

PREMIER VENOT ENTERS CAMPAIGN IN KENT COUNTY

Makes Strong Appeal at Harcourt in Behalf of Mr. Bourgeois

Harcourt, Dec. 11.—For an hour and forty-five minutes Hon. Dr. P. J. Venot, Premier of New Brunswick, this evening expounded the policies and particularly the specific acts of the Liberal Government at Ottawa which, he declared, should move the people of Kent county to cast their ballots in favor of A. E. Bourgeois if they wished to promote the best interests of their own constituency. He brought out into bold relief the acts of the Conservative and Unionist governments from 1911 to 1921, which the Premier declared should convince the electors that a vote for A. J. Doucet, the Conservative candidate, would be a vote cast against the best interests of the Dominion in general and of the Maritime Provinces, New Brunswick and Kent county in particular. The occasion of the Premier's address was the largely attended meeting of both men and women of the parish of Harcourt in the town hall here, at which L. J. Wathen presided.

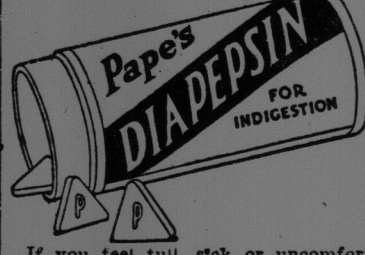
The campaign in Kent county in the contest for the seat made vacant through the recent death of the sitting member, A. E. Leger, is warming up with increasing vigor. The big guns of both sides are being brought up to the front. Hon. Mr. Venot, Hon. Ernest Lapointe, Minister of Marine and Fisheries, and Hon. A. B. Copp, Secretary of State, are to speak in St. Anthony and Bertonche tomorrow afternoon and evening and probably in Richibucto on Thursday.

R. B. Hanson, M. P. for York-Sunbury, is to speak here tomorrow evening and in other centres during the week, while Hon. Dr. J. B. M. Baxter will go to Buctouche on Monday and other places later.

Candidate Speaks. Mr. Bourgeois preceded Premier Venot in a fluent, substantial but brief address, for the Liberal candidate is suffering from three carbuncles on his neck. This affliction, which he has borne for two weeks, is occasioning him constant pain but in spite of this he is standing uncomplainingly to his guns. Mr. Bourgeois and the Premier both were well received. Premier Venot especially was welcomed to Kent county as a native son, for he was born in Richibucto, near the birthplace of the late Mr. Hon. Baxter.

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Donar Law. The Premier delivered a strong address in which he stressed time and again the alleged inconsistency of the Conservative champion, Hon. Dr. Baxter, whom he accused of turning political somersaults on the railways and winter port issues. He accused the opposition speakers of throwing dust in the eyes of the electors of Kent county in order to blind them to the real issues. More than once he challenged them to a joint debate during the present campaign and concluded with the rather astonishing invitation to the audience to be sure to return to the meeting tomorrow evening to hear Mr. Hanson, the opposition speaker, for he was convinced that no sound arguments that the Conservative speaker could advance would overcome the case which the Liberals were able to advance in support of the election of their candidate.

Tackles Railway Situation.

Hon. Mr. Venot dealt fully with the railway and freight situation as well as unemployment in Moncton shops. He declared that when men were being discharged in 1920 and 1921 from shops at Moncton and when the residents of Kent and Westmorland counties were clamoring for repair work to be done at Moncton, Dr. J. B. M. Baxter did not then show the solicitude for the workmen in shops that he tried to display now.

Dealing with the laying off of a certain number of men along the Canadian National Railway in the Maritime Provinces, the Premier declared that when Dr. J. B. M. Baxter was the representative of New Brunswick in the Meighen cabinet and just a month or two before the general elections of 1921, orders were issued for repair of

2,600 freight cars but, notwithstanding that a large number of men was laid off at Moncton and the most of the remainder were working only part time, not one of these cars was repaired at Moncton, but 500 were repaired at Montreal, 800 at Hamilton, 800 at Amherst and 800 at New Glasgow. "Where was Dr. Baxter then? Why did he not protest on behalf of the men at Moncton who were being laid off?" asked Premier Venot.

Says East Given Go-by.

To show the discrimination by the Meighen Government against the Maritime Provinces in the unemployment situation, Mr. Venot declared that on the same date an order for 75,000 tons of rails was given to the Algoma Steel Works in Ontario and that not one pound had been ordered from the Sydney Steel Works. "Why again Mr. Baxter's silence, when a word from him would have helped the unemployment in the Maritimes," asked Mr. Venot.

Discuss Freight Rates.

Speaking of freight rates, Hon. Mr. Venot dealt with the arguments touching the Crow's Nest Pass agreement and pointed out that when Hon. Mr. Kennedy, Minister of Railways, in 1922 proposed to have a special committee of the House appointed to obtain all possible information as to whether the agreement should be restored after 1923, the whole Tory party opposed it by moving an amendment that the Railway Commission and not a special committee of the House should provide the information. Dr. Baxter was not even in the Commons during the discussion and was not paired when the vote was taken. This went to show, the Premier declared, the deep interest Dr. Baxter was taking in these matters of vital importance to the Maritimes.

Says Baxter Somersaulted.

Hon. Mr. Venot next dealt with Mr. Baxter's attitude towards the old I. C. R. and its relations to the Canadian National Railway system. He pointed out that while Dr. Baxter was leading the Opposition in the Provincial Legislature in 1921 he seconded a resolution proposed by Hon. Dr. W. E. Foster in 1921.

ter, then Premier, in which it was advocated that the I. C. R. should be "operated as a separate system." But, said Mr. Venot, referring to Dr. Baxter, "this man of consistency soon forgot his fight on behalf of the old I. C. R. the moment the allurements of a portfolio in the Meighen cabinet were dangled before his eyes. In September, 1921, he resigned from the Legislature and while touring the provinces with Mr. Meighen he advocated the amalgamation of the whole system."

Later on, after the election, while speaking in the Commons on May 18, 1922, Dr. Baxter again abandoned his attitude of 1921 and strongly advocated that there be "no divorce of Government railways," Premier Venot asserted.

"How can Mr. Baxter expect the people of Kent to look upon such sudden changes of attitude on so important a question with any degree of confidence," asked Mr. Venot.

Says Baxter Trying to Cloud Issue.

Taking up the question of the responsibility for the railway and transportation difficulties existing in Canada today, Mr. Venot maintained that Dr. Baxter's contention that the Liberals were responsible because of the encouragement given to the Canadian Northern Railway between 1903 and 1911, was only an attempt on his part to cloud the real issue. "Mr. Baxter

Famous Old Recipe for Cough Syrup

Ready and cheaply made at home, but it has them all for quick results.

Thousands of housewives have found that they can save two-thirds of the money usually spent for cough preparations, by using this well-known old recipe for making cough syrup at home. It is simple and cheap but it has no equal for prompt results. It takes right hold of a cough and gives immediate relief, usually stopping an ordinary cough in 24 hours or less.

Get 2½ ounces of Pinex from any drugist, pour it into a 16-oz. bottle and add plain granulated sugar syrup to make 16 ounces. If you prefer, use clarified molasses, honey or corn syrup, instead of sugar syrup. Either way, it tastes good, keeps perfectly, and lasts a family a long time.

It's truly astonishing how quickly it acts, penetrating through every air passage of the throat and lungs—loosens and raises the phlegm, soothes and heals the membranes, and gradually but surely the annoying throat tickle and dreaded cough disappear entirely. Nothing better for bronchitis, whooping cough, hoarseness or bronchial asthma.

Pinex is a special and highly concentrated compound of Norway pine extract, known the world over for its healing effect on the membranes.

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knows full well," said the Premier, "that the Liberals encouraged the Canadian Northern to build only for the purpose of the colonization scheme of the West, but had refused a subsidy for the extension of this road from Yellow Head Pass to the Pacific coast. In 1919 Mr. Baxter's party granted to the Canadian Northern a subsidy for this extension amounting to more than \$14,000,000, which was strongly opposed by R. B. Bennett, a Conservative, who, at that time, styled Mr. Meighen 'the gramophone of Mackenzie & Mann.'"

This project, the Premier said, was also bitterly opposed by Hon. Mr. Nicol, another Conservative M. P. By

the Liberals and Portland, Me.

Dealing with the attitude of Mr. Doucet, the Conservative candidate, Mr. Venot called attention to the stand taken by this gentleman when he ran as a Progressive candidate in 1921 against the late Mr. Leger. According to Mr. Doucet then, both Liberals and Conservatives were untrustworthy. Comparing his stand today with that of 1921, Mr. Venot asked the electors if they could trust their affairs in the hands of a man who was so changeable. "Was he deceiving you then, or is he deceiving you now? Which horn of the dilemma will he accept," demanded the Premier.

Dealing again to the question of a winter port for Canada, the speaker pointed out that in 1919 when the proposition to take over the Grand Trunk was before the Commons, the Liberals proposed an amendment asking that the Grand Trunk to Portland be not acquired, so that trade would be diverted to the Maritime Province ports, but this was voted down. "Did any one at that time hear a word of protest from Mr. Baxter, who now pretends to be so deeply interested in Canadian trade through Canadian ports? Can Mr. Baxter point to one particular instance in which he criticized his Conservative friends between 1911 and 1920 in relation to Portland? Did he raise one word of protest when his own party in 1921 was spending large sums of money in repairing shipping docks in Portland to facilitate the loading of Canadian grain through that port and were doing absolutely nothing for St. John, right at his own door," Premier Venot inquired.

No Corns

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TO RAISE LEVEL OF RIVER RHINE

Friedrichshafen, Germany, Nov. 17.—(By Mail)—Lake Constance, famed as the building place of German Zeppelins, is destined ultimately to become a reservoir to give the Rhine a steady flow of water so that even in summer the stream will be navigable.

The lake is in an enclosed valley, and the Rhine passes through it. Forty miles long and eight miles wide, it offers an excellent opportunity for the storage of water from the surrounding mountains which could be fed out as the dry summer season advances to maintain a serviceable level on the river.

Gymnastic exercises have been recommended by a German medical scientist for weak or fat babies six months old and over.

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LOOK for a good chassis and you'll find a good motor car. Also, look for a good "chassis" and you'll find a good shoe!

Men who know good motor cars at once appreciate the Arch Preserver Shoe with its finely built, patented "chassis" which carries the weight of the body easily, comfortably, without the slightest strain on the foot arches.

The outer margin of the bottom of your foot is one continuous, wonderfully built, weight-carrying structure, from heel to ball. If your shoe does not provide an adequate foundation for this part of the foot the eventual result is a misshapen shoe and an overstrained or broken-down arch.

The Arch Preserver Shoe has a concealed built-in anchored bridge of steel which provides the needed support, yet permits the shoe to bend freely at the ball where the foot should bend.

Your feet in Arch Preserver Shoes are always free and unhindered—ready and eager for the long walk, or the tiresome standing job. You take the "roads" as they come, with a "foot happiness" that is ever urging you on and on towards greater efficiency—towards health and success!

All the way through the Arch Preserver Shoe is built as a man wants a shoe built. On the superior "chassis" is the finest of "body work"—the choicest of leathers expressing the smartest of styles. And because its exclusive construction enables it to hold its shape, it retains its good appearance as long as you wear it. Your feet in Arch Preserver Shoes will look as well as they feel, but you cannot realize how much this means until you put on the shoes.

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