

## THE PREMIER OF ONTARIO

## REFUSES CHARTER TO K. K. K.

(Winnipeg Free Press.)

Premier Howard Ferguson, of Ontario in refusing a charter to the Ku Klux Klan, which would have given it a legal existence in Ontario, made a short work of the suggestion that there is something "British" about its principles. Mr. Ferguson, in the course of his letter, said:

"I have before me an application filed (the applicant being a lawyer) on behalf of Mr. James Henry Hawkins and others for the incorporation of the Ku Klux Klan of the British Empire. Your petition has received careful consideration by the department.

"An application was made some time ago by O. L. Devine and others for incorporation of the Sovereign Council, Ku Klux Klan, of the British Commonwealth. The department at that time felt that in view of the activities of an organization under a similar name in the United States, which have caused disquietude and disturbance, it was inadvisable to grant the prayer of the petition. It is possible that you may not be aware that the United States organization has apparently assumed the responsibility for practices far from consistent with British institutions and traditions that prevail in this country. The basic principle of these, as you know, is the recognition of properly constituted public authority for the enactment, administration and enforcement of the law. Under our democratic system of responsible government every citizen has a voice in the creation of all our laws, and as a consequence are required to observe and abide by such laws. To permit any outside organization to interfere with this system would be a violation of the fundamental principles of our citizenship.

"May I suggest that in view of what has transpired in the United States, the selection of the name suggested for your organization, would scarcely be in accordance with the encourage-

ment of the best Canadian tendencies and ideals. There is always the danger that certain individual members of an organization might bring discredit upon the organization by the assumption of authority, and attempt to imitate irregular proceedings that have been such a disturbing factor across the border.

"For these reasons I have reached the conclusion that it is not in the public interest that your application should be approved."

The real objective of those who promote the Ku Klux Klan is made pretty clear by what has happened in Saskatchewan. Figures issued in that Province show that the Klan organizers enrolled 13,000 members at \$13 a head. This works out to a total of \$170,000. Some of this would go for salaries and local expenses, but it is evident that somebody walked off with the main jackpot. Somebody is now trying to build up a jackpot of this kind in Manitoba. The Free Press submits that any citizen of Manitoba who has \$13 to spare can find a much more useful way of spending it than handing it over to help wag the tail of an imported animal of a most uncertain breed.

Rio De Janeiro, Nov. 1.—The dogs that made Coney Island famous are winning extraordinary popularity in the Brazilian capital. They would not be recognized by an American, however, under the name "cachorro quente." For the instruction of these little versed in the Brazilian tongue the words "hot dog" are placed in parenthesis on the signs.

One of the most popular places in Rio in recent months is a hot dog stand just off the White Way where the moving picture theatres are located. Business at this stand is at its height in the hours preceding midnight, and a China for terrier together with a stuffed yellow dog of once uncertain pedigree are placed in the window to attract customers.

SOME ITEMS OF NEWS GLEANED  
ALONG THE LINES OF THE  
CANADIAN NATIONAL RAILWAYS

For every hundred cents earned on the Eastern Lines (The Atlantic Region) one hundred and twenty-seven cents are spent, according to statement made by W. U. Appleton, General Manager of the Atlantic Region, speaking in Halifax on the occasion of the Board of Trade Banquet to E. W. Beatty, President of the Canadian Pacific Railway. This was an indication of what the Canadian National Railways already were doing for the Maritime Provinces.

"We are anticipating the busiest season in the history of the Canadian National Steamships, as far as the port of Halifax is concerned." This was a statement A. Hector, Port Agent of the Line, made in Halifax a few days ago. "The inauguration of the new steamship service between the Maritime Provinces and the West Indies has also brought a flow of inquiries from many parts of Canada, and we are confidently anticipating heavy passenger traffic." Mr. Hector based his prediction of the increased business through Halifax upon the abnormal amount of freight traffic moving out of Montreal during the past Summer to New Zealand and Australian ports, and if that abnormal condition continues it simply means that it will be transferred to Halifax with the opening of the season. The Canadian National Steamships are extending in many directions, notably to South America, where a large volume of business is being built up. It is confidently anticipated that more men will be employed along the water front at Halifax this year than for the past few years.

When one reads of increased shipping business through Halifax with increased freight tonnage being hauled over the Atlantic Region into that port, it should be of interest to every section of the Maritime Provinces, because the greater volume of Railway

traffic means added prosperity reflected to far-outlying districts of the Provinces.

There will be fortnightly service from Halifax to the French Islands of Guadalupe and Martinique, and this service is expected to carry a heavy volume of freight. Martinique is an exceedingly prosperous French colony with a population of a quarter of a million, and should offer excellent opportunities for the development of Maritime Provinces trade. Guadalupe has a similar population, is an exceedingly wealthy island, and also should offer excellent opportunities for the sale of Maritime products. It is an ill wind that blows nobody good, and while Guadalupe suffered severely in the hurricane of some weeks ago, with that extraordinary response to disaster, which the French people show by their resilient nature, it is more than likely that Guadalupe will press forward with vigor to its restoration, which may mean the purchase of large supplies of building material. It is interesting to note that these Islands are commencing to take Maritime Province potatoes for the first time, and a trial shipment of 1,000 boxes of smoked bloaters has been recently sent down.

## Halifax in Luck.

Probably the most spectacular and interesting development announced in shipping circles of this country for many years is the announcement recently made by the Canadian National Railways that they have made alliances with the Cunard Line and the White Star Line, whereby ships of those two great transportation companies will call at Halifax on a regular schedule, beginning December 3rd and 10th for London and Liverpool, respectively. This may be said to be the first real Eastbound service of these two lines out of Halifax. There will be nine Cunard sailings from Halifax to London, and ten White Star sailings on the same route. There will be thirteen White Star sailings from Halifax to Liverpool, and five Cunard sailings on the same route. In all the schedule provides for thirty-seven eastbound sailings out of Halifax, all of which have been arranged under the auspices of the Canadian National Railways and this means a very largely increased volume of traffic over the lines of the Atlantic Region serving that port. This undoubtedly is one of the biggest things that has been done for many years for the development of the Maritime Provinces as the great Eastern Gateway of Canada.

## The U. S. Interested.

It would seem that a greater interest in things Canadian is being taken by people of the United States, judging from letters that are reaching the Publicity office of the Canadian National Railways at Moncton. It is a very frequent, and in fact almost daily occurrence for the mail to this department to contain letters from school children in various States, asking for information for a geography book they are making on Canada. The school system of the United States has been criticized for their provincialism, especially in the public schools, but evidently they are branching out. This augurs well for the future of peaceful relations between the two countries and should do much towards the advancement of tourist travel and the interchange of commodities.

The commercial fertilizers used in New Brunswick this past season were fifty per cent more than used for the season of 1927, according to statement made by the New Brunswick Agricultural Societies United, the co-operative purchasing organization, through which the agricultural societies of the Province buy their commercial fertilizers. This organization handled approximately \$300,000 worth of fertilizer during the past year.

## St. John Valley Fruit.

An official of the Agricultural Department of the Canadian National made a statement the other day that while the production of apples in the Saint John River Valley was by no means commensurate with that of the great apple-growing sections of Canada, yet, in quality, they were equal to the finest, and the industry was developing along notably well controlled lines. This was indicated particularly at the Fredericton Exhibition this season, when it may be stated that the ex-

hibition of apples, though small, was one of the most attractive ever seen in any exhibition of Eastern Canada, and was a remarkable indication of the really enormous possibilities that exist in that wonderfully fertile valley of the Saint John. If this continues, other apple-growing sections of Canada will certainly have to look to their laurels, a rivalry that should be an excellent thing for the whole country at large.

Whatever means development and progress in any section of the Maritime Provinces attracts the attention of officials of the Canadian National. This was particularly exemplified at the banquet given in the Lord Nelson Hotel by the Board of Trade of Halifax, in honor of President Beatty of the C. P. R., when a large table was reserved and occupied entirely by representatives of the National System from Moncton and Halifax, including two guests, one H. C. Meacham, Import Freight Agent of the National System, at Montreal, and John Carr, of Detroit, who is Customs Agent for the Canadian National Railways at that point. The others present were W. U. Appleton, General Manager of the Atlantic Region; M. F. Tompkins, Traffic Manager; E. W. Robertson, General Passenger Agent; W. R. Fitzmaurice, Superintendent of the Halifax Division; E. B. Robb, Divisional Freight Agent, of Halifax; F. L. Douglass, District Passenger Agent, at Halifax; Alex. Scott, Divisional Engineer; E. P. Elliott, Port Agent, Halifax; and H. C. Crowell, Press Representative, Moncton.

American big leaguers are proving as adept with the hunting rifle as with the ball and bat, according to the experience of that party of baseball stars headed by Eddie Collins, Assistant Manager of the Philadelphia Athletics, who are hunting big game in the New Brunswick woods with Frank Russell as guide and Hopewell Lodge, on the Cain's River, as their headquarters. Two moose, one with antlers spreading 45 inches and having 20 points, and another with antlers spreading 44 inches and having 16 points, as well as several deer are included in the trophies already taken by the party. The moose with the larger spread of antlers was shot by "Sad Sam" Jones, leading pitcher of the Washington Senators, while Mickey Cochrane, catcher of the Philadelphia Athletics, and recipient of the American League's award to the player of the league most valuable to his club in 1928, shot the other moose. The party is spending two weeks in that remarkable hunting territory near Doaktown, in the centre of New Brunswick, which is served by the Canadian National Railways.

The gross earnings of the Canadian National Railways for the week ending October 21st were \$6,773,324, as compared with \$5,399,135, for the corresponding period of 1927, an increase of \$1,374,189 or twenty-five per cent.

Work is proceeding very rapidly on the station and hotel for the National System at Halifax. Crowds of people are interested spectators of the remarkably rapid progress that is being made in the construction of these beautiful buildings, while on the other side of the street the wooden houses, so reminiscent of the Halifax of the old days, that is now so rapidly passing, are being torn down to make way for the plaza that is to adorn the entrance to the "Warden of the North".

Great interest is being shown at the present time by Northern European countries in the emigration of their surplus population to the Maritime Provinces. During the past summer numerous representatives of the various countries making up this group have toured the Maritimes looking over the prospects for the placing of their people on farm lands in this part of Canada, and they have been much impressed. The statement invariably made is that the Maritime Provinces would seem to be better suited for their countrymen. A few weeks ago a noted journalist representing a powerful newspaper syndicate in Sweden, travelled through the Maritimes in company with a representative of the Colonization Department of the Canadian National Railways, and he was very partial to the Maritime Provinces. He was directed to the Maritimes by the London Office of the National System. Last week the London, Eng., representative of "De Tijd" one of the big dailies of Amsterdam, Holland, and also a representative of a newspaper syndicate, Mr. Kees Van Hook, was in Moncton on a similar mission. He is being accompanied by Mr. F. C. Biette, Supt. of Colonization for the Maritime Provinces, Canadian National Railways.

WILL PROMOTE  
SETTLEMENT  
IN MARITIMESExtensive Plans Being  
Made by the Coloniza-  
tion Department of  
the Canadian National  
Railways.

Montreal, Oct. 31.—Plans for a considerable extension of their activities in promoting land settlement in the Maritime Provinces, are being made by the Colonization Department of the Canadian National Railways, announces Dr. W. J. Black, Director, following a survey of the Maritimes which has just been completed by a land settlement expert of the Railway Company, F. J. Freer, who is Superintendent of Land Settlement for the Company in the West.

Mr. Freer has just completed a trip of 2,500 miles in extent through the farming districts of the three Maritime Provinces, and returns to Montreal enthusiastic over the prospects there. For the past two or three years the C. N. R. have been actively engaged in promoting settlement throughout the Eastern Provinces, and have co-operated with the various Provincial Governments in the establishment of several very successful colonies of settlers from overseas. Following Mr. Freer's survey the way is now open for a much more extensive programme in this respect.

"Those who merely travel through the Maritimes by train can gain no proper appreciation of the pastoral beauty, the fertility of soil, and the opportunities for agricultural development the Maritime Provinces hold," said Mr. Freer, "from point of view of and agricultural practice, these provinces approximate Europe more nearly than anything else we have in Canada, and there is nothing to equal their beauty and attractiveness."

"The Maritimes are suffering seriously now from lack of agricultural population. There has been a great drainage of the young people to the professions, and there has been particularly no replenishments through new immigration in the past. It has been difficult, therefore, for the agricultural population to maintain the old standard of agriculture. The Provincial and Federal Departments of Agriculture are earnestly promoting diversified farming, and there is a good deal of room for further development in this respect."

"The opportunities for land settlement are excellent," continued Mr. Freer. "It is surprising, yet true, that cleared and improved land only partially cultivated can be purchased more cheaply than it costs to clear and break new land."

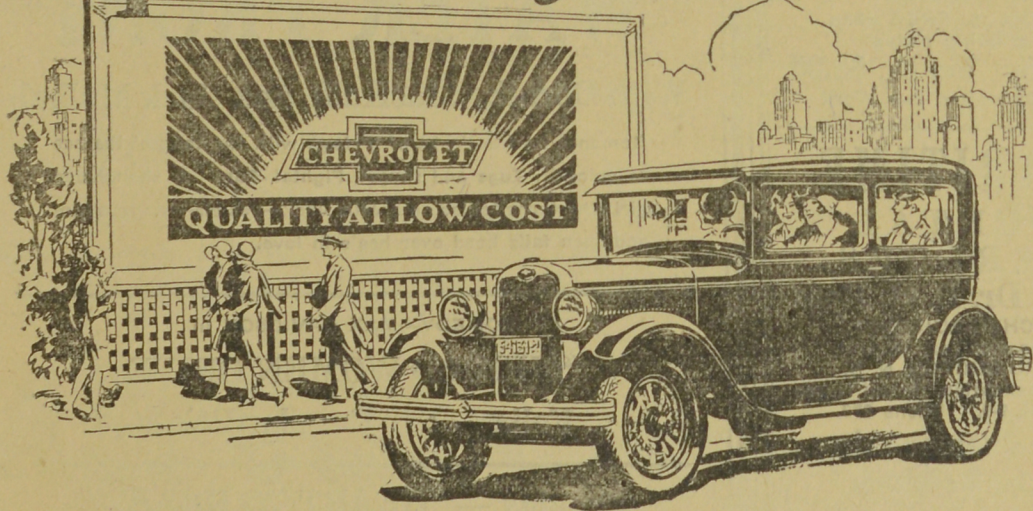
"The Provincial Governments and the Federal Departments of Immigration are seized with the importance of land settlement and are actively promoting re-settlement policies. Naturally the preference is for Anglo-Saxon stock, but Scandinavian settlement and families from certain in other preferred European countries is encouraged and welcomed. The Maritimes should prove a most attractive field for a good type of settler. There is no actual poverty existent, and it is noteworthy how easily a living can be made on the farms and what a high standard of living is maintained throughout all of the three Provinces."

POISONOUS  
WHISKEY IS  
NOT WANTED

Lima, Peru, Oct. 31.—Whiskey less than three years old is contraband in Peru. A recent decree of the interior ministry prohibited its importation as "a crime against public health."

The decree states that it has been demonstrated that "whiskey nuevo, which has not acquired by the action of time the necessary maturity, is inappropriate for drinking because it contains substance eminently poisonous. This has obliged the sanitary authorities of the countries where it is produced to make severe regulations to prevent its sale and consumption before three years ageing."

It adds that nevertheless some unscrupulous merchants have been importing such whiskey into Peru "with grave danger to the health of the consumer."

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