

MARITIMES' DAY IN THE CONFERENCE

Winnipeg, Nov. 17.—A demand for "common justice," a fair share in the benefits as well as the partnership of Confederation and a serious consideration of their problems as a national obligation, was the dominant keynote of frank presentation of the difficulties confronting the Maritime Provinces by the leading delegates from the Maritimes at today's session of the National Economic Conference here.

A. M. Belding, Saint John, declared that there was a serious danger in adopting an attitude of unconcern toward the Maritime Provinces. Resolutions passed at the Charlotte-town conference were regarded as the Maritime's "Bill of rights." "Do not send us home feeling that we have failed in our mission," he said.

Utilization of the Maritime ports, according to D. R. Turnbull, President of the Halifax Board of Trade, was the key to national safety. "Unless Canada takes full advantage of these ports, they will dry up, and we will cease to be a nation, and would constitute a blight on the memory of those statesmen who were instrumental in bringing about Confederation. I would suggest that further expenditures on new railways and waterways, unless as feeders to main lines, should be discontinued and no further outlays be made in establishing ocean ports at unnatural and ungeographical points until such a time as Canada can afford these luxuries. Let us carry our own exports over our own railways to our seaports."

"Unity was the watchword in time of confederation, in peace time and during the war period. We are asking for unity now," declared R. K. Smith, of Amherst, N.S. "We are not appealing for unity of patriotism but unity on economic matters. We are asking for a solution of the Maritime problems as a national obligation."

Angus McLean, Bathurst, N. B., urged the conference to pledge its support to the Maritimes delegation so that they could appear before the parliament backed up by the leaders of industrial Canada.

A. D. Ganong, St. Stephen, N. B., emphasized the danger of isolating the Maritimes and development of sentiment favorable to the New England States.

Senator McArthur, Summerside, P. E. I., and L. W. Simms, Saint John, wound up the appeal and joined in the combined plea for sympathetic consideration of the Maritime position.

The Maritime delegation had not ventured forth to recite their plenary troubles or inflict local difficulties upon the conference, declared J. D. McKenna, Sussex, N. B. The promises made at confederation have not been carried out. There is no possibility of accession," Mr. McKenna emphasized.

Mr. McKenna pleaded for the diversion of Canadian freight from United States to Canadian ports. "We have the public assurance of



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Sir Henry Thornton that the National Railways wish to use the ports of Halifax and Saint John as much as possible, but except for a little election money in the recent campaign not a cent has been spent in their development. Our object should be to bring about the consummation of those ideals which inspired the fathers of Confederation.

A. M. Dollar, president of the Vancouver Board of Trade, said the Pacific trade held unlimited possibilities for the development of foundation which might be started with the end in view of establishing industry on a more scientific basis.

Addresses were also delivered by Paul E. Joubert, president of La Chambre de Commerce, Montreal and G. Henderson of the Montreal Board of Trade, respectively, dealing with the attempts directed toward the suppression of smuggling and commercial arbitration.

Assurance has been given of the organization of a Dominion Board of Trade which will function with adequate representation from all the provinces.

A. M. Dollar, president of the Vancouver Board of Trade predicted that the future centre of world's commerce would ultimately change from the Atlantic to the Pacific, and as an outlet for the agricultural produce of Western Canada, the Canadian Pacific ports were steadily expanding. In the past decade, Canada's exports to the Orient had increased nearly tenfold, while the Panama Canal had materially added to the potentialities of the Pacific trade route.

For the central area, Brig-Gen. C. H. Mitchell, of the Toronto Board of Trade, outlined the benefits that could be expected by the development of the St. Lawrence Waterway project. Free and adequate access from the sea to the interior of the country gave hope for unlimited commercial expansion in Canada. An undertaking of such great magnitude would require much discussion and authoritative recommendations before it could be launched.

Creation of a cabinet portfolio of science and an endowment fund for the establishment of research laboratories throughout the Dominion were urged by Dr. H. M. Tory, of the University of Alberta.

A Calgary delegate said the coal problem of Alberta was much the same as that of Nova Scotia and obtained the consent of the conference to the Alberta and Maritime Provinces delegates holding a joint conference on Wednesday, with the object of framing a resolution dealing with the coal situation for submission to the resolutions committee and finally to the general conference.

AUTOMOBILE PROVES PROBLEM OF R.R.'S

Private Cars Cut into Short Distance Business Outside Cities and Suburbs.

The revolution that has taken place in the United States in railroad passenger business since the termination of Federal control offers the most complex problem before the carrier officials, according to qualified observers in the financial district.

Statistics show that commutation traffic in urban and suburban areas is increasing while the number of passengers carried on the railways on other than commutation tickets is decreasing rapidly. Total earnings from passenger traffic were \$108,600,000 in July, 1921, while last July they were only \$97,650,000. The number of commutation passengers carried in July 1921 was 33,538,000, while the number carried in the same month of this year was 34,956,000. The average rate per mile paid by the commuters in July, 1921 was 1.06 cents and in July, 1925, 1.051 cents. The average journey of non-commutation passengers in July, 1921 was 54.54 miles, while in July, 1925 it had increased to 73.53 miles.

The facts that commutation business increased and that the average journey of the non-commutation passenger increased so much, railroad men say, emphasize that the bulk of the business lost has been short distance business outside urban and suburban areas. It has been taken away they explain, by the private automobile and motor bus, mainly by the former.

In spite of the increase in automobiles and the use of motor buses the number of people living in the suburbs who use railway trains is still increasing, and the number of long distance railway journeys is increasing. The acute problem of the railways is to determine what changes to make in the local passenger train service outside of cities or rather to determine what changes can be made that will be approved by the State Commissions and the Interstate Commerce Commission.

Throughout the country, persons have ceased to use local service to such an extent that it is being rendered at enormous loss. The railways could easily solve the problem by taking off trains but the persons who use their automobiles in preference to the railways, make strong objections to the regulatory bodies when such action is contemplated. They insist that they must have service when snow and ice prevent the safe operation of automobiles and buses. This makes the problem one requiring a great deal of study.

A Valuable Tip

An Englishman complained to a broker that he couldn't get back a loan of one hundred pounds from a debtor. Being advised to sue, the unlucky creditor had to confess that he had no note or other written acknowledgement of the debt.

"Write to him," said the financier, "and tell him that you must have your two hundred pounds back at once."

"But it was only one hundred pounds," objected the other man. "Exactly. He will write back, and then you will have your acknowledgement."

SENATOR REQUIREMENTS

A Senator must be a British subject, thirty years of age; must be possessed of real property, free of all encumbrances to the value of \$4,000; must be a resident of the province to which he is appointed. The Senate as constituted at present is: Ontario, 24; Quebec, 24; Nova Scotia, 10; New Brunswick, 10; P.E. Island, 6; Manitoba, 6; British Columbia, 6; Saskatchewan, 6; Alberta, 6. Total Senators 96.

Preaches as a Pal, Not as "Highbrow"

Course of Vicar of St. Paul's Church, Kingston-on-the-Thames.

KINGSTON-ON-THAMES, Nov. 1.—If the parishioners of St. Paul's church, Kingston Hill, desire intellectual stuff in the pastor's sermons, they have been told to go to someone else. But if they want a pal, the Rev. A. Wellesley Orr, the Vicar, has asked them to come to him.

"The Archbishop of Canterbury advised me that the mistake I have been making is that I look upon my people, who have to listen to my sermons, as just ordinary men and women," said the Vicar. "I was reminded that you are my intellectual superiors, who need from me far more than I have ever given you."

"You have learned to play the piano, to knit jumpers, and by wireless you have been brought into contact with the most intellectual subjects. You have a motor car, and so you have travelled. You visit the movies once or twice a week and see the intellectual Charlie Chaplin. You have made such advances that you can easily spot the winner in the 230 horse race almost any afternoon."

"I have not time for these intellectual things."

The Vicar believes men and women go to church seeking ideals.

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One of the strongest points in favor of any medicine for children is that it is so agreeable that the mother does not have to force it down the little one's throat.

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Mrs. Arthur Charlebois, Pawtucker, R. I., says: "I have found Baby's Own Tablets to be a gentle laxative and a safe remedy for stomach disorders in children. Our little boy had been given harsh cathartics but these tablets worked more effectively without the severe griping. I can recommend them to all mothers of little children."

Baby's Own Tablets are sold by medicine dealers or by mail at 25 cents a box from The Dr. Williams' Medicine Co., Brockville, Ont.

Icebergs

An experienced Scottish captain of whalers, writing from the coast of Fife to an exchange respecting an article of icebergs says that omissions from the uses of icebergs which should be mentioned are, first that the breaking away of icebergs from the ends of glaciers prevents undue accumulation of ice in the Polar regions.

Then, also, the icebergs are of great use to navigation because, though they are themselves dangerous, they break up the ice-flows, and allow the broken floes to drift out to the open ocean where they quickly disappear. In fact they help to open the way to the Polar waters.

EAT TURNIPS.

An Ontario authority says the high price of potatoes makes it desirable to eat turnips instead two or three days a week. He declares: "Nearly everybody likes turnips if cooked properly. The following recipe for cooking one medium-sized turnip may be helpful: Boil rapidly 45 or 60 minutes in just enough water to

A tea your grocer recommends is usually good tea

RED ROSE TEA "is good tea"

And most grocers recommend it.

Here and There

This year's receipts from motor vehicles licenses in New Brunswick already amount to \$422,000. This amount is larger than the total for any year, except last year when the gross receipts for the whole twelve months were \$452,489. The estimate for the present year is half a million.

The mines and quarries of the Province of Quebec produced to the value of \$18,952,896 during 1924, according to the final report issued by the Provincial Department of Mines. Building materials account for \$11,380,977; other non-metallic minerals \$7,191, and metallic minerals \$380,804.

"In the Cascades and falls of the Canadian Rockies there is enough hydro-electric power to supply the American west with all the electric energy it will need for ages to come," declared W. Paxton Little, treasurer of the Niagara Falls Power Company, who recently visited Banff with a party of distinguished American electrical magnates.

That the Province of Quebec abounds in historic and romantic material for the construction of popular novels, is the judgment of two popular writers—James Oliver Curwood, author of scores of best sellers, and Edwin Balmer, well-known short story writer—who have recently toured the province and Western Canada in quest of "local color."

There has been an unusual distinction conferred upon Prof. Camille Couture, a Montreal musician, who, besides being a violinist is also a maker of violins. He has been honored with a medal and diploma from the British Empire Exhibition at Wembley for a magnificent violin of his make, which he exhibited there.

In order to dispel the existing impression in England regarding the coldness of the Canadian climate, five thousand peony blooms are being distributed at the Canadian Pacific Railway Pavilion at the British Empire Exhibition. These plants were produced by W. Ormiston Roy, of Montreal, who states that peonies are the best landscape flower and can be grown in all parts of Canada, irrespective of climatic conditions.

Hon. W. G. Nichol, Lieut.-Governor of British Columbia, and D. C. Coleman, Vice-President of the Canadian Pacific Railway, opened Crystal Gardens, the new and unique indoor salt-water swimming pool at Victoria, B.C., recently. This amusement centre, which has two dancing floors, a gymnasium, art gallery and tea-rooms, is regarded as the largest and finest of its kind on the continent.

Being exceeded only by Mexico and the United States, Canada now ranks third among the silver producing countries of the world. Records of Canadian production have been kept since 1858 and show a total recovery of 451,000,000 fine ounces to the end of 1923. In 1924 production was slightly in excess of 20,000,000 ounces. During 1858-1923 the value of production totalled \$290,705,532, while for last year it amounted to \$13,519,043.

The first lot of buffalo, numbering some 200, to be transferred from the Wainwright Park to the new Buffalo Park, north of Edmonton, left Wainwright, Alberta, recently. For some time past the herd at Wainwright had been growing too rapidly and the Federal authorities decided to ship a number to the Buffalo Park to determine whether or not they can acclimate themselves in the southern area. Altogether two thousand buffalo, in lots of two hundred each, will be shipped to the Buffalo Park.

avoid burning, and do not pour any juice on. Add salt, pepper, half teaspoon sugar, quarter cup milk and one tablespoon butter or quarter cup of good cream. Mash until smooth and serve hot."

Here and There

Basking in brilliant autumn sunshine, the coast of British Columbia offers a striking contrast to the severe winter weather already making itself felt in other parts of Canada. On the Coast, golf courses are crowded, the ocean is dotted with figures of bathers taking their daily dip, and pleasure craft still ply the waters.

One hundred thousand dollars' worth of Black Fox puppies were shipped to Antwerp on the Canadian Pacific liner "Iceta" recently. In specially built cages they will be conveyed by the Dominion Express across Europe to the farm in Switzerland where they will form the nucleus of a breeding establishment.

Another instance of foolishness. A recent report from Hull is to the effect that an automobile, travelling at high speed, crashed through both gates at the Chelsea Road level crossing just as they were being lowered to stop traffic so that a light engine should pass. The automobile smashed its way over the tracks barely two feet ahead of the locomotive.

Arthur Edward Shave, in the employ of the Canadian Pacific Railway since August 13, 1908, when he was appointed clerk in the office of the Treasurer, has been appointed assistant treasurer of the company. Mr. Shave became assistant chief clerk in the office of the Treasurer in 1915 and was promoted Chief Clerk in 1919.

The apple is a typical Canadian fruit and among the finest grown in the Dominion. It is incomparable as a Christmas gift for friends and relatives in Great Britain. In order to facilitate shipments, the Dominion Express Company are offering special rates. Standard boxes containing about 150 and standard barrels holding about 275 will be sent from Quebec or Montreal up to the close of navigation to any station on a railroad in Great Britain or Ireland at a cost of \$3 and \$6, respectively.

To perpetuate the memory of the late P. Alexander Peterson where engineers in this part of the country gather, a portrait of the famous engineer, done in oils by the late Robert Harris, Canadian artist, is to be hung in the Engineering Institute on Mansfield street. The late Mr. Peterson, former engineer of the Canadian Pacific Railway, took a leading part in the railway construction in Eastern Canada during the latter part of the last century.

According to a report just issued from Canadian Pacific Railway headquarters, an average of one instance of gross carelessness on the part of automobilists every seventeen days is the record during the last three years and two months in connection with level crossings in New Brunswick, Quebec, Ontario and the Algoma districts. These instances number 69 from September 1, 1922, to October 31 last, or a period of 1,157 days. They resulted in injuries to 53 persons, of whom two died.

Creation of a new industry in Western Canada covering a product which is now imported into this country to the value of about five million dollars annually is foreshadowed by the samples of hemp now on display at the Windsor Station, Montreal, according to G. G. O'Manney, Development Engineer, Canadian Pacific Railway. Mr. O'Manney stated that considerable work had already been done in the West of Canada towards the creation of such an industry. Efforts to promote companies have been made in recent months and there is no doubt that fine stands of hemp can easily be grown in certain districts.

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