The Evening Times Star

SAINT JOHN, N. B., SEPT. 12, 1925,

What proportion of Canada's export
theat this year will find its way
brough Canadian ports? The crop is
bove the average, greater by 100,000,great deal to do with the establishbushels than that of last year, and ing and succ the surplus to be sold overseas will keently in St. Jacobs, Ont., a small shoe factory was destroyed by fire. For some time it appeared that the owners was made to the fact that of all our

orts to Great Britain, 48.5 per cent.

t year went through American chant. How was it with the grain?

Indicate the fact that of an our might not feeding, or that they might not feeding, or the might not feed be figures available indicate how im- example of what local interest and ant to the Canadian public is this enterprise can accomplish. The towns of diverted traffic. Figures people took the matter in their owns d by the Dominion Bureau of hands, cleared away the debris, and es and the Board of Grain built a new building in order to keep wheat were handled by the western rheat pool in Winnipeg. Of the total apported \$4,000,000 bushels went via fancouver, \$65,000,000 bushels by way of Montreal and Quebec, and Quebec's ortion was small—and 141,000,000 tushels by way of New York.

The amount reaching Quebec by year of the Transcontinental was only \$60,000 bushels.

Says Mr. W. J. Dunlop, director of extension work in the University of Toronto: "During the present year it would appear that the craze for frivolity, which in every sphere of life characterizes the post-wear period, has largely spent itself, and that the University of the Transcontinental was only seven years. Extension work in the University of Toronto: "During the present year it would appear that the craze for frivolity, which in every sphere of life characterizes the post-wear period, has largely spent itself, and that the University of Toronto: "During the present year it would appear that the craze for frivolity, which in every sphere of life characterizes the post-wear period, has largely spent itself, and that the University of Toronto: "During the present year it would appear that the craze for frivolity, which in every sphere of life characterizes the post-wear period, has largely spent itself, and that the University of the characterizes the post-wear period, has largely spent itself, and that the University of the University of Toronto: "During the present year its would appear that the craze for frivolity, which in every sphere of life characterizes the post-wear period, has largely spent itself, and that the University suffered less from it this year than its present year its would appear that the craze for frivolity, which in every sphere of life characterizes the post-wear period, has largely spent itself, and that the University of the Uni

This lends point to a question asked by Mr. W. O. Sealey, of Hamilton, who wants to know who is responsible for the abolition of the six-cent rate from dense. Trade and Transportation for the harbot of Montreal, as having learned during a long visit to the United Kingdom and the Coutinent that British and European grain importers complain seriously that they are unable to buy grain direct from Canada as a rule, and that practically all our grain has to be purchased through New York houses.

As to responsibility for the exacts of Canadians, the Ottawa Citizen says: "Canada will wait a long time before the streams of migration flow back to this Dominion, unless something more effective than the current political exchanges between Conservative and Liberal party leaders is discovered to rectify conditions."

While strengty commending the

the shipping of more than half of the entire Canadian export wheat crop through New York, and the fact that nearly all of our exportable surplus is bought and sold there, constitutes a problem to which Canadians are bound to give increasing attention. The port of New York provides ample tonnage. to give increasing attention. The port of New York provides ample tonnage, and the proportion of our grain finding its way through Buffalo to New York increases yearly. Canadian companies are said to be building immense elevators at Buffalo, as well as mills for both by night and by day." vators at Buffalo, as well as mills for the grinding of Canadian wheat there. Surely one great factor in the solution of Canada's railway problem must be the recovery of a great deal of this diverted traffic. If the grain were carried to Canadian ports—and we made our immense investment in railways largely for that purpose—the shipping tomage to carry it would be available at those ports. Moreover, millions upon millions of money, erising from the handling of this traffic of Canadian origin, would be distributed in Canada, resulting in increased employment and direct benefit to every line of business, instead of going, as it now does, to

at those ports. Moreover, million upon miffions of money, arising from the haidling of this traffic of Canadia origin, would be distributed in Canada resisting in increased cuployment and direct benefit to every line of business, inspect of going, as it now does, to increase the profit and prestige of American transportation agencies and ports cities.

VANCOUVER'S HOPES.

They are throwing up their hats in Vancouver because of the rates decision which will give that port a greatly increased hold upon Canadian grails and flour traffic for export, and while there can be no doubt that much solid benefit will accrue to Vancouver if the decision is made final by the fladlway Commission, some of the fladlway Commission, some of the large trates and our knowledge that an expansion of port traffit, which is our dae, would have a most beneficial effect upon the future of this city and this province.

The of the Vancouver grain men who was interviewed by The Frovince as fo the probable effect of the additional freight movement, said that if the aces outlined in press despatches concerning the Railway Commission, who was interviewed by The Frovince as fo the probable effect of the additional freight movement, said that if the aces outlined in press despatches concerning the Railway Commission, who was naterylened by The Frovince as for the propulation in teny years, and everyone now keetern optimists.

Others who were interviewed were much more conservative in estimating the regard to the conservative of the decision; but The Province quotes the tariff expert one of the large grain exporting houses as skying that the new rate will easily of the decision; but The Province quotes the tariff expert one of the large ratio and province of the large ratio and the province of the large ratio and the province of the large ratio and the province was a supposed to the province of the large ratio and the province of the large

start conversation, said, "How early in the winter may one drive across the river?" he corrected by saying, "You mean across the ice."

Such a Future!

hen, like a diadem,

the laughing eye, Elleen aroon!

The village of Thursley, in England, has chosen a biblical text as the in-

"You never know what you'll find among the odds and ends."—From "Notes by a Wayfarer."

Under the Studio Light (Bystander in Toronto Globe.)

IN LIGHTER VEIN.

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Fourth prize, 3 x 6 Gold Seal Congoleum Rug, M. F. Tapley, 134 Pitt street, Saint John.



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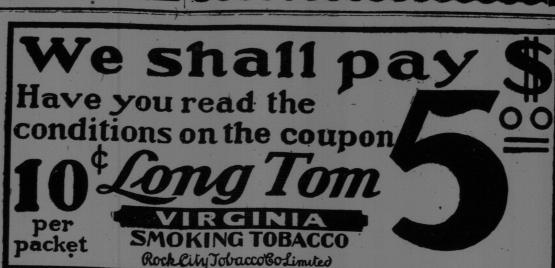
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