SAINT JOHN, N. B., JUNE 9, 1925.

THE WAR MEMORIAL.

design, the description given by Alfred railways would be ruined. Mr. Lapo'nte Who ought to be mowing a lawn, characterized some of the statements And many, perforce, who litter the ating and will increase their appreciation of the work. At the time the design was submitted he explained that "the general scheme of the design is to symbolize the triumph of victory through sacrifice, and this is depicted by means of a winged bronse figure of Victory, holding in her left hand a figure of Victory and in her right hand a cross. Standing on a globe she thus suggests the universal victory for which the men died. The figure stands on a grantle pedestal of simple dignity. The height from the ground to the top of the cross is about thirty-three feet, the figure itself yieling about nine feet in height. At the base of the pedestal on a projecting plinth, is a bronse mourning figure standing heavily draped and resting her hands on a sword. At the feet of this figure is a soldier's helimet with a spray of laurel leaves, signifying glory." The draped figure trepresents the mourning nation.

The whole work well carries out the central idea, victory through sacrifice. The head of the contral idea, victory through sacrifice the mourning nation.

The whole work well carries out the central idea, victory through sacrifice. The head of the contral idea, victory through sacrifice beyond all praise and one them to the contral idea, victory through sacrifice being "The whole work well carries out the central idea, victory through sacrifice being mounting to those who gave applied for the streat cause of humanity, a sacrifice beyond all praise and one the work well carries out the central idea, victory through sacrifice beyond all praise and one that it is a single than the common in the tion of the work. At the time the ary, and he justified that view by cer-

a sacrifice beyond all praise and one to reduce it was practically admitted that the rate was too high, but to reduce it would have meant, according to some of the arguments presented, disaster for the other roads.

WHY IS IT NOT USED?

The charge that the National Trans- be given over the Transcontinental are continental is not being used for the not given because of the danger to other purposes for which it was built, and railways? Is it true that if the rates that it is deliberately and fataly handi- which the Transcontinental's grades that it is deliberately and fataly handically and fataly handically capped by high rates, particularly on wheat and cattle from the West, is sharply renewed by the Manitoba Free Press as a result of the recent debate thing in national transportation as a result of the recent debate thing in national transportation as a result of the recent debate thing in national transportation as a result of the recent debate railway so well built as to be a danger. in Parliament over a loan of \$5,000,000 railway so well built as to be a danger railway so well built as to be a danger to the Quebec Harbor Commission.

This is a matter in which the Mari-time Provinces are deeply interested.

Moreover, as a revision of freight rates

Moreover, as a revision of freight rates to the Quebec Harbor Commission, to the 9,000,000 people who own it?

This is a matter in which the Mariis soon to be undertaken, this question cheapen communication between the of the Transcontinental bears so direct- wheat country and the Atlantic sea-

wheat country and the Atlantic sealoard. Surely the Government and the Railway Commission should be able to deal with this situation. Certainly it would not be difficult to ascertain what rates over the Transcontinental have to take up.

From the debate in Parliament the Transcontinental has been paralyzed by high rates, for the extraordinary reason that if it were permitted to haul traffic at rates justified by its mileage and its grades the result would be a form of competition which other rail
wheat country and the Atlantic seaboard. Surely the Government and the Railway Commission should be able to deal with this situation. Certainly it would not be difficult to ascertain what rates over the Transcontinental are justifiable, what rates would pay, without regard at all to the fortunes of other. railways. The country needs the low rates between East and West for many reasons, among them the natural desire to recover an immense amount of Canadian traif which is now diverted to American railroads and form of competition which other railand its grades the result would be a form of competition which other rail-ways could not meet, and which would result in a disturbance of the whole economic situation in Canada. In other words, the remarkable contention is that this railway is so efficient as to become, if rightly utilized, a factor of danger and disturbance in national transportation. If it be true that the Transcontinental is being deliberately handicapped out of consideration for other railways, then surely it is time that Canadian statesmen should be that Canadian statesmen should be it can be employed so that the country grappling boldly with the question, in will derive the greatest possible benefit from its operation. the lowest rates possible, even should it be necessary to give the C. P. R. running rights over the Transcontinental from Winnipeg to Moneton.

It was brought out in the discussion of the Quebec Harbor vote that in spite of the Transcontinental's low grades, its easy curves and its capacity for handling heavy trains at low cost, it does not get the traffic. Hon. Mr. the affectionate regard of my fellow-Lapointe, in the course of the discus- men than I would have heaps and sion, said that the railway had not been mines of gold." To-day is the fiftyused in the way It should-"that the fifth anniversary of the great writer's rate is much too high so far as the death. port of Quebec is concerned." What is true of the port of Quebec would some time within seven weeks, Hon. be true also of the port of Saint John. Dr. Veniot intimated to his suppor Retess are necessarily higher than they ters at yesterday's convention in West were when the Transcontinental was opened for service, yet the Minister of morland. Preparations for the contest Justice is evidently satisfied that the are now going forward with great vigor existing rates cannot be justified, and on both sades. As it was known that evidently the facts support his view. In an election must come before October 1916, when the Government was direct- all those interested have had plenty ly responsible for the Transcontinental, of notice, and the work of organization a rate of six cents a bushel on grain by both parties bids fair to be unwas made from Armstrong to Quebec.
Without sufficient explanation that rate was cancelled in a short time and a new rate of twenty-five cents was introduced - an extraordicary advance. This was subsequently reduced to 20.75 recots a bushel, the rate now obtaining.

"I am," insisted the new member.

"Then what are you tuning your in-With the high rates the movement of strument for?"

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

"Locker Room Ballads"

The joys of the golfer, and many of his weaknesses, the pleasures of the links and of the locker room, argued that the South American Republics are destined to be swallowed whis room this volume of verse, is himself a golfer who has experienced all the pleasures and pains of the fascinating game. He is Mr. W. Hastings Webling of Brantford, Ont., better known among his friends as "Huskie." He is not only a first-cass golfer but an enthusiastic Roturian. One recognizes in the book many of the characters who become famous on the links, and some whose weaknesses are a source of merriment or irritation to their fellow players. There is one fellow called "The Idmit," whom the poet thus introduces:

"Locker Room Ballads."

Those who fear that the American Represent the American Represents the American Reproduce to annexation may be reassured by this statement, for it would scarcely be the statement in Canada is a prelude to annexation may be reassured by this statement, for it would scarcely be republics are destined to be swallowed up/by the United States, and yet the American Republics are destined to be swallowed up/by the United States, and yet the American Republics are destined to be swallowed up/by the United States, and yet the American Republics are destined to be swallowed up/by the United States, and yet the American Republics are destined to be swallowed up/by the United States, and yet the American Republics are destined to be swallowed up/by the United States, and yet the American Republics are destined to be swallowed up/by the United States, and yet the American Republics are destined to be swallowed up/by the United States, and yet the American Republics are destined to be swallowed up/by the United States, and yet the American Republics are destined to be swallowed up/by the United States, and yet the American Republics are destined to be swallowed up/by the United States, and yet the American Republics are destined to be swallowed up/by the United States, and yet the American

That had no excuse to be born.

There's the handicap shark, and the horse that is dark,

And the blighter who studies each shot;

Because it is good for your figger."

When the game goes bad it has a habit of going very bad, and Mr. Webling has evidently been through all that. He creates one Brown, a figure of misfortune:

"Brown was morbid, and Brown was mad."

"Why," she returned, "it's mine, too."

The youngster's face clouded with perplexity and after a moment he said:

"How did you get so much bigger'n me?"

He'd lost the bit of a game he had; His drives were weak, his putts too

Caught In Own Trap

"Give me an instance."
"A man wheeling a barrow."
The professor asked no more ques

American Investments In Canada. (Toronto Globe.)

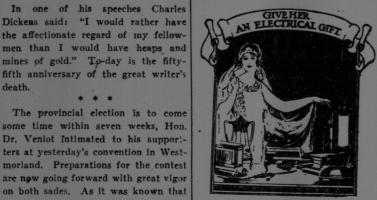
The Premier of France is off in an airplane for Morocco this evening judge for himself the military situation. Very much up-to-date is M. Painleve..

Figures setting forth the investments made by the United States abroad are interesting as showing the very large proportion absorbed by this continent. Canada takes \$2,460,000,000, nearly as

The Premier of France is off in an

The provincial election is to come

"I thought you were an experien



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much as Europe, Asia and Oceania combined. South America accounts for \$4,040,000,000, and the whole foreign investment is, of course, far exceeded by that which remains in the United States. All but a small fraction is therefore invested on this con-N. S. LUMBER KING

Nay, for Spring has touched the elm, Spring has found the willow, Winds that call the swallow home, Green shall all my curtains be shall be my pillow,
Green I'll wear within my la

A Different Kind.

Business Man—"Oh, figures! Figures!
I'm tired to death of 'em. Let's go to some snappy review."

Wife—"Where you will see some mo figures, eh, dear?"

The Highest Success.

Most of us overlook the plain fact hat to be good is to make good. Luckless Hunter.

"So you were up in Maine hunting ast season. Did you drop a buck?" "I dropped fifty bucks—shot a farm-Couldn't Understand It.

"Tomorrow is my birthday," said Is working away the a nigger,
While you, methinks, are out on the links.

Because it is good for your floor."

Why," she returned, "it's mine, too."

GETS NOMINATION

HALIFAX, June 8—Liberals held conventions in two counties today—Queens and Pictou—to select candidates for the elections to be held June 25. In Queens the two present members were chosen, Dr. J. W. Smith and George S. McClearn, of Liverpool. Mr. McClearn was first elected in 1920 while Dr. Smith has been a member continuously since 1911.

In Pictou County the candidates chosen were Major J. Welsford MacDonald, Pictou, M.L.A.; Archibald McColi, of New Glasgow, and Dr. Geo. Whitman, of Stellarton. The county was previously represented, in addition to Major MacDonald, by late Hon. R. M. MacGregor and R. H. Graham.

Green I'll wear within my lair and green upon my heart.

IN LIGHTER VEIN

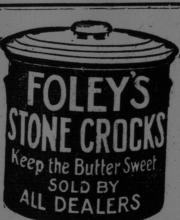
A Full Roster.

He—"If, as the poets say, ladies' looks are our books, won't you let me learn from your eyes?"
She—"Sorry, but my eyes are already yupplied with pupils.

The National Sport.
Golf, it is said, has not been taken up seriously by the people of Switzer-land, and Punch opines this is because the Swiss are too busy chasing cuckoos into cuckoo clocks.

A Different Kind.

Business Man—"Oh, figures! Figures! I'm tired to death of 'em. Let's go to suppose the switch of the property of the laborer's hire brought about by the trends of modern taste, Arthur Little in the Atlantic Monthly says: "It is incomparably more profitable to draw then Gumps for a comic supplement than to write the "Origin of Species."
There is more money in chewing gum than in relativity. Lobsters and limousines are acquired far more rapidly by the skilful thrower of custard pies in a moving picture studio than by the no less skilful demonstrator of the projection of electrons. The gate receipts of an international prize fight would support a university faculty for a cycle.



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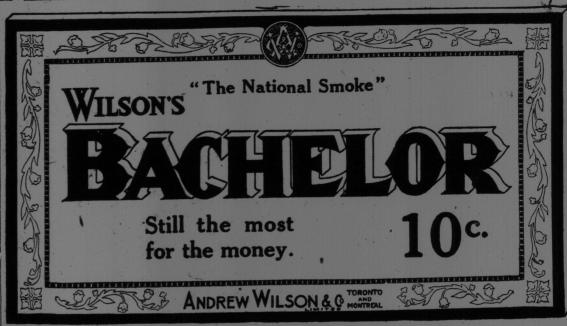


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he showed that the nations which endured were those that rooted themselves to the soil.

The argosies of Tyre and Carthage, he wrote, were rich and wonderful in their day, but where are they now? Tyre and Carthage lived by trade, neglecting mother earth, and mother earth grows greener from their bones while their memories are recorded only in the pages of the histories of two thousand years ago.

He was convinced that the people of Britain would, if they did not wish to imperil their whole future, have to change the course in which their development had proceeded prior to the war. "They are vast territories," he declared, "open to them in the British dominions, where there is still room for two hundred millions of white people."

A Fine Record
(New York Times.)
Ability to run long distances at high speed is not particularly useful to modern men, but it was of enormous value to the ancestors of us all through innumerable generations. It is not surprising, therefore, that we all have for it what may be called an atavistic admiration. Of all living men, so far as linown, the young Finn, Paavo Nurmi, who sailed away on Thursday after a who sailed away on Thursday arter a six months' stay in this country, possesses that ability in the highest degree. There is next to nothing for him to do with it, except to beat other men in races, but the amazingly long selles of victories won by him while here has attracted an enormous amount of at-

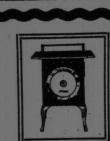
of victories won by him while here has attracted an enormous amount of attention and made him probably one of the best-known men in the world. At any rate, his name has gone into every country where the spirit of sport has been acveloped, and everywhere his superiority has been recognized.

While in the United States Nurmi earned more than glory as a runner and a breaker of records. He has worn his laurels with modesty, and on the few occasions when he has had to endure the false accusations of exploiters of

A Lesson of History.

(Edmonton Journal.)

The cause to which Sir Rider Haggard gave the last years of his life was that of arresting the movement away from the land by adding to the attractiveness and profitableness of farming. This is a familiar gospel, but it never had a more eloquent preacher than he. From the record of history he showed that the nations which endured were those that rooted them.



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