimes that the government has usually responded not to reason but simply to public clamor in making expenditures for navigation. Naturally the clamor has been the loudest from those sections where the most votes are obtainable.

Then the present plight of the Nova Scotia steel and coal industry has been given thought by Sir Andrew Rae Duncan and his associates. The steel industry is now being considered by the tariff board—doubtless action of some sort will be taken. It is understood that the commission has advised the immediate establishment of coking plants. In order to expedite these projects subsidies should be given the operators. Such a recommendation is of vital importance to Nova Scotia and if put into effect would do much to relieve the present unsound situation in which that unfortunate industry now finds itself.

To Help Agriculture.

Agriculture is the chief industry in the three provinces. The commission feels that efforts along these lines should have every encouragement—possibly grants might be given. It is not definitely known what steps for the encouragement of agriculture are embodied in the report, but probably it recommends grants to assist in opening up new agricultural lands. Naturally, as the tariff board is giving thought to the situation of the steel industry in Nova Scotia, it receives but little treatment in the report of the commission. The effect of subsidies to coke ovens would also have a beneficial effect on coal operations of the province of New Brunswick. The latter's output is small, but the New Brunswick coals are said to be well adapted to coking.

The report deals also with the railways owned by New Brunswick. It is recommended that there might be further inquiry into the St. John Valley railway with a view to its possible final acquisition by the federal government. It has long been held in the Maritimes that the federal government should have taken over this property. It is further recommended that the Kent Northern Railway also be taken over.

Makes For Contentment.

Apparently, the recommendations have been designed to offset the more generous treatment which the central provinces have received at the hands of the Government. This is to be accomplished by the increased annual subsidy.

The reduced freight rate recommendation simply bears out the oft expressed view of the Maritimes that the Intercolonial Railway was built, not as a money making project, but as a means of directing the flow of trade between the various provinces. The Maritimes feel that the cost of such a road should be viewed in exactly the same way as the Dominion views its annual expenditures on canals.

The latter coupled with the establishment of harbor boards at the two Atlantic ports will adjust many of the present handicaps of the Maritimes, whilst the recommendations dealing with P. E. I. will definitely satisfy the people of that Province. The recommendations dealing with coking plants will, in a measure, help the coal industry in Nova Scotia, and it is understood that at the present time the tariff board is considering certain steps which would place the steel industry in that province on a proper footing once again.

Thus it is sure that if these recommendations be carried out, the people of the Maritimes will once again regard with equanimity their relations and their bargain of Confederation with the more westerly provinces.

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