

• After all there's no Tea.
Like Morse's!



Certificates To Be Given Plumbers

The examining board for N. B. plumbers announced Monday evening that 238 plumbers had satisfied the board that they were qualified for registration under the regulations of the Health Act and would be granted certificates. Final decision on applications for registration for those practicing the art of plumbing in New Brunswick was made Monday evening; when the committee disposed of several cases held in abeyance. It was announced that in future anyone wishing to practice plumbing in the province would have to pass the required examinations. It was pointed out that those who did not comply with the regulations under the Health Act would be liable to a fine not exceeding \$200. Several apprentices have registered and these will come up for examination after they have had five years' experience.

Autos Kill 20,000 Yearly In U. S.

In the last ten years the number of persons killed each year by automobile accidents has increased from 5,000 to 20,000; according to the report of the U. S. National Safety Council.

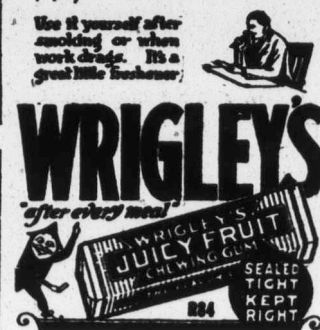
The increase in the number of deaths last year over those of the previous year was between 1,000 and 2,000 due principally to the continued increase in the use of automobiles. In 1924 there were 17,700,000 automobiles registered in the United States; or one to every 6.2 persons.

Recommendations of the council are that drivers should be licensed only after tests and examinations by the state and licenses should be revoked for cause; uniform traffic regulations should be adopted by the States and all laws and regulations designed to prevent accidents should be rigidly enforced.

Ontario To Impose Three Cent. Gal. Gasoline Tax

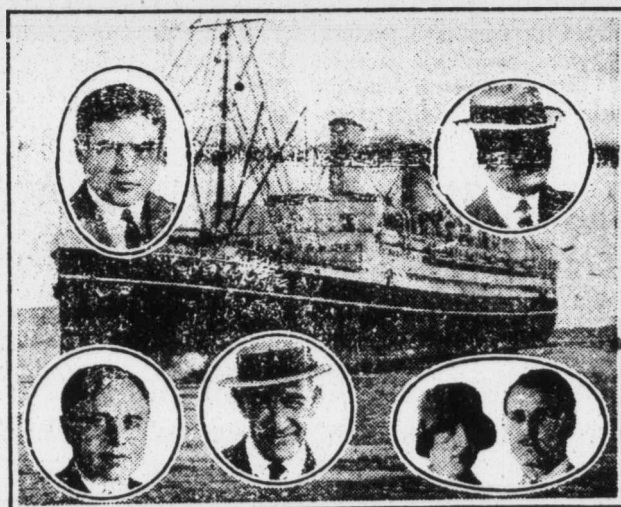
Premier Ferguson told a large deputation from the Ontario motor league and branches from all over the Province that the government proposed a gasoline tax of three cents per gallon. The league while agreeing with the principal of the tax on gasoline objected to its imposition as a surtax and asked that the tax be postponed until January 1 next to enable the government to work out a reduction in the motor license fees so that no extra burden would be placed on the motorists as they were already carrying enough. The three cent tax announcement of the Premier surprised the deputation who were fighting on a maximum tax of two cents.

The Premier informed them that Quebec was asking that Ontario put on a four cent tax to have uniformity between the two provinces. The Premier announced that if there was a great revenue from the gas tax the motor license fee might be reduced for 1926 but he made no promises.



The three cent tax it is estimated; will bring in an additional revenue of \$3,000,000.

Prominent Passengers on Empress of France



Top left, E. W. Beatty, K.C.; right, Hon. Charles A. Dunning; bottom left, Lord Beaverbrook; E. W. Bok, Prince and Princess Obolensky.

The tide of steamship traffic is turning westward again, and the St. Lawrence route is still the favoured one. Beside large numbers of immigrants and returning Canadians, a great many European tourists are now turning toward Canada and these form no small percentage of steamship passenger lists. Perhaps the most distinguished list this season, was carried by the Canadian Pacific S.S. Empress of France on her last westward voyage. Among those on board was Lord Beaverbrook, who with several members of his family will spend some time in this country. He was also accompanied by T. Marston Till, O.B.E., his secretary. Other prominent British passengers were Right Hon. Sir Evelyn Cecil, O.B.E., M.P., and Col. Vaughan Morgan, O.B.E., M.P., of London. E. W. Bok, the famous Philadelphia publisher of Peace Prize fame also made the voyage.

Two passengers in whom much interest centered were Prince and Princess Serge Obolensky whose recent marriage in Paris was one of the big social events of the year. The Princess was formerly Miss Astor. The Hon. Charles A. Dunning, premier of Saskatchewan, was also on the France. Other prominent passengers included Mr. R. Bosch, the inventor of the Bosch Magneto, and Mrs. W. H. Taft, who was met at the dock by her husband, W. H. Taft of the U.S. Supreme Court and ex-President of the United States.

E. W. Beatty, President of the Canadian Pacific Railway, returned on the Empress of France from a short visit to the Company's agencies in England and Scandinavia. He was much impressed by the great possibilities of a furtherance of trade between these countries and Canada.

Asked whether he had seen the Canadian papers while abroad, and had noted the storm of comment and protest that had followed upon the putting into effect of the Crow's Nest Pass rates, Mr. Beatty replied that he had seen a good deal of this, and it was nothing more than had been expected by himself and other railway officers.

"At the time the proposed restoration of the Crow's Nest rates was under discussion," he said "it was made abundantly evident by the railroads that they could not afford in the face of existing costs of operation for labor, materials, equipment, etc., to extend the operation of the Crow's Nest rates beyond the limits originally fixed. It was also fully explained that if restoration was forced upon the railways many inconsistencies would inevitably result, and some parts of the country would be unduly favored in comparison with others."

"One of the grave difficulties of the day in railway operation in Canada is that theorists in railroad management are preaching a doctrine that gives no thought to the cost of operation in relation to the price the railroad is permitted to get for the service it gives as a common carrier. In most other lines of business, cost to the consumer is based on the cost of production. I cannot see why it should be different in the selling of freight or passenger transportation. Somebody has got to pay wages and other operating costs, and if the shipper is not willing to do so, I do not know who will, unless the country will pay it as a whole and I imagine that even the strongest supporters of public ownership will agree that we have reached the limit in that direction."

"It is axiomatic, too, that the continuous betterments and improvements to existing railway lines and the provision of capital for extensions and new constructions generally depends directly upon the earning power of the companies, especially in the case of the Canadian Pacific, whose funds must be secured in the money markets of the world and it would be in every respect unwise to borrow unless the general earnings of the company were satisfactory. One of the difficulties facing the railway companies in Canada is that there is not a sufficient margin between revenues and outlays to permit of surpluses for working capital and for the general purposes of the companies. Until this margin is re-established extensive borrowings are highly undesirable. Nothing is more conducive to satisfactory commercial conditions than a healthy transportation situation and this can only be accomplished if a proper relation exists between revenues and disbursements."

"I should like to point out," said Mr. Beatty, "that the Interstate Commerce Commission in the matter of rates and charges on grain and grain products in the western United States very recently decided that the general basis of rates then in effect did not appear to be unreasonable and dismissed the application for reduction. Here it should be remembered that rates on grain and grain products now in effect in western Canada are not less than 25 per cent. lower than those in the United States. The Interstate Commerce Commission is comprised of highly qualified economists who approach the technical and allied questions of railway rates and costs in a thoroughly scientific manner. On the other hand, the rate situation in Canada which has been the subject of so much comment recently has been brought about by the restoration by act of Parliament of a scale of rates fixed nearly thirty years ago without regard at all to present day costs of the inevitable disruption of the relationship which otherwise existed between various commodities and various producing centres."

Mr. Beatty added that figures had been filed with the Government showing the approximate decrease in revenue to both the Canadian National and the Canadian Pacific railways by the adoption of the Crow's Nest rates on grain. These, he said, reflected a very serious loss of earning power to the roads which would be made still more serious by the recent restoration of the rates on the balance of the commodities enumerated in that act.

First Impressions Are Important

In a world where appearances are valued as indexes to character, *Your Stationery* should represent you worthily—always and everywhere.

That atmosphere of character and refinement, which should distinguish all self-respecting correspondence is assured when you place your stationery order with us. If you allow us to furnish your

Letter Heads, Bill Heads, Shipping Tags, Office Forms, Envelopes, Statements, Etc.

they will reflect the dignity and self-respect of the discriminating, and be an excellent advertisement for your business, for a business man may be judged by the quality and style of his printed matter.

The Advocate Job Printing Department

is without doubt the best equipped on the North Shore, and consequently in a position to turn out all kinds of Job Printing *Neatly, Promptly and Satisfactorily*, at very reasonable prices.

We are constantly adding new type and material to our already up-to-date equipment, and we have recently put in several of the newest type faces manufactured.

Let Us Prove

to YOU the truth of the above statement by giving us a trial order for any of the above mentioned office requisites, or an order for

Posters or Dodgers, any size Flyers, Circulars, Programs Menus, Display Cards, Business or Visiting Cards, Price Lists, Booklets

in fact, *ANYTHING YOU WANT PRINTED Neat, Artistic Two-Color Work a Specialty. Call on us when you need anything in our line. We assure satisfaction.*

Mail orders receive our careful and prompt attention. Write us for prices.

Yours for Good Service

The Advocate Job Department

Phone 23

P. O. Box 359

Everything in Printing.

Assuring Your Business

A policy of advertising is a policy of life assurance, and the protection thus secured is well worth its annual cost.

Old customers die or move away—they must be replaced.

Old customers are subject to the influence of temptation—they may be induced to divide their custom—to do some of their shopping at a competitor's.

New comers to this community will shop with you—become regular customers—if they are invited to do so.

Your competitor's advertising is an influence which must be offset if you are to maintain your trade.

Not to advertise regularly to the readers of the UNION ADVOCATE is to leave your business unprotected.

A WORD TO THE PUBLIC

It is no sign of weakness to follow the lead of advertising. You owe it to yourself to get the most for your money, the best goods and the best service. And if you find that your inclination is to shop where you are invited to shop rather than to continue to be a customer of the shop which never solicits your good-will you need have no compunctions of conscience.

Shop Where You are Invited
to Shop

"RUB IT IN" To Remove
ACHES & PAINS

RUB Zam-Buk in to relieve the sharp twinges of rheumatism sciatica or lumbago. Rub it in to aching backs, stiff joints and sore muscles, and to move cold-on-the-chest. Zam-Buk does far more real good than poisonous liniments. Its penetrative pain-killing essences get right to the root of trouble, allaying soreness, congestion, swelling and inflammation in a wonderful way.

Use Zam-Buk for all cuts, wounds and bruises. It prevents festering and blood-poison and ensures rapid healthy healing.

Zam-Buk

Also for eczema, pimples, rashes, bad legs, piles, poisoned wounds, etc.,