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Figures That Lie.

Editor Evening Telegram.

Dear Sir,—The census returns for 1921 present certain figures which pretend to show the value of the agricultural products of the country, but which grossly over-estimate the importance of the industry, for they leave out of consideration the weighty fact that we are paying a very heavy import duty on agricultural produce, and this duty, as it enhances the cost of the imported article also raises the price of the locally produced goods, for it gives the farmer a pretext for exacting a price equal to that which the importer demands for the foreign product.

The prices thus quoted in the census returns and reproduced in the report of the Minister of Agriculture are unnatural prices and represent to a very large degree the sway of the highwayman who in this case is the stupid government that considers it economy to tax its own people to the verge of death.

It is time we began to take a sane view of agriculture as it applies to this country. We must either cut out that expensive department entirely or cut out the duty on imported farm products. We should not be saddled with the burden of both. After all those years of extravagant effort we find ourselves to-day more heavily taxed for agricultural products than ever before, and this is the sum total of all that has been achieved. According to the official agricultural report we are not as far advanced as we were twenty years ago. That we are paying dearly for our agricultural development (?) a thought will show.

We pay here for farm products, the Canadian dealers' price, plus freight, plus duties, plus extra handling, plus commission merchants' profits. The local farmer has all the advantages of being able to sell directly to the consumer, yet he is not able to sell below the inflated price of the imported article which has to bear all those extra charges spoken of. It is manifestly unfair to quote figures so outrageously padded when the idea is to show the value to us of our farm products. Apart from the fictitious value which an unjust import tax gives to the local article, the figures in the table furnished by the census returns are very misleading because exaggerated, I will not say wilfully misleading, because they have, no doubt, been furnished in good faith, by men who were quite unfit to appraise the articles listed.

The table sets cows at eighty dollars which is fifty per cent. too much. The next item "other horned cattle" is even more deceptive. These animals are also valued at eighty dollars. The "other horned cattle" must mean of course, all calves, yearlings, males, etc. The exaggeration here is too palpable to need comment. Sheep are put down in the table at fifteen dollars, which is also a gross exaggeration. I have little hesitation in saying this is very nearly double the value of such sheep as we have. Taking all the items listed the rule of inflation is found to maintain itself pretty well throughout, as I have particularized in cattle, sheep, etc.

The agricultural products of this country are worth about four millions. They are given in the table at $14,367,876.70. Those who take the trouble to look over returns such as this quoted from must be convinced, if they reason at all of how utterly valueless they are. If agriculture is to flourish in this country and be a distinct benefit to it, it must be put on another basis entirely. No real, intelligent or honest effort to achieve this end has been made in many years, and it is time now that the people wake up to a realization of how they are being fooled.

Yours truly,
ARTHUR ENGLISH.

Oct. 10, 1922.

Buying Rolling Stocks.

POLISH RAIL TRAFFIC SHOWS INCREASE.

WARSAW, POLAND, By A.P.—Railroad traffic in Poland is increasing. During the first six months of the present year it was 20 per cent. greater than during the same period of last year. The Polish Government has purchased from the United States 7,500 freight cars of a capacity of 30 tons each, and it is negotiating for a loan of freight cars from other countries, until the Polish railway equipment factories are able to deliver the first lot of cars now being manufactured.

George of Jugoslavia

DECLINES $4,000 ALLOWANCE.

BELGRADE, SERBIA, Bq A.P.—Prince George, elder son of the late King Peter of the Serbs, Croats and Slovenes, who in 1909 renounced his right to the Serbian throne, has declined an annual allowance from the Government of 300,000 dinars, about $4,000 at the present rate of exchange, as not in consonance with his princely dignity. At a Crown Council presided over by King Alexander, the Prince's brother, it was resolved that Prince George should be deprived of all royal privileges, and held responsible for verbal and written attacks against either the royal house of Jugoslavia, or the authorities.

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AGAIN
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FOR THE LAST TIME

EXPERIENCE

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you have your last chance to see the best Picture
MAJESTIC
has ever presented.
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is our next big picture.
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Ancient Mariners.

THE DIMENSIONS OF NOAH'S ARK.

By Captain Kenneth Lyon.

Geography, like History, begins in Legends; they are its jewellery; like pearls, they may be real or artificial, and only an expert can detect the little deposit of hard fact which fantasy has encased in glittering romance. When Legend relates how Jason and his Argonauts searched for the Golden Fleece, guarded by dragons beyond the inhospitable ocean, History asserts the fact that the Achæan tribes in their expansion from Thessaly discovered the Black Sea, their navigators dreaming of an El Dorado in the East as the Elizabethans dreamt of one in the West. So epoch-making appeared the discovery of the Black Sea that in classical times every decent Greek family claimed as an ancestor at least one intrepid seaman "who came back with the Argonauts," much to-day as a man might claim with pride that "my family came over with the Conqueror," and Pindar, in 466 B.C., celebrated the chariot victory of the King of Cyene at the Pythian games by composing a magnificent ode upon the subject of the royal descent from a mythical Argonaut.

When Noah Went to Sea.

But ancient mariners are not all mythical or legendary. The story of Noah's Ark is evidence of considerable maritime skill; the Ark was of the following dimensions: Length, 450 feet; breadth, 75 feet; depth, 45 feet. Its "registered tonnage" would be approximately 15,000 tons, and in the opinion of so sober a scientist as the Secretary of the Institute of Naval Architects, she was a "ship-shaped structure." The truth in the legend is confirmed by the fact that there are in Egypt existing to-day boats built in Noah's traditional era (2800 B.C.), while an inscription of this date records the first maritime expedition in history. This expedition was undertaken by an Egyptian named Hannu, who made his way down the Red Sea, and Indian Ocean to Somaliland and Zanzibar, eighteen hundred years before Hiram's Phœnicians fleet, following the same route, brought back the gold and precious stones from King Solomon's Mines to adorn the Temple in the Holy City.

The Phœnicians were the great navigators of antiquity, and long before Homer wrote the Iliad the grave Tyrian trader undid his corded bales at Marseilles and Cadiz, and brought back from the islands of the English Channel the tin that helped to turn the Stone Age of Asia Minor into the Bronze Age of Troy. For in Troy the two ages overlapped.

Not very long ago in the ruins of Troy was unearthed an axehead of white jade. Now, this white jade has been found only in China, and perhaps that little bit of shaped stone crystallizes the romance of some primeval Marco Polo who guided his pack animals by starlight across the hushed Chorasmian waste till he came upon the shores of the Ægean and the friendly smoke of the City of Troy.

What Amazed Herodotus.

It was to the Phœnicians that one of the astonishing feats of antiquity was due. About 600 B.C., the Phœnicians supplied a fleet to Pharaoh Necho, King of Egypt. This Pharaoh is doubtly interesting, for he is a point at which the history of several nations touch; you can read of his exploits both in the Second Book of the Jewish Kings and in the Fourth Book of the Greek Herodotus. An ally of that Assyrian empire once famous for the gleaming cohorts of Sennacherib, he extended the northern boundaries of his kingdom by defeating Josiah, King of Judah, at Megiddo; seeking fresh worlds to conquer, he ordered his Phœnician fleet to find out if it were possible to circumnavigate Africa—and the stout Phœnicians anticipated Vasco da Gama by two thousand years. We have a curious proof of their success, for Heredotus tells us that after sailing many months down the East Coast of Africa they found that the sun rose on their right instead of their left. Herodotus thought this quite incredible, but to us it is almost proof positive of the circumnavigation, for if you sail southward past Zanzibar the sun will rise on the port side of the ship; but sailing northward after doubling the Cape of Good Hope, you will find the sun rising on the starboard side.

The record of another ancient mariner, named Sataspes, sent by Xerxes to circumnavigate Africa, is equally interesting if more tragic. He started in the reverse direction via Gibraltar. When, however, he stood to the southward off Cape Spartel, he found that his ships stopped and would not sail farther. On his return, and for his failure, Xerxes had him crucified, and Sataspes paid with his life for the discovery of the south east trade winds.

While the Britons Were Dancing.

Eastward and westward the geographical discoveries of the Levantine races progressed, when the ancient Britons were painting themselves with woad and dancing round the cromlechs of Stonehenge. Scylax, a Greek in the pay of Darius, started from Cabul and sailed down the Indus and across the Indian Ocean till he reached the civilization of Suez. Westward, about the same time, Hanno (perhaps an ancestor of the Great Hannibal) started from Carthage and made his way to Senegambia, bringing back amongst other treasures, the skins of three female gorillas, which he hung up in the Temple of Baal, and which were to be seen there until the Roman Scipio razed Carthage to the ground in 146. B.C.

Perhaps even Christopher Columbus in the "Santa Maria" was forestalled by some stout seaman of immemorial antiquity in discovering the wonderful land which the Greeks called "Atlantic," and which Plato, in one of his dialogues, describes as God's own country existing across the ocean leagues upon leagues beyond the Pillars of Hercules.—John O'London's Weekly.

Lemons Cure Sunburn.

Sun tan is one thing. Sunburn is another. The former is painless and becoming. The latter is often painful, and more or less unsightly.

When you start getting sunburnt, don't rush off to the chemist and buy a lot of fancy lotions and cosmetics.

If the skin will stand it, give it a mild massage with an easy upward rub, first bathing the face in water as hot as you can bear. There is nothing like massage for removing the soreness and burning feeling.

Don't scratch the itching places; rub gently, and be careful that the nails don't come in contact with the skin.

As soon afterwards as you can stand it, wash the burnt surfaces in tepid water, to which the juice of lemon has been added. Lemon juice is a great cleaner, and is, besides, a wonderful tonic for the flesh and the skin.

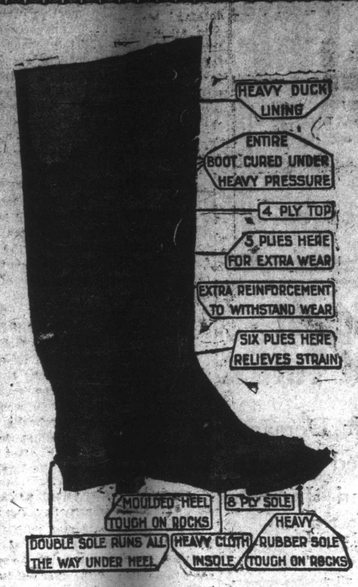
And, remember this, that while sunburn is painful and annoying, it is also a great improver of complexions.

It takes away blotches and pimples, smooths out rough places and clears the way for better skins.

Schr. Acadia Released by U. S. Customs.

ALLEGED RUM RUNNER IS HOMEWARD BOUND.

Boston, Mass., Oct. 5.—The British schooner Acadia, last night was homeward bound for Sydney, N.S., in ballast trim, having been released by the United States government to her owner, E. R. Parsons, of Lunenburg, but the 557 cases of Scotch liquor, which reposed in her hold when she left St. Pierre, Miquelon, on August 14th, remained in the custody of the appraiser of the port. The Acadia was captured off the Gloucester Coast by the coastguard cutter Ossipee when she was alleged to have been attempting to land liquor. The Federal Court will decide whether the liquor shall be returned to the owner or be confiscated.



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A huge directoire poke in black hatters' plush has arrived from Paris. With it also comes a wide-brimmed black capeline, faced in orchid and trimmed with a single rose of almond green velvet placed on the brim.

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