

The Evening Times-Star

ST. JOHN, N. B., MARCH 12, 1924

The St. John Evening Times is printed at 27 and 29 Canterbury street, every evening (Sundays excepted) by New Brunswick Publishing Co., Ltd., J. D. McKenna, President.
Telephone—Private exchange connecting all departments, Main 2417.
The Times has the largest evening circulation of any paper in the Maritime Provinces.
Special Advertising Representative—NEW YORK, Frank R. Northrup, 350 Madison Ave.—CHICAGO, E. J. Powers, Manager, Association Bldg.
The Audit Bureau of Circulation audits the circulation of The Evening Times.

DR. A. F. McAVENEY.

The name of the late Dr. A. F. McAvenny will always be associated with the beginning and successful conduct of the agitation for an organized struggle against tuberculosis in New Brunswick. The White Plague had laid its hand heavily upon him and his family, and with a burning sympathy for all others who suffered in like manner he threw himself into a fight in which he never grounded arms till the end of a worthy, a busy and a most useful life. Long before there was a sanatorium or hospital in this province to combat the disease, Dr. McAvenny used every available means to aid in arousing public feeling in favor of action by private organizations and by the authorities. It must be twenty years since he began to bring articles and literature relating to tuberculosis to the editor of this newspaper urging their publication and asking for support in the great campaign. Long before that he had been active, and it is in no small degree due to him that public sentiment was aroused, the people given a fuller knowledge of the fact that the disease in its incipient stage is curable, and that by pursuing the right course it may in time be eradicated. Dr. McAvenny had much to do with the establishment of the River Glade Sanatorium, made possible by Mrs. Jordan's great generosity, and the County Hospital at East St. John. The voice now silent was ever at the service of the people when effective advocacy of the great cause was needed.

Aside from his deep and constant interest in this work, Dr. McAvenny was a cultured and kindly gentleman, whose friendship was valued in the wide circle in which he moved. For several years his health has been steadily failing, but he remained cheerful and deeply interested in all that pertained to the public welfare until the very end. His passing is a loss to the city and province, and the great cause to which he devoted so much time and attention for so many years. He was a crusader in the great struggle for public health.

THE CITY ACCOUNTS.

Some very interesting facts are disclosed by the annual report of Chamberlain Lingley and Comptroller MacIntyre. The expenditure by the various departments and for schools in St. John last year totalled \$1,885,544.46. Against this there was an income from various departments of \$30,000,000. The large stands out as usual as a heavy absorber of taxes. The expenditure on it was \$97,755.78, and the income \$42,032.48, showing a deficit of \$55,723.30.

It is a source of satisfaction that all the departments kept within their appropriations, and that there is a surplus of \$10,427.20; but it is noted that while only \$81,000 of debt was paid off the new obligations incurred by issue of debentures totalled \$283,500. The debenture debt on Dec. 31 amounted to \$6,620,210.21. Against this are assets amounting to \$11,098,133.74, but the Chamberlain points out that at the close of the present year the debt, including school and city property of county debt will be nearly \$9,000,000. He therefore sounds a note of warning against issuing further bonds except for imperative needs.

It is gratifying to note that the payment of taxes last year was not below the average of recent years. With regard to the harbor, the receipts were \$216,233.17 and expenditures \$190,016.71, leaving a surplus of \$26,170.46. A very satisfactory announcement is that the sinking funds to take care of the bonded indebtedness amounted to \$1,947,318.56 at the end of the year. We are paying nearly \$30,000 per year interest on the debenture debt, and this is a heavy burden. The fact remains, however, that the city is financially sound, and has been making great improvements in the public services. To what extent economies may be introduced in civic administration and what improvements may be made in methods of taxation will be subjects to command the attention of the City Council as constituted after the civic elections.

GORMAN AND LOGAN.

The City Council yesterday afternoon not only performed a gracious act but gave expression to the feeling of the citizens, when Mayor Fisher, in its behalf, presented gifts of substantial value to Charles Gorman and Willie Logan, senior and junior skaters who have done so much to spread abroad in the athletic world the fame of their city. The Mayor concisely set forth the achievements of the two, and the assembled citizens very heartily applauded them. Charles Gorman, in expressing his thanks, paid a very warm tribute to the younger skaters of St. John, among whom may be future senior champions, and urged that the citizens give them every encouragement.

It is fitting that such recognition

should be given. Naturally there was reference yesterday by Mr. Chesley to Hilton Belyea, who has won such great honor with the cars, and goes now to the Olympics and Mr. Covey declared that in William Maynes he and others believed St. John has the fastest quarter mile runner in Canada. This city and province will be well represented in the aquatic and track events at the Olympics. What has been accomplished in all lines of sport in the last three or four years should stimulate public interest to the end that every needed facility for training be provided for those who will be our future representatives in national and international contests.

THE TORONTO GLOBE.

The Toronto Globe is eighty years old. The Canadian citizen of today cannot remember when the Globe was not a great newspaper. Its founder, George Brown, was one of the strong men of his day, a stout defender of the people's rights, and one of those whose vigorous utterances brought the downfall of the Family Compact and ushered in the era of responsible government. The Globe has been true to its traditions. Through the years it has stood for popular liberty, public honesty and high moral and social standards. Those who have been its spokesmen have been greatly in earnest, and its utterances have been received with respect, even by those who in politics were its strongest opponents.

It is not easy to estimate the influence of a newspaper inspired by high ideals, going day after day and year after year into the homes of the people. It is a great educator, a great moulder of public sentiment, and a friend to be received with gladness into the family circle. The Globe has seen Toronto grow from a small town to a great city, and Ontario from a small to a great province. It has seen the Dominion of Canada established, and the bonds of Empire drawn closer, while a great independence of autonomous states were being developed under the flag. There have been great changes and improvements in the newspaper press in eighty years, but the Globe has kept abreast of the times and retained its hold upon the affections of its great constituency. Its voice today sounds as clear a note on questions of great public moment as in the days when George Brown threw himself into the struggle against privilege, autocracy and injustice. All its contemporaries will wish for the Globe a continuance of its success as a newspaper, and of the high standard of journalism which has marked its career of four-score eventful years.

RAILWAY RATES, WEST AND EAST.

The Ottawa correspondent of the Toronto Globe declares "on splendid authority" that the Crow's Nest Pass agreement, which, when entered into in 1897 between the Dominion Government and the Canadian Pacific Railway, provided for an average reduction of a little over 10 per cent. on the westbound movement of freight from Port William, will come into full force again on July 7 next.

The Progressives have been pressing for this action. Of its effect upon the railways the Globe's correspondent quotes statements made two sessions ago by E. W. Beatty, head of the C. P. R., and by D. S. Hanna, then head of the Canadian National Railways. Mr. Beatty stated that, with the application of the Crow's Nest rates to the 1921 traffic, with the other then existing rates in effect, it would mean a decrease in the earnings of that road for 1922 of \$14,000,000, of which \$7,000,000 would be from grain. Mr. Hanna said the loss on the C. N. R. would be about \$10,000,000.

The Montreal Gazette wants to know, if the action predicted is now taken, what the Government will do with the demand of the Maritime Provinces for lower freight rates. The question is pertinent. Mr. Forke, the Progressive leader, said last week that national unity must be based on national justice. If the Crow's Nest agreement is to come into effect again, what about the C. N. R. rates between the Maritime Provinces and the rest of Canada? The voice of the Maritime members in Parliament will no doubt be heard regarding this matter. Mr. H. J. Logan was very outspoken on Monday, when he declared that these provinces were being squeezed to death between the freight and tariff walls. We lost our natural market at Confederation and now are shut out of the Central and Western Canadian market by high freight rates. The remedy is obvious. The rates must come down.

Ontario manufacturing centres are agitated over the question of tariff reduction. In Hamilton the assertion was recently made that lack of adequate protection was responsible for the glass company being forced to cease

operations. The prompt answer has been given that the tariff was in no sense to blame, but that the cessation was due to an entirely different cause. The tariff controversy is on, but the voice of protectionists is less potent than formerly, and that of the west much more effective. A high tariff campaign in the Maritime Province would do little. With prohibitive freight rates these provinces could not build up new industries. They would have no satisfactory market.

It has been decided to hold a plebiscite on the question of establishing a vocational school in St. John. The Board of School Trustees and the interested in the matter will doubtless have to wait to see that full information regarding the need of such a school, and the aid which will be received from the Government if early action is taken, is placed before the citizens, in order that they may vote with clear knowledge of what it is they are asked to approve or reject.

Those who read the speech of Mr. Richards in the Legislature will have some difficulty in discovering what progressive policy the Conservatives have to offer to the people of New Brunswick. Of criticism there is plenty, as is to be expected of an Opposition leader, but that does not carry any assurance of more progressive policies and administration under new leaders.

Press Comment

DAYLIGHT SAVING.

(London Times.)

Shall the nation, reverting to ancestral habits, rise an hour earlier or not during one-half of the year? Individuals can do nothing by themselves unless the community, in its general arrangements, supports them. The community itself, the sweets of universal citizenship—some of the few happy legacies as Sir Kingsley Wood put it, left by the war—and prefers it, for a multitude of reasons, to the hours of the year used to keep. The last fortnight of September, for the amount of daylight and fine weather which it affords, falls logically into the hours of the year. It is a month of cows and coddles to conform for a few mornings more than they were asked to conform this year?

MANNING DOHERTY SCORES

(Toronto Star.)

The good leadership enjoyed by the new Progressive group in the legislature has won for them the recognition to which they were entitled under the laws of Ontario. The further recognition as the official opposition party to which their numbers entitle them under their unwritten constitution is still withheld from them.

The salary of \$15,000 which will now be paid to Hon. Mr. Doherty will be supplemented, by a grant of \$10,000 for a stenographer. The money involved is of secondary importance. The Progressives were fighting for the principle that the premier's speaker of the House are not superior to the statute book.

THE LUDENDORFF TRIAL.

(New York Herald.)

That Ludendorff and Hitler were guilty of the grossest folly in their Bavarian revolt last November has long been recognized. They thought they would march to Berlin through masses of hurrying Germans flocking to their standard, when the obvious order of the day was to retreat. Ludendorff was not quite so simple politically as he has just shown himself at his trial. His evidence preys a dangerous hostility to the Weimar Constitution, and that it will greatly benefit the cause of German republicanism and unity. They are a queer trio. Hitler, a self-taught Austrian mechanic, still in his early thirties, hoped to organize a Fascist movement among Bavarian workers. Von Kahr, the chief leader of the Bavarian People's party, as Prime Minister, smoothed Hitler's path to power, and Ludendorff joined them to gamble again in the civil war.

OFFICIAL CORRUPTION.

(Chicago Journal of Commerce.)

Now not only federal executive officials, but federal legislators, are accused in the expanding investigations of official corruption. It is alleged that two members of Congress received more than \$150,000 in return for obtaining the pardon of a large number of federal prisoners.

Certainly Congress cannot fail to inaugurate a thorough investigation of the appalling charge that a pair of its members have been using their influence in this dirty fashion.

The peddling of pardons is one of the oldest and basest forms of crime. As far back as recorded history runs, we find that persons who had the ear of the sovereign employed the pardoning power as an easy ladder to riches. At times this branch of corruption has been the particular prerogative of ladies of the court. In one form or another, the sale of pardons has continued without interruption down to the present day.

Even when corruption is not on the job, the broad use of the pardoning power is evil. This evil has been smothered during Governor Small's administration. There is nothing to indicate that these pardons have been sold across the counter for dollars; but we do know that political influence has been a powerful factor. Largely for political reasons, scores of the lowest type of criminals have been loosed on the people of Illinois.

WHY NOT ENFORCE IT?

(New York Times.)

Prohibition Commissioner Haynes has been in Indianapolis, enforcing the Volstead act by talking about the matter to the big ones speaking about law enforcement. A Committee of One Hundred to promote enforcement of prohibition is one of the big ones. He is speaking at a conference which he instructed. Mr. Haynes is a man of excellent intentions, but he circulates about the country too much to enforce his arguments more effectively than he does the Volstead act.

Take the State of Oregon, where sentiment has been continuously strong for the rigors of prohibition. According to the testimony of its warm friends, the work of the enforcement of prohibition is most unsatisfactory. Make as many arrests as you can; get as many convictions as you can; nab a lot of petty offenders; but the big ones escape; lists and fines look well in a report—that is the Oregon way of enforcement. Blame the public. Blame the State. Blame the other party. Here in New York State prohibition has become a fencing match between the Republicans and the Democrats.

Meanwhile, it is not important to regard Commissioner Haynes and all prohibition directors that they can't enforce it. "I say we are going to enforce it," the Commissioner cries. When? Why not enforce it now, quit talking and act?

U. S. SHIPS FOR SALE.

(Toronto Globe.)

The United States government is going out of the shipping business, and is offering for sale, by public auction, the shipping board, has called for bids for 1,345 vessels, including its pride, the Leviathan. Under the pressure of the war, 13,200,000 gross tons were added to the United States merchant marine, the government's share costing about \$3,000,000,000. The losses in operation were enormous, amounting for a long period to an average of \$16,000,000 a month. Today only about 400 of the vessels are in use, the remainder rusting at anchor. Many proved unworthy because of hasty building.

In November, 1922, the administration made a desperate attempt to save the new fleet by proposing a ship subsidy. The bill recommended by President Harding in a message to Congress provided for tonnage of vessels; the miles sailed and the speed, half the net earnings of any companies in excess of 10 per cent. to be returned to the government. The bill was rejected in the Senate through the revolt of insurgent Republicans, and has not been revived. The government has now decided to abandon the whole enterprise by selling the ships to the highest bidder. It goes the hope of restoring the American merchant marine to its former position it occupied in the middle of the past century, when it challenged British supremacy at sea. A nation that believes in its own destiny, and in the right of keeping it within the narrowest limits cannot consistently expect to complete seriously for the carrying trade of the world.

THE LUDENDORFF TRIAL.

(New York Herald.)

That Ludendorff and Hitler were guilty of the grossest folly in their Bavarian revolt last November has long been recognized. They thought they would march to Berlin through masses of hurrying Germans flocking to their standard, when the obvious order of the day was to retreat. Ludendorff was not quite so simple politically as he has just shown himself at his trial. His evidence preys a dangerous hostility to the Weimar Constitution, and that it will greatly benefit the cause of German republicanism and unity. They are a queer trio. Hitler, a self-taught Austrian mechanic, still in his early thirties, hoped to organize a Fascist movement among Bavarian workers. Von Kahr, the chief leader of the Bavarian People's party, as Prime Minister, smoothed Hitler's path to power, and Ludendorff joined them to gamble again in the civil war.

It is already clear that the trial will result in the utter discrediting of Ludendorff and Hitler, and perhaps of Von Kahr also; and that it will greatly benefit the cause of German republicanism and unity. They are a queer trio. Hitler, a self-taught Austrian mechanic, still in his early thirties, hoped to organize a Fascist movement among Bavarian workers. Von Kahr, the chief leader of the Bavarian People's party, as Prime Minister, smoothed Hitler's path to power, and Ludendorff joined them to gamble again in the civil war.

FINANCIAL STABILITY.

Bavaria, which has been the centre of reaction in Germany and the seat of the Völkisch movement, has been taught a needed lesson. The trial will strengthen German loyalty to the republic everywhere, and he happily falls at the moment when the Dawes committee promises to give the government new financial stability.

VANCOUVER DAILY WORLD PURCHASED

Vancouver, B. C., March 11.—The Vancouver Daily World has been purchased by R. J. Cromie, publisher of the Vancouver Sun. This announcement was made in the World today by Charles E. Campbell, from whom Mr. Cromie purchased the property today. The World, which has been published as an evening paper since 1888, will be continued as an afternoon publication as the Vancouver Evening Sun. It is understood the purchase price was \$475,000.

Making Sure. A man told a magistrate here that in his anxiety to get a letter delivered to an address in New York, he walked from Tottenham to Southampton and gave it to a ship's steward he knew.

THE CITY OF SAINT JOHN

I am a city set upon a hill.
Upon the bosom of my harbour's tides
Tall ships float free.

Since Champlain disembarked upon this spot
Full thrice an hundred years have
passed and gone—
Unfurling wide the lilacs of La France
Upon
The feast of good Saint John.

On yonder point beneath that headland
grim
Once stood the fort held by Madame
La Tour.

Against her husband's rival—but succumbed at last—
The fate of war.

Twice while her faithful knelt that
Easter morn
Foul treachery opened the gates and led
the way.

What horror to behold thy hated face—
De Charnisay.

Now rise the flames, and o'er the
wooded hills
A thick funeral pall of smoke ascends
And with a roar about her neck
The slaughter of her friends.

Time came when barges in bark
canes
Sought here for sailors with our
earliest kin,
Long ere the King's ships with Refugees
were
Anchored within.

Again a cycle of the unwearied years,
And British ships a loyal remnant
of
From south, to found a city at my
river's mouth
For Country, and for King.

How well those earnest faithful settlers
wrought
The passing generations came to see;
Laid deep and firm the bases of our
Loyalty.

There came a day when over every sea
While winged my speeding messengers
My place was fourth among the ship-
ping kings,
In days gone by.

All that has passed—and shipyards
silent stand,
For mighty Steam has driven from
the deep
That airy phantom of the wave—
The wooden ship.

From that far distant day my fame has
grown,
While sundrines followed shadow,
hand in hand,
And native sons have well upheld my
name
In many a foreign land.

Since first our young Dominion burst
her hands
My sons were first to answer her
behest,
Held hand the plough and hewed the
way to fill
The hungry vastness of the West.

Surely from this transfusion of my
blood
Some recompense comes homing yet
to me;
Prosperity will blossom thro' the absent
one,
So freely given—Canada—to thee.

And so, embedded as my native rock,
I mark the ebb and flow of Time and
Tide,
Knowing that all things come to him
who waits
If he abide.

JAMES MANNING.

The astronomical day begins at noon,
the civil day at midnight.

50c

Live Bristles

Water or use won't take the "life" out of the bristles in a Minty's Brush. The bristles are naturally stiff—not chemically stiffened—hence retain their resiliency always—can't go soft or pulpy.

Made by E. Dupont & Cie., France—the world's largest makers of tooth brushes.

Be Insistent—Demand

Minty's

FRENCH MADE

tooth brushes

Make your home pleasant by eliminating dust and dirt with an ELECTRIC CLEANER.

"Electrically at your service."

The Webb Electric Co.,

Phone M. 2152 91 Germain St.

IN LIGHTER VEIN

It Seems That Way

Dan—"What'll we do tonight—stay at home?"

Nan—"No, I've got a terrible cough. Let's go to the theatre."

His Strong Point

"Good gracious!" said the visitor bachelor, "does your baby always cry that way?"

"Oh, dear, no!" responded his host. "He has quite an extensive repertoire. This is only one of his lighter performances. He reserves his heavy work for 2 a. m."

Spelled The Play

Half way through the second act the heroine, after having been left staring with a bunch of children, and having been greatly abused, got tired of this sort of treatment and shot the villain dead.

"What have I done?" she cried.

"What have I done?" was the reply. "I did nothing for supper last night and she goes an' serves it up for breakfast."

Complete Arrangements.

"Crimson Gilt" hasn't parking space enough to accommodate the automobiles that come to town.

"No, sir," answered Cactus Joe. "This here is a growing community with expenses to meet. If we can't catch a fiver for speedin' we get it fur standin' still."

HARDWARE RELICS IN RUINS.

A rare collection of handsome hardware is now being exhibited in the windows of the office of John Flood and Sons, Ltd., contractors, Princess street. The articles in question were found by the contractors in tearing down the old Dufferin Hotel. There are bolts, nuts, hooks and many other items of builders' supplies, all showing indubitable evidence of their careful hand manufacture in distant days. The most notable article in the collection, however, is a saucup of solid copper. Some cook must have mislaid this valuable utensil and never recovered it. If it has not been buried as long as Tutankhamen's treasures it has been an even more unexpected discovery. Two remarkably handsome brass hinges of imposing size are outstanding in the collection. The exhibit was attracting considerable attention yesterday.

Algeria has more than nine million sheep.

WOULD GET \$23,000 IF TAXES REFUNDED

J. R. Dixon, of Ottawa, member of the legislative advisory committee of the Dominion executive council and of the Dominion board of the Retail Merchants' Association of Canada, addressed a meeting of the automotive branch of the R. M. A. in the Board of Trade rooms, last night, on the subject of the refund by the Federal Government of about \$1,250,000 luxury tax, out of a total of \$17,655,493.17 collected by the Government from the automobile dealers during the period from May 1, 1918, until December 18, 1920.

The sum of \$1,250,000 represented the amount paid in by the dealers on cars already in stock and unsold and on cars in transit at the time the tax was repealed, making it impossible for the dealers to make the individual purchaser of the automobile pay to the dealer the amount the dealer had already paid in luxury taxes to the Government. A refund of this money, he explained, from a detailed statement, would affect St. John dealers to the extent of approximately \$23,000, and Fredericton dealers to approximately \$27,000. Royden Foley acted as chairman.

In opening his address Mr. Dixon gave a brief summary showing the revenue derived from all sources through luxury taxes, while in force from May 1, 1918, until December 18, 1920, as follows:

Total revenue derived from Luxury Taxes. \$38,696,934.28
Appropriated as follows:
On automobiles. \$17,655,493.17
On pianos and all musi-

Stop Coughing

The simplest and best way to stop coughs, colds, croup, bronchitis, and is gripe coughs is to take CHAMBERLAIN'S COUGH REMEDY. Every user is a friend.

cal instruments. 1,766,649.91
On jewelry. 1,689,365.57
On all other merchandise combined. 17,885,465.63
Grand total. \$38,696,934.28

SENDS \$2,735,000 IN GOLD TO U. S.

New York, March 11.—The steamship Aquitania brought 125 bars of gold valued at about \$2,735,000 and consigned to New York bankers, from England today.

FOLEY'S PREPARED FIRECLAY FOR LINING YOUR OWN STOVE
Sold by Hardware Dealers.

The Uninsured Car
Is a Liability to the owner. We can change it to an Asset at slight cost.
C. E. L. JARVIS & SON,
74 Prince William Street

The Better the Range The Better the Bread
—the cake, the pie, the roast! However good your recipe may be, you want a good Range to cook it to perfection. Many a housewife has learned that the ENTERPRISE MAGIC with its wonderful scientific drafts and heat control system, an idea baker, besides being very easy to clean, economical on fuel and attractively designed and finished. (Come in and See the Enterprise Magic.)

MORE FACTS REGARDING FARM IMPLEMENTS
No. 2 of a Series
Factors That Control Implement Prices
The four principal factors determining the ultimate price of farm implements are, Raw Materials, Labor, Transportation, and Volume of Production.
Over none of these has the manufacturer any actual control.
In 1913 the farm implement industry after three-quarters of a century of progress and development, due to improved methods of production, had become established on a sound basis. Every superfluous item of cost had been extracted, and machines were being turned out in mass production at minimum prices.
Then came the war. Everything began to increase in cost until, by 1921 unprecedented levels were reached. The manufacturer's raw materials increased 175%, labor 153%, and transportation 44% to 100%, while production decreased about 50%. Implements, however, only advanced 103% whereas wheat, the principal farm product had reached its peak of 263% two years earlier in 1919.
Materials
Consider now the advance made by some of the most important materials used in implement manufacture. Malleable iron castings cost 100% more than in 1914, steel 128%, cotton duck 169%, coke 125% and lumber from 113% to 248%. Yet implements are only 80.4% higher than before the war.
Labor
The farmer knows the effect that the high cost of labor has on his production cost and can appreciate how it likewise affects the implement maker. Approximately 80% of all money received by the manufacturer from the farmer for machines is paid for labor—not to workers in the implement factories alone, but in the steel mills, the mines, the forests and the railroads. Labor at present is 113% greater than before the war.
Transportation
Increased freight on incoming materials increased 90% since 1914. In addition freight is prepaid on implements to the customer's station, a fact not always taken into consideration in price comparison. These charges on the outgoing product have increased from 44 to 100%. It costs \$33.45 to ship an 8-foot Binder from the factory to Calgary, 2,065 miles, while to London, England, the charge on the same implement is only \$19.72, although the distance is 3,610 miles. To Havre, France, 3,671 miles distance, the cost is only \$17.82, and to Melbourne, Australia, about 11,000 miles from Toronto, the charge is \$23.52.
Volume of Production
Volume of production depends upon demand and volume is the key to lower costs and lower prices. When production rises by leaps and bounds, (as for instance, in the automobile industry), the costs come down. When demand and production fall (as in the farm implement industry), costs go up. The following figures taken for the U. S., but which are relatively applicable to Canada as well, will explain this more clearly.
Automobile Production Implement Production
1914 543,679 cars 4,119,537 machines
1922 2,406,396 " 1,206,059 "
Inc. 1,862,717 or 343% Dec. 2,913,478 or 71%
The difficult position of the Implement industry will be readily understood. It has been caught between two forces—rising costs and decreased production—and has been dealt a serious blow. Yet—
Implement Prices Offer the Greatest Value for the Farmer's Dollar
MASSEY-HARRIS COMPANY, Limited
ESTABLISHED 1847
Toronto, Montreal, Moncton, Winnipeg, Brandon, Regina, Saskatoon, Swift Current, Yorkton, Calgary, Edmonton. Agencies Everywhere