

Premier Baldwin and Vulgar Rich

PROMOTERS OF REVOLUTION.

The Prime Minister, Mr. Stanley Baldwin, addressed a large political gathering in Aberdeen, his speech to last 5,000 being broadcast to another audience elsewhere in the city.

The Prime Minister said: "I have observed in some quarters a demand that I should pass summary judgment on the conduct of our Allies."

"I am sensible of wrong, wherever it is committed, is a good thing, but my censure of wrongdoers should be tempered by remembrance of our shortcomings, and by a full sense of the difficulty and the burden of the imposed upon system. (Cheers.)"

In home affairs, on the whole, the situation is satisfactory, or perhaps I should say the least unsatisfactory. The Chancellor of the Exchequer has discovered a dozen apostate reasons for confidence, and he ought to know. (Laughter.)

Trade. But he has the gift of tongues far beyond anything I can aspire to, and he is apt to play perhaps upon a tender instrument than I allow myself to be. (Laughter.)

I hope no one will impute to the Government of these sections of the press which use the word "boom" in connection with our trade. We are neither in a boom nor a bottomless

pit, but we are able to detect some signs of improvement, and I feel more hopeful in that respect than I have felt for five years—(cheers)—always provided that we can steer clear of industrial conflict.

The figures of unemployment are falling. There have been good harvests abroad. The fall in the wholesale prices of food has not yet been sufficiently reflected in the cost of living, but I think that will yet take place.

The one outstanding advantage, to my mind, of a gold currency is that it is knave-proof. We have preferred to tread the steep path but the certain road, and this week one more obstacle has been removed when the Chancellor of the Exchequer announced the removal of the embargo on external loans. I believe that that will provide an impetus to our foreign trade.

Mr. MacDonald's Ed. Mr. Ramsay MacDonald has said in a book that he was forced to confess that he could not pick up sixpence from the floor of the Cabinet room in Downing-street, even if he used a vacuum cleaner. I will only observe that he had certainly not left sixpence there behind him. (Laughter.)

The Socialists seemed to believe that the demand for commodities and the supply of commodities would proceed quite happily without capital.

What we want is not less but more capital, and much more, and we want that habit of thrift for which Scotland has always been famous.

I am glad to think that is happening to a considerable extent. Up to the end of September nearly £750,000,000 of war savings certificates had

been sold, and the amount remaining invested at that date was something like £370,000,000.

This year the certificates have been selling at the rate of one million a week, and each week there are ten thousand new buyers, a remarkable record in itself. (Cheers.)

But the interesting feature of it is that it proves that notwithstanding the long depression in certain staple trades, there is still money in the country, and the habit of saving small surpluses and investing them, with such an attractive security, has taken root, and is firmly established among our people. (Cheers.)

We want to encourage thrift by giving terms by which workpeople and customers may be able to participate in the work of the limited company.

Industrial ownership in the United States is spreading from the few to the many, and spreading without violent upheaval. There may be a tendency here, but we need to accelerate it, and I hope that every employer will do all he can to multiply the facilities for identifying the interests of various classes who produce the goods of this country. (Cheers.)

That vulgar luxury which flaunts itself in London is confined relatively to a small handful of people. They represent no reservoir of spending power which, if set free, would irrigate the waste places in this country. But their mischievous influence I admit, for they are the best propagandists of revolutionary doctrines. (Cheers.)

Those who refrain from wasteful expenditure of all kinds are the real benefactors of their country. (Cheers.)

I hope one result of Locarno may be a growing confidence with the peoples of Europe to attack the problem of the reduction of armaments, with the will to succeed. When the risk of fire is substantially reduced it is possible to pay less in insurance.

The Government is now scrutinizing with the utmost care the estimates of every department. Every economy that can be made is going to be made, however unpopular it may be. (Cheers.)

But we cannot economize to that point which will reduce our defensive forces below what we believe to be necessary for the safety of the Empire, nor can we make such economies which may touch the education or the health of our people in such a way that the whole burden of those economies rests on one class, and one alone.

A grave industrial conflict would set back the prosperity of this country for years. But it would mean more than that. It would mean a challenge by a minority to the right of the majority to govern.

This country of ours has never suffered domination by a minority gladly. We have in the course of our history maintained the will of the majority against barons, kings and priests. We shall continue to see that the will of the people prevails. (Cheers.)—Daily Mail.

Keeping Parlour Plants Fit

ITALY MAKING GREAT ADVANCES IN THE INDUSTRY.

Shipbuilding in Great Britain is still in quite an unsatisfactory state. The tonnage under construction at the close of the September quarter was 1,000,000 some 84,000 tons below that at the end of the June, and 639,000 tons less than at the end of September 1924, the present total being the lowest recorded since December 1909.

As compared with the average amount under construction during the 12 months immediately preceding the war, the September figures reveal a shrinkage of 881,000 tons. However, the amount of new tonnage started during the third quarter of the year was greater by 70,745 tons than during the previous quarter being 260,551 tons. At New Castle only one out of 12 building slips was occupied by one of the largest and best-equipped shipbuilding works on the Tyne, and the situation was equally discouraging at Barrow-in-Furness and Hull according to information just received by the Bankers Trust Company of New York from its British Information Service.

British shipbuilders are looking aghast at the Italian shipbuilding revival. A year ago the total tonnage of merchant ships under construction in Italy was 132,457, while at the end of September of the current year it was 269,802 tons, gross, or more than double. This remarkable development in a time of depression in the shipping and shipbuilding industry is therefore, particularly notable. An analysis of the figures shows that the development in Italian shipbuilding is wholly due to an increase in the number of motor ships, since the steamer tonnage being built in Italian yards is almost exactly equal to what it was a year ago. Italy is now the third motor shipbuilding country in the world, following closely upon the United Kingdom and Germany, and in view of the considerable number of orders for oil engine vessels that have been placed with Italian builders recently, including a liner of 31,000 tons, gross, it is thought to be not improbable that Italy will soon be building more ships of this class than any other country, excepting Great Britain. At least one Italian yard is in the position of having more orders on hand than ships upon which the new vessels can be laid down, while contracts have recently been placed with the Puella Company for 13 new motor craft. The outlook therefore, for Italian shipbuilding, for the next year or two, is very pleasing to that craft in Italy.

British publications point out that this development in shipbuilding in Italy is largely artificial, being due to the granting by the Italian government of substantial amounts of money to shipbuilders for every ship laid down, while subsidies are given to ship owners on many of the important trading routes. The great development in the construction of motor ships in Italy is attributed to the fact that Italy has no coal or oil, and must depend entirely on imported fuel, which explains the fact that the internal combustion engine possesses more attraction for Italy than it does for her British competitor.

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Changing Rank of American Cities

China, it seems, is the only land to rival America in the number of great cities. The latest census estimates reveal the fact that we now have four cities of over a million people, with a fifth within easy sight of the million mark, while China has three. Great Britain has two cities of over a million population, Japan two, India two, and several other nations one each. Russia's figures are doubtful. And what is more, the great American trek to the cities continues and gains in speed and power. This is the conclusion reached by the Columbus Ohio State Journal after a study of the Census Bureau's 1925 estimate of the population of the United States. Certainly, agrees B. C. Forbes, writing in the New York American, "some astonishing changes are revealed by this mid-census estimate," which the Census Bureau undertakes decennially in order to provide a record of the country's growth midway between census years. The estimates, except in special cases, notes the Mobile Register, are based upon the rates of growth of our largest cities between 1910 and 1920. "They are, in most cases, below, rather than above, the actual population, for the cities are growing faster in this decade than in the preceding one. Therefore, the estimates can be relied upon not to overestimate the population of our cities." This "guessing that each city has gained exactly as many people in the past year as it has gained in the average between 1910 and 1920," however, does not sit well with such papers as the St. Paul Pioneer Press, Philadelphia Inquirer, and Charleston (W. Va.) Mail, to name but a few.

Whatever may be the faults of the decennial estimates, a writer in the New York Times tells us that the population of the United States is now approximately 115,000,000. We read on: "Of this number it is probable that a little less than one-fifth live within the corporation limits of the eighteen cities whose population is in excess of 400,000. Count in the other cities, big and little, and the result will disclose that probably 55 per cent. of all the people are in the cities and towns. The other 45 per cent. are engaged in agriculture. This indicates that the movement is still from farm to town, but it is not so pronounced. "Twenty-five years ago the first ten American cities in the order of standing were: New York, Chicago, Philadelphia, St. Louis, Boston, Baltimore, Pittsburgh, Cleveland, Buffalo and San Francisco. The big three—New York, Chicago and Philadelphia—are still holding the commanding positions. But they are no longer the only seven-figure towns, for Detroit is now in that class, while Cleveland is in sight of her first million, with every indication that she will have arrived before another year has passed. "Incidentally, Cleveland, a beneficiary, like Detroit, of the vast industries which have arisen in the Great Lake regions, was anchored in fifth place, while Los Angeles was in the first ten and on the heels of Pittsburgh. And now Pittsburgh is trailing Los Angeles by nearly 100,000. "Detroit, Los Angeles and Cleveland continue to be the 'wonder cities,' with Detroit in fourth place and Cleveland, which fifteen years ago was more than 125,000 behind St. Louis and almost as bad a second to Boston, now far ahead of those two cities in population."

Amazing developments in two new industries—the automobile and motion pictures—are given by Mr. Forbes as the reasons for the extraordinary growth of Detroit, Cleveland, and Los Angeles. Such cities as Seattle, Kansas City, and Indianapolis apparently lack a few thousand inhabitants of being in the "400" class.

With the cities growing all the time and making ever-increasing demands upon the soil for food products, it seems strange to the Philadelphia Public Ledger that our farm population is diminishing. Yet, while there were 6,448,243 farms in the United States in 1920, there were but 6,372,608 on July 1, 1925, says the Census Bureau. This is a decrease of 75,735. "Aside from the normal increase that might be expected, many cities show a growth that can only be accounted for as coming from the countryside," observes The Ohio State Journal. "Farmers are moving to town, where income looks larger and hours of work are fewer," believes the Lincoln State Journal. According to the Columbus Dispatch, the decrease in our farms and farm population may also be due to "the forward movement in agricultural methods."

The average loss throughout the nation, the Chicago Journal finds, is 1,578 farms to each State, the South suffering worst of all. Continues this paper in a summary of the Bureau's figures: "Among reasons given for the decrease are: The ravages of the boll-weevil in some of the cotton States; the migration of the negro farm workers; a succession of dry seasons in parts of the Northwest; the consolidation of farms, and a general recession from the war-time expansion in agriculture, which still persisted in 1920. The increases noted here and there have resulted from the opening up of new lands in parts of the West;

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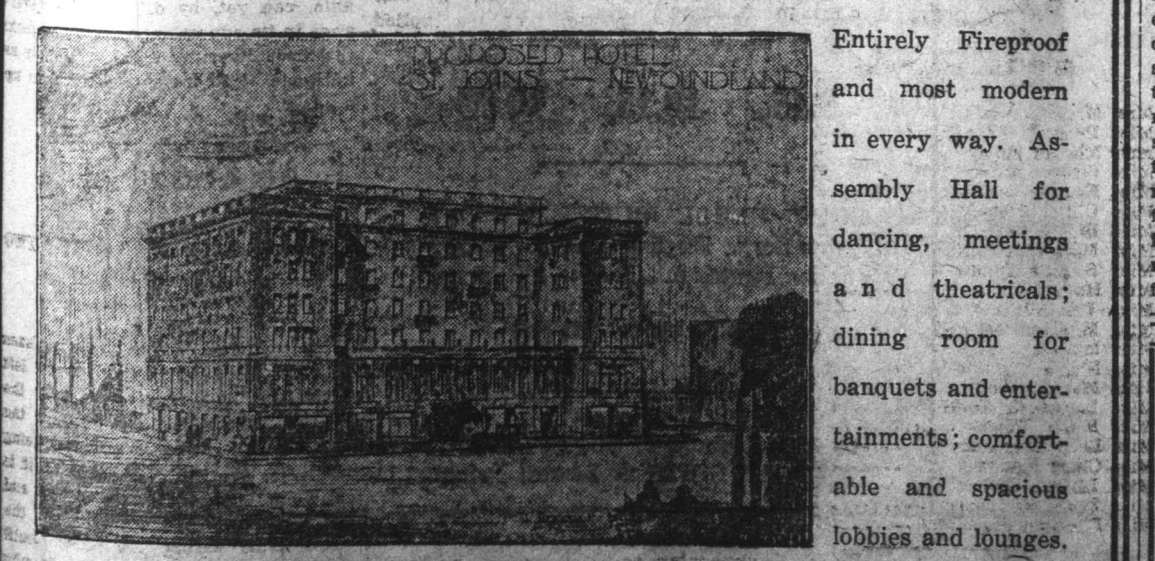
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