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PARKER DUOFOLD DUETTE
Lacquer-red Pen and Pencil to Match
Trimmed with Gold

Sold separately, or with Gift Box de luxe included in Sets

YOU know how beautiful, how balanced, how smooth-writing a pen is the famous Parker Duofold that the whole world has acclaimed. Well, the new Parker Duofold Pencil is a perfect match for it—Parker held it back 2 years to make it color-perfect.

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Parker Duofold Duette, Pen & Pencil, \$3.50
Duofold Jr. or Lady Duofold Duette, Pen, \$3; Pencil, \$1.50

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KING COLE TEA

Here and There

Comparative figures on the hydro power installed in the United States and Canada show that the latter is far in the lead in respect of horsepower installed per 1,000 of population. The United States has 16,455,000 h.p. of installed water power against Canada's water power installations of 3,227,414 h.p. The horsepower per 1,000 of population in the United States is 95, but in Canada it is 350.

A steady increase in the volume of wheat exports from Canada is noted in the monthly statement issued by the Bureau of Statistics. In April, 1924, 6,085,465 bushels in all were exported, as against 5,143,304 in April, 1923. Included in these figures are 32,805 bushels sent to the United States, 2,972,469 to the United Kingdom, and 3,080,191 to other countries.

Approximately 90 per cent of Manitoba's wheat acreage has been seeded, despite the general lateness of work on the land occasioned by unfavorable spring weather. Practically every district correspondent reports a reduction in the wheat acreage, with corresponding indications that barley and flax acreage, in particular, will be increased.

Alberta provided the bulk of the wool sold by the Canadian Co-operative Wool Growers' Association last year, 1,062,613 pounds, of the total of 2,843,365 pounds of the 1923 clip, coming from this province, according to a statement made by the general manager of the Association. Ontario growers took second place, with 636,076 pounds, followed by Manitoba-Saskatchewan, 459,538 pounds. Sundry shipments totalled 345,599 pounds.

The value of the building permits issued in 34 Canadian cities showed a large increase during April, as compared with March, 1924. Representative cities authorized buildings to the value of \$13,452,359, as compared with \$9,162,763 in the previous month. Nova Scotia, Quebec, Ontario, Manitoba and New Brunswick registered increases in the value of building permits issued.

Except in sheep, Canadian livestock and livestock products show an increase in shipments to the United States all along the line in the January-February period of this year, compared with the corresponding months of last year. Cattle shipments in the period were 11,190, compared with 10,310; beef 923,400 lbs., compared with 446,800 lbs.; bacon 81,700 lbs., compared with 30,100 lbs.; pork, 165,300 lbs., compared with 100,800 lbs. and mutton 2,408 lbs., compared with 700 lbs.

The first annual pow-wow of the Trail Riders of the Canadian Rockies, which will be held July 17-18 at Yoho, will take place in a big sun-dance lodge erected by Stoney Indians. The order aims to encourage travel through the Canadian Rockies, outdoor life, nature study, and forest conservation, and to honor early explorers. Many noted authors and artists have joined and E. W. Beatty, President of the Canadian Empire Builders, has donated \$1,000 towards expenses.

The Canadian Pacific S.S. "Empress of Canada" arrived at Vancouver, B.C., on May 24th, following a world cruise of five months and nearly 30,000 miles. The passengers witnessed a remarkable eruption at Hilo, in the Hawaiian Islands, on May 17th. After a public welcome at Vancouver, they left for the East, stopping en route at Banff Springs Hotel for a dinner-dance. E. W. Beatty, President of the Canadian Empire Builders, who met the ship, said that she had done important missionary work in carrying the Canadian Ensign over the Seven Seas.

Arrangements are well under way for entertaining the members and friends of the Canadian Teachers' Federation during their trans-Canadian tour, which will take place August 4th-12th over the main lines of the Canadian Pacific Railway, in a train specially provided for their accommodation. Fort William, Port Arthur, Winnipeg, Regina, Moose Jaw, Calgary, Edmonton, Banff, Lake Louise, Vancouver and Victoria are all planning festivities. The Canadian Pacific is preparing to give the teachers a royal time at their beautiful Rocky Mountain resorts and the people of Victoria, where the subsequent convention will be held, will also help to make their stay in that city a memorable one.

INDUSTRIAL SITUATION OF THE MARITIME PROVINCES

Business Conditions Viewed from a New Angle—Thirty Years Ago and Today—The Years Between—Maritime Industries Gradually Absorbed by Upper Canadian Interests—Our Payroll Loss—Must Buy Maritime Made Goods to Keep Population.

(By W. F. B. Paterson)

Some time ago there appeared in one of the St. John papers an account of a certain N. S. town which years ago was the home of several thousands of citizens, but today grass is growing in its streets, and broken-down, deserted homes and abandoned factory buildings are all that is left marking the spot where at one time prosperity was in abundance.

The fate of this N. S. town represents the logical ending of a community that makes no provision for the future, and fails to meet changing conditions as they arise; fails to stop leaks that can be stopped and makes no effort to save itself.

Methods change as we progress but basic principles do not change. Our forefathers failed in their enterprises for the same reasons that we fail in ours. They were successful for the same reasons that we are successful. I would not go so far, as to say that there is nothing new under the sun, but I do believe that we can learn a lot by studying successes and failures and applying past experiences to present day conditions.

It is not my intention to make the claim that the Maritime Provinces are heading for the same fate as the N. S. town referred to, but what can be learned from a decaying town can be applied to any province or group of provinces, and the same remedies may be applied, just as the reasons for lack of progress may be the same.

Let us go back, for the purpose of illustration, for a period of thirty years and, metaphorically, locate ourselves in some township of say five thousand citizens. We find that the farmers are bringing in all the vegetables, eggs butter, beef, etc. consumed by the people. In the town there are several small industries supplying the needs of its citizens and the needs of the rural districts all around as far as the territory covered by the next township's industries.

The earnings of the people are spent with the local stores and the local manufacturers. The natural increase of the population gradually creates a bigger market, and the business organizations gradually increase their payrolls. New homes are built and new streets laid, all calling for labor and representing payrolls. The farmers, in turn find an increased market for their products, and it becomes necessary for them to produce more foodstuffs, keeping their families employed and offering opportunities for the younger men of the country districts to commence farming on their own account.

This picture represents the natural growth and prosperity of a community depending upon its own resources and supplying the demands of its own people, and can appropriately be likened to the Maritime Provinces of thirty years ago.

Now let us commence the destruction of our prosperous little town and during this process of pulling down I would ask my readers to decide, for themselves as to whether anything of this description has taken place in the Maritime Provinces.

In the town of our story we have a chair factory supplying the needs of our people and employing fifty hands who are spending their wages in groceries, clothing, household supplies and house rents, all within the town.

The owner of the factory is paying a large portion toward the upkeep and extension of the town and his employees, also are paying in proportion.

From a thousand or fifteen hundred miles away a visitor comes to town. He looks over the prospering chair factory and, in his mind, sees the prospects for a greatly increased demand for his own products, if this little factory were not in existence.

There are two courses open for our visitor to adopt. He can flood this town with his chairs and put the local man out of business, or he can buy him out. For the sake of argument we will say that he buys him out.

Now what takes place? The first stone has commenced to crumble. The long distance manufacturer naturally can operate more economically by manufacturing in his one large plant, so the little factory of our prosperous town is closed up and fifty producers are left without any payroll and become a liability to the community instead of continuing to be assets.

There comes a time when forty of this fifty workers decide to pull up their stakes and go to the chair factory of fifteen hundred away. Our prosperous town now loses forty citizens—forty taxpayers; the grocer loses forty customers; the dry goods store, the shoe store and all stores lose forty customers, and the farmer also loses forty consumers of farm products.

Let such a case as this repeat itself three or four times, and all business organizations located in our once prosperous town begin to feel hardships. The less sturdy ones are compelled to close up. The sturdy ones reduce pay-rolls. All this means that a few more citizens have to go elsewhere for the means to live.

If our town has no natural resources, such as fish and lumber with which to prolong its period of decay, it end would not be far distant, but for argument's sake, let us suppose that our dying town has considerable resources in lumber and fish, with which it is supplying other communities.

Then so long as the fish and lumber last, the town will never die, but gradually sift down to such a state that these two sources will be the only means of carrying the population, and the amount of population will be entirely governed by the development of these two resources. To emphasize this, I would ask my readers to look at Newfoundland where little outside of lumber and fish is developed, and all the needs of the people imported. Their population stands still. Even declines.

Pause for a moment, dear reader. Think of the once prosperous town of our story; Newfoundland with its standing population and then the Maritime Provinces.

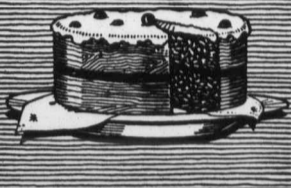
A prosperous country is not made by the centralization of its industries, which tend only to build up one section, but by a fairly even distribution, scattering the payrolls from one end to the other. Localized buying, however, on the part of the people of various sections of the country, has the tendency to keep money where it is being earned, and to provide payrolls for the future.

For instance we would not want a chair factory in every small locality. There must be a certain volume of production in order to produce economically, but sufficient chair factories distributed throughout the Maritime Provinces to supply the need of the Maritimes, would build up this section of Maritime industry to the benefit of local people, and help us keep up our part of Car-

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ada.

On the other hand if we buy our chairs out of the Maritimes industry as a whole does not suffer nor does our country suffer as a country, but the Maritimes themselves suffer, and it eventually becomes necessary for some of us to follow the money set out for chairs.

A "Build up Canada," is a splendid slogan, but takes in too much territory for the individual. No structure is erected in one piece but by many bricks laid by many workers. Our brick is the Maritime Provinces and we are the workers. Let us make our brick in the building up of Canada as good and as strong as any other brick, by attempting to get back to the stage of prosperity ill-treated by the town in our story.

It can be done by a united drive on goods of local production. Goods made within the Maritime Provinces by our workers, who are spending their earnings with the merchants of their communities. Let us create work, remembering that the lack of work means stagnation and a declining population. Demanding goods of Maritime manufacture will create work for Maritime people.

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