

# The Evening Times-Star

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ST. JOHN, N. B., SEPTEMBER 15, 1924

## SOME FRANK ADVICE.

In his address at the opening of the Fredericton Exhibition on Saturday evening Premier Veniot pointedly referred to the habit of Ontario and Quebec of selling their manufactured goods in the Maritime Provinces and taking little or nothing of our products in return. The Premier said that people should buy more goods of our own manufacture and build up our own industries. He charged Ontario and Quebec with pursuing a selfish policy, and he is not alone in holding that view.

The Toronto Star offers some valuable advice to the high protectionists of Ontario and Quebec. At the beginning it notes the fact that a speaker in the west recently suggested that the western provinces should have their own tariff system to meet their own needs. He did not want separation from the rest of the Dominion, but did want a separate tariff for the west. The Toronto Star says:—

"One may say that the suggestion is wholly impracticable. Even so, there is significance in the fact that men are thinking of it and publicly speaking of it. There is further significance in the fact that talk of a similar sort is heard in the maritime provinces. There, too, men are saying that they are not having enough trade with Ontario and the west, and must secure—even by seceding, if necessary, from the Dominion—freer trade with the neighboring New England States. It is true enough that it is easy to talk, that there is always a great deal of talk of which nothing ever comes; but it is true also that such talk as this in the western and maritime provinces indicates a discontent with existing conditions of which wise men ought to take notice."

The Star goes on to say that while we cannot have three tariffs for three different parts of Canada, yet the diverse demands of the three sections should teach the lesson that there must be compromise in drafting one tariff to serve all. In other words, the tariff policy must recognize "the divergent interests of different parts of a very large country." Continuing, the Star says:—

"The fact is that the people of the west feel that the tariff policy of Canada has for a long time past been a policy devised in the interests of the industrial east, and they declare that the western provinces are being treated as if they were colonies of the industrial east, and as such were being exploited—compelled to buy in a 'home market' two thousand miles away that which they could buy cheaper elsewhere if permitted to do so. They object to restraints imposed upon them, to taxes and costs imposed upon them, for which, they say, they get no benefit. They complain that it is too meagre."

To this, of course, the protectionists offer a reply which they regard as a convincing one, but the Star says: "Without going into controversy, we but desire at this time to invite Ontario and Quebec to take into serious consideration the disquiet of the western and maritime provinces. Even, it says, if it is a city-building policy Canada has been following, and that it cannot go on, are wrong, 'yet the fact that they do say this and are resorting to such suggestions as divisional customs policies for different parts of the Dominion should cause every one to give serious thought to the general problem.'"

In concluding its observations the Star offers some eminently sane advice, as follows:—

"The man who sits down in his own corner of Canada and insists that the government must do everything to his liking and that anything that serves his interest is a national boon, may be closing his eyes on all that would really make up a true national policy. In Montreal and Toronto some men talk as if a terrible wrong had been done when certain tariff reductions were made by the people of the west as trifling compared with those their needs require. It is an attitude which the west interprets as showing an irreconcilable hostility of interest between the industrial east and the agricultural west. Those who talk so freely in this way should travel the western and maritime provinces and do some thinking by the way. We have an immense country, it has vast possibilities, but all its divergent interests must be taken into account in federal policy."

It is claimed that the great rise in grain prices in the last few months has added immensely to the resources of Canadian farmers in the grain-growing provinces. If the markets are sustained the result will be a revival of prosperity in all sections where a fair crop is being harvested. This would be of great advantage to general business throughout the country.

## A RIFT IN THE LUTE.

There seems to be a real need of a committee of conciliation to adjust matters as between certain Conservative newspapers. The Montreal Gazette, after pondering over the Conservative defeat in St. Antoine, has come to the conclusion that the party needs a new leader. "Is the Protectionist Party poorly led," it asks, and at once replies: "The late election seems to supply an affirmative answer." Warning to the subject the Gazette goes on:—

"A convention of delegates drawn from all parts of Canada should be summoned in order that a declaration of principles be drawn up, a spirit of co-operation and confidence cultivated, local leaders consulted, and free expression given to party preference on the subject of leadership. It is the simple truth that for long the practice has been to attain the office of leader by descent, and not by selection by representative delegates, and it may well be worth while trying the latter method. For, of a surety, whoever may lead the party when the fight is on will possess greater prestige, greater authority and greater popularity if he be the choice of a convention, and can rally to his support all who believe the policy he presents best calculated to promote the welfare of Canada. It would be folly to pretend that such a situation now subsists."

But there is another Conservative paper which does not at all agree with The Gazette. It is the Kingston Standard, and a column and a half of space is required to give expression to its feelings and its opinion of the Montreal group. Remarkably that The Gazette, like the Montreal Star, is not satisfied with the leadership of Mr. Meighen, the Standard proceeds to give a bit of inside history, as follows:—

"If we go back only to the time when Sir Robert Borden was leader of the Opposition we will recall that at one time the very industrious cabal was at work at Ottawa and elsewhere to undermine him and to oust him from the leadership of the party. This cabal, by the way, was headed by some of the very men who afterwards were glad to serve under him in his Cabinet, when he became Prime Minister. If they and others had had their way at the time, Mr. Borden would have been superseded and supplanted by someone else and probably by a man who would not have begun to measure up to Sir Robert in mental attainments or statesmanlike ability."

Expressing its own opinion of Mr. Meighen, the Standard says:—

"It is to be doubted if outside of Sir John A. Macdonald and Sir Wilfrid Laurier there has ever been a man in public life in Canada the equal of Mr. Meighen on the floor of the House or, for that matter, the equal of him in courage and mentality and tenacity. To be sure he is somewhat cold and phlegmatic, somewhat austere and isolated, but he is a genius just the same, and a real leader, and we know no man in Canada today in the Conservative ranks who can begin to measure up to him in all-round leadership capacity."

Admitting that Quebec is at the moment unfriendly to Mr. Meighen, and declaring that this is largely due to the fact that he was in the Government which passed the Conscription Bill, the Standard says that to retire him now "would be tantamount to a confession by the Conservatives of all the other provinces that they are willing that the Quebec Conservatives who were not able to elect a single member of Parliament in the last election should dictate to all other Conservatives the choice of a Conservative leader."

The Standard doubts if Conservatives in the other provinces will meekly "surrender" themselves to the mercies or dictates of a non-Parliamentary represented Quebec Conservatism. On the contrary, it holds that "until the time comes—if ever it does come—when there is a demand for a change of leadership from other parts of Canada than Quebec alone, the majority of Canadian Conservatives will be quite satisfied to follow the present leader, Mr. Meighen."

The Standard, in its turn, has a suggestion to make, and none will deny that it makes itself clearly understood. We quote again:—

"What really seems to be needed at the moment is for the Quebec Conservatives to begin to do some house-cleaning on their own part, and to choose some leaders in Montreal and elsewhere who will not throw out regularly nominated Conservative candidates or listen to the dictates of men who seem to have more money than political ability or acumen. And what the Conservative party itself needs more than changed leadership is to put more than changed leadership is to put a silence or a muffer on the enemies and unfriendly spirits within its own ranks, for it is a notorious fact that if Mr. Meighen would bend the knee to the would-be dictators in Montreal and swallow their political nostrums he could have their support beyond question. Putting it plainly, putting

## NOVA SCOTIA GOES AFTER TOURISTS; GETS THOUSANDS

From June 9 Till Aug. 26  
More Than 27,000 Arrived in Cars.

RAISED \$11,000.

Communities All Over the Province Co-operate with Publicity Bureau.

More than 9,000 inquiries about the roads, historic sites and sport facilities available in Nova Scotia have been received this season by the Nova Scotia Publicity Bureau as a result of the advertising of Nova Scotia inserted in United States and Canadian papers, according to an interim report of the directors by the president and secretary of the bureau, says the Halifax Chronicle.

More than half of these inquiries came from motorists who wished to bring their cars into the country. A larger proportion than ever of our summer visitors this year brought their own cars. From June 9 to Aug. 26, 7,343 tourist cars, carrying 37,107 passengers, entered the province through its principal gateways of Yarmouth, Digby, Amherst and Halifax. Of these tourist motorists, about 30 per cent. were from the United States. In addition to the advertising placed in nine American and six Canadian papers a large quantity of literature was distributed through various channels. Up to July 15, 262,476 copies of descriptive handbooks, booklets, folders, brochures and maps descriptive of the province and various points of interest therein were broadcasted through information bureaus and tourist agencies from Maine to Florida and throughout Ontario and Quebec.

168 photographs of various scenes in Nova Scotia, with descriptions attached, were forwarded to all the papers in which advertising was taken as well as to American and Canadian papers publishing artgavure supplements.

Special articles were also prepared for advertising mediums. Literature covering the sport facilities of Nova Scotia were forwarded to a list of sporting goods houses in Boston, New York, and Philadelphia furnished by Capt. L. W. Mitchell of Liverpool, the well known Nova Scotia sportsman.

Matrices of an article covering the general resources of Nova Scotia were sent out to weekly papers throughout Canada that are able to use mats. Several inquiries were subsequently received through the various channels, were evidently inspired by this publicity.

Other advertising activities included the preparation of data for members of visiting delegations to the province, suggestions for advertising inserted by other organizations, the furnishing of material for radio talks on the province, and of literature to large establishments issuing house organs.

**Campaign for Funds.**

As a result of the campaign for funds on behalf of the bureau inaugurated amongst the people of Nova Scotia the sum of \$8,974 has been received in cash and \$1,018 in pledges. These subscriptions were made by enterprising and progressive merchants, men, transportation companies, professional men, farmers and miners throughout the province. Particular mention is made in recognition of the valuable assistance rendered by the Gyro Club of Halifax in collecting \$2,462.25 in cash and \$998.00 in pledges for the bureau.

Local bodies co-operating with the Nova Scotia Publicity Bureau are: Gyro Club, Rotary Club, and Board of Trade, Halifax; Town Council and Progressive Club, Lunenburg; Lunenburg County Council (Gordon Romney, chairman, warden); Town Council, Digby; Committee, Mahone Bay, (G. A. Mader); Town Council and Board of Trade, Liverpool; Board of Trade, Miramichi; Town Council, Shelburne; Lockport Organisation (W. M. Hodge); Barrington Head and Barrington Passage (Capt. Norman E. Smith); Board of Trade and Rotary Club, Yarmouth; Digby County Publicity Bureau (Rev. A. W. L. Smith, president); Town Council, Digby; Board of Trade, Bear River, (W. E. Read); Town Council, Board of Trade, Rotary Club and N. S. Apple Shippers' Association, Kentville; Town Council, Amherst; Cumberland County Council; Board of Trade, Truro, (G. Y. Thomas, chairman, tourist committee); Town Council, Pictou; Tourist Committee, Board of Trade, and Rotary Club, New Glasgow; Board of Trade, Inverness, (Dr. J. A. Proudfoot); Tourist Committee, Digby; Board of Trade, Baddeck, (R. St. C. Hopgood, chairman); Edward Eaton, secretary; Associate Boards of Trade of Cape Breton Island; Town Council, Board of Trade and Rotary Club, Sydney; and North Sydney Publicity Bureau (G. M. Purvis, secretary).

Since the inauguration of the bureau on April 1, meetings of the executive committee have been held every week. At a meeting this week it was decided to hold the annual convention of the bureau at Halifax in October.

**C. N. R. TRAIN SERVICE FOR FREDERICTON EXHIBITION, SEPT. 18-20.**

In addition to regular passenger train service, train No. 241 will leave St. John on Sept. 16 and Sept. 17 at 7:45 a. m., arriving Fredericton 12 noon, and returning, train No. 243 will leave Fredericton 6:30 p. m., arriving St. John 10:15 p. m., Atlantic Time.

On Thursday, Sept. 18, No. 241 will leave St. John 7:45 a. m., arriving Fredericton at 12 noon.

Train No. 47, due to leave Fredericton for Centerville at 5:30 p. m., will be held until 7 p. m., during time of exhibition. 9-20

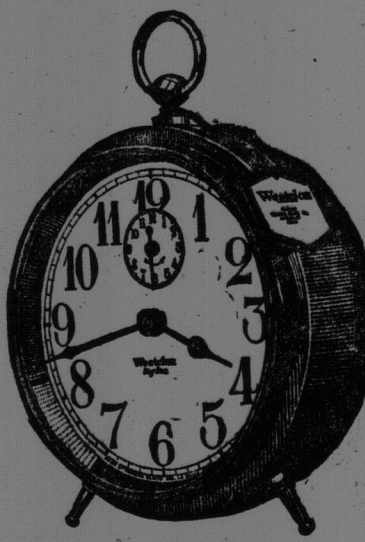
**DINGLEY TAKES 500.**

The Governor Dingley sailed for Boston Saturday evening with an unusually large passenger list for this time of year. She carried more than 500 passengers.

**CORNERSTONE IS LAID AT ST. ANNE**

Quebec, Sept. 14.—The cornerstone of the new Basilica to be constructed at St. Anne de Beaupre was laid by His Eminence Cardinal Beaudry today. The structure will stand on the site of the church which was destroyed by fire in 1922.

## Westclox



For sound, unworried sleep

MANY people pride themselves on being able to wake at any time they wish. Other people do not set their minds, they set Westclox, and enjoy a sound, unworried sleep, knowing that their Westclox will call them punctually at the hour they wish to be awakened.

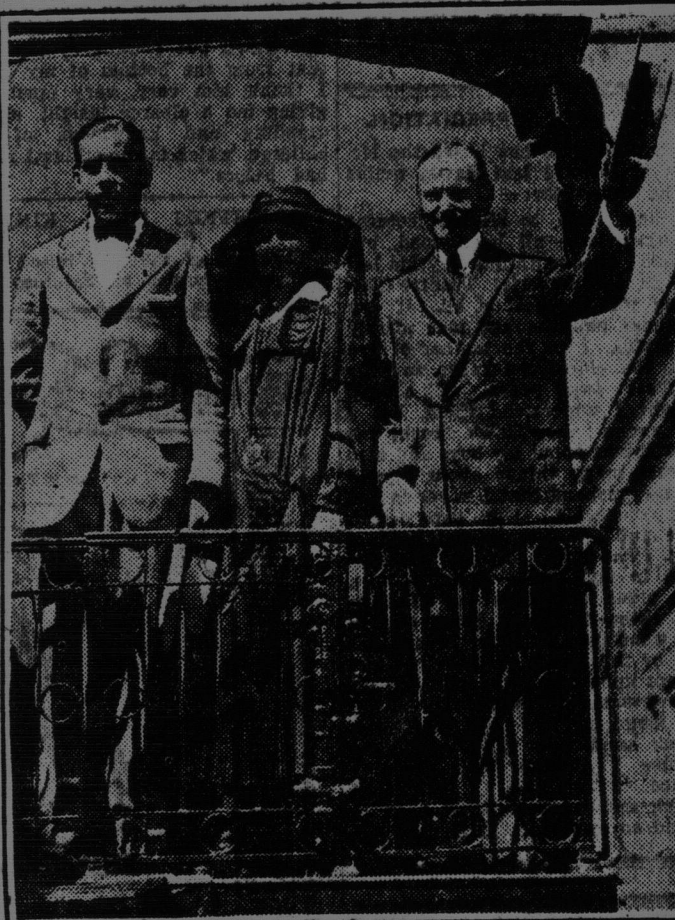
Every Westclox is a time-keeper first and an alarm clock second. To be a good alarm clock it must keep accurate time.

So before any Westclox is allowed to go out into the world, it must prove its ability as a timekeeper or it is not allowed to wear the trade mark Westclox on its dial.

WESTERN CLOCK CO., Limited, PETERBOROUGH, ONT.

Big Bn \$4.25 Baby Bn \$2.50 America \$2.00 Sleep-Miser \$1.50 John's Lantern \$4.00 Pocket Bn \$2.00 Clock Bn \$3.00

## GOOD-BYE, WASHINGTON



President Coolidge seems mighty well pleased with the prospect of a vacation at the old home in Vermont. With Mrs. Coolidge and John, he is shown smiling his good-bye.

**LIGHTER VEIN.**

Rough Waves.

Purser Wilson—"Don't you like the sea?"

Tourist (at home a hairdresser)—"Not when it's marcelled."

**Ready To Go.**

"I wonder how our candidate will pan out as campaigner."

"He'll be all right. He time well and has a fine voice for broadcasting."

**Only At Discretion.**

"What do you think of this living legend one's means?"

"It ought not to be compulsory."

**Slight Mistake.**

Speaking of railroads, here is this one. A highbrow traveler at the St. John's railway station approached the Postpaid

**express, which was made up and all ready to start.**

"Is this train ready for occupancy?" he asked.

Trainman—"No sir. This train goes to Concord, Whitefield and Portland."

**Safety First.**

"What precautions do you take against microbes?"

"First, I boil the water."

"Yes, and then?"

"That's right, and then?"

"I drink nothing but beer."

**DON'T LET THE FIRE BURN THRU TO THE OVEN**

What a pleasure it is to do things yourself and to know they are well done.

FOLEY'S PREPARED FIRE CLAY enables you to put the most durable of all linings in your own stove.

Get a sheet of directions from the Hardware or Stove Dealer when you buy your Clay.

The above does not apply to those who burn wood exclusively. For them iron linings give good service.

**Hotpoint Hot Plates**

The ideal cooking appliance for summer cottages, small kitchens or for use as an auxiliary cooking unit.

Catalogue No. D23

Equipped with two 900 watt open coil elements.

Catalogue No. D24

Equipped with one 900 and one 1700 watt open coil elements.

**Webb Electric Co.**

ST. JOHN, N.B.

## ONTARIO FARMERS VOICE GRIEVANCES

Official Investigators Express Opinions on Conditions of Living

Ottawa, Sept. 15.—The Ontario agricultural inquiry committee appointed by the Provincial Government to investigate farming conditions throughout the province, held a session Wednesday.

A varied number of subjects were raised, covering the problem of farm labor, use and encouragement of chemical fertilizers as a substitute for barnyard manures, high cost of living, marketing of farm produce and the burden of taxation.

George Hopper, Merivale, thought the Government should look into the matter of the present rates for hydro power on the farm. He contended that the present rates paid by farmers were much too high. He also complained that the farmers were not getting enough for their produce. "Only \$4.50 is paid for two cowbills now, and when the farmer wants to buy a pair of shoes they cost from \$6 to \$10 a pair," Lawson Stewart, Arnprior, said that

no farmer could allow himself the ordinary wage paid to a common laborer, and save any interest on his investment in his property, machinery and stock. "There is too big a difference between what the farmer gets and what he has to pay for him to make money today. These farmers who are well off are so because of the increase in the value of their land through the growth of the country, and not because there is money in actual farming now."

Holly Acres, M.L.A., suggested that a start should be made in reducing freight rates. Transportation costs should be cut, and he thought the Dominion Government should be censured for trying to make the National Railways pay instead of cutting down freight rates and then compelling the C. P. R. to reduce its rates also. He also advised that the Government help the farmers to purchase pure-bred stock, thus improving the quality of the farm produce in the country.

**BIND EMPLOYEES AND STEAL FURS**

Newark, N. J., Sept. 14.—Seven employees were found and gagged and made temporary prisoners in a dark room shut off from the rest of the place by a heavily barred door, when six armed handily today entered the fur establishment of Joseph Hollander, Inc., and an hour later disappeared in an automobile with sealings valued by the owners at \$40,000.

Made to Please

# OVIDO

10¢ CONGRESS SIZE

There are Cigars as good, but not at the same price

L. O. GROTHE, Limited - MONTREAL

CANADIAN NATIONAL RAILWAYS

To MONTREAL TORONTO DETROIT CHICAGO

## INTERNATIONAL LIMITED

Leaves Bonaventure Station, Montreal, 10.00 A. M. Daily.

## OCEAN LIMITED

Makes Daily Connection from all Maritime Province Ports.

For Fares, Reservations, Etc., Apply to L. C. LYND, City Ticket Agent, 49 King Street

You will be safer on the Highways if your car is equipped with four good

# OAK CORDS

ALL CORDS TOUGH THAN OAK

You will have "as tire troubles with the usual bothersome adjustments if you use "OAK CORDS."

Your Oak Cord tires will wear so long that you will forget there is a mileage guarantee with every tire.

The dealer that is trying to give value to his customers sells Oak Cords.

Sole Manufacturers THE OAK TIRE & RUBBER CO., LIMITED, Oakville, Ontario

W. H. THORNE & CO. LIMITED, ST. JOHN, N. B. DISTRIBUTORS.

The Gift Chest of COMMUNITY PLATE is a perfect gift for the bride

Beautiful, practical, enduring is the gift of Community Plate which goes far in the making of the bridal home. Especially is this true of chests of Community Plate which are shown in various sizes, as are hundreds of lovely individual pieces, in the inviting Silverware display of

## EMERSON BROTHERS, Limited

25 Germain Street Phone Main 1910