

Perhaps you are using good tea. We think "Red Rose" extra good. Won't you try it?

# RED ROSE TEA "is good tea"

The same good tea for 30 years.

## HE STOPPED HIS PAPER

An acquaintance met Horace Greeley one day and said: "Mr Greeley, I've stopped your paper."

"Have you?" said the Editor. "Well, that's too bad."

And he went his way. The next morning Mr. Greeley met his subscriber again and said, "I thought you had stopped the Tribune!"

"So I did."

"Then there must be some mistake," said Mr. Greeley, for I just came from the office and the presses were running, the clerks were as busy as ever, the compositors were hard at work, and the business was

going the same as yesterday and the day before."

"Oh," ejaculated the subscriber, "I don't mean that I had stopped the paper; I stopped only my copy of it, because I don't like your editorials."

"Pshaw!" retorted Mr. Greeley. "It wasn't worth while taking up my time to tell me such a trifle as this. My dear sir, if you expect to control the utterance of the Tribune by the purchase of one copy a day, or if you think to find any newspaper or magazine worth reading that will never express convictions at right angles with your own, you are doomed to disappointment."

## LET THEM STAY LONGER.

Representations are being made to the Department of Customs at Ottawa for the purpose of securing an extension of the period during which motor car visitors are allowed to remain in Canada. At present the licenses issued at the border are good for only thirty days. It is necessary to place a reasonable limit on the time during which cars may be kept in this country without the payment of duty, but thirty days seems rather short. Tourist organizations all over endeavor to induce visitors to come to Canada and there is no apparent need for the government to step in and drive them out again at the end of a short month—if they still have any money left to spend.



Now your grocer has the cheese you like so well in this handy size.



## Britons Refuse To Emigrate

Emigration from England and Scotland to less crowded parts of the empire is less than half as great as before the war, despite the fact that the home country is overcrowded and opportunities for workers seem to grow scarcer. Last year, despite the growth of unemployment and the encouragement given to emigrants through government financial assistance, only 88,883 people left to take up residence in the dominions and colonies. In 1913, when no financial help was offered by the state, the number was 223,361.

The natural increase of population of this island averages about 300,000 persons a year at present. Unless more people depart, overcrowding and perhaps unemployment will steadily become more severe.

In 1913, statistics given by the Colonial Secretary show 164,566 people emigrated from this country to Canada and Newfoundland, but last year the total was only 47,194. For the same year the number going to Australia dwindled from 44,500 to 30,300; to New Zealand, from 11,800 to 8,750 and for other parts of the empire, from 2,340 to 2,000. Only South Africa showed an increased magnetism for emigrants, but the figures are insignificant—375 emigrants in 1924.

and 649 last year.

These facts are causing serious ponderings among many who feel that trade will never wax large enough to absorb all the idlers in England and Scotland unless their numbers are vastly lowered by wholesale migrations to those parts of the empire which are under-populated.

There are some who feel that emigration never can be made properly attractive so long as persons can stay at home and make a living doing nothing. That is what the dole amounts to, in their eyes, and there are about 1,300,000 persons on the dole, receiving their hand-out from the state each week they are without work. The unemployed it is contended, prefer to stay where they are, rather than wrench themselves away from this island and gamble on a little more glittering future in pastures new.

There have been many efforts to organize parties of emigrants from villages and townships, but few have met with success. The people simply won't budge. The Morning Post says the most disquieting reflection which this experience suggests is the "decay of the spirit of adventure in our people—and the spirit by virtue of which our whole empire has been founded and peopled."

The Advocate \$2.00 Yr.



## Who Is Going to Sell Rogers' Battery- less Radio In Newcastle

A Canadian firm has effected the long awaited development in Radio—the elimination of batteries and aerial in the operation of long distance sets. Everyone who has heard about the new Rogers Batteryless Radio has admitted that it is a marvellous proposition—"if it works"—and it does work. In the presence of the Toronto Star Radio Reporter this new five-tube, tuned frequency receiver, operating from an ordinary light socket and using no aerial or batteries, tuned in twenty-five stations in a short time.

One of the first factory sets to come through was used in an apartment in Toronto which has a high tension power line at the rear, trolley wires and telephone wires at the front and electrical machinery in the basement—about every handicap to good operation. The Rogers' set was placed beside a set which many regard as the finest set heretofore on the market. The Rogers' set was simply plugged into an ordinary light socket, with no "A" Battery with no "B" Battery with no aerial whatever, and every station picked up on the other set was tuned in equally as well on the Rogers' set and with less disturbance. As the evening wore on and the disturbance faded, even when only 4 tubes, were used on a hot night in August, stations were tuned in all the way from New Orleans to Chicago without any aerial.

The Q. R. S. Music Company of Toronto, who are distributors for this product, are desirous of having it sold in Newcastle by one of our better stores, and anyone interested in this might communicate with them.

## Quebec "Leak" Says Elections Oct. 26

Quebec, Sept. 2.—A leak from Liberal headquarters here is to the effect that the Federal elections will take place on Monday, Oct. 26, with nominations Oct. 12 and dissolution next week.

Concurrently it is learned that Hon. P. J. Paradis, member of the Legislature Council of the Province of Quebec and chief Liberal organizer and George Parent, M. P. for Quebec East, have been called to the Senate.

This news, which is not officially confirmed at Liberal headquarters came from such source, however, as to be credited with being absolutely reliable and if the date is not definite the instructions have been issued to the local organizations to be ready to go ahead with its realization work with these dates in view.

Conservative headquarters have also been advised along the same line and conventions are being called by C. J. Lockwell, organizer, for next week.

It is most likely that efforts will be made to persuade Hon. E. L. Patenaude, M.L.A. for Jacques-Cartier to enter the Federal field.

In regard to the vacancy created in the Legislative Council by the appointment of Hon. Mr. Paradis it is understood that it will be filled by Henri Gagnon, managing director of Le Soleil or Louis Letourneau, M.L.A. for Quebec East. In the event of the former not receiving the appointment he will likely be Liberal candidate in Quebec West as a result of Mr. Parent's appointment.

## CASTORIA

For Infants and Children  
In Use For Over 30 Years  
Always bears the  
Signature of *Dr. J. C. Fitch*

## WRIGLEY'S

AFTER EVERY MEAL



## Here and There

According to the Alberta Provincial Department of Agriculture nearly a quarter of a million bushels of oats were shipped from that province to New Zealand for seed purposes last winter.

The Quebec Provincial Automobile Bureau estimates that well over 100,000 automobiles will be registered in that Province during the year. This will mean an increase over the 1924 registration of about 15,000 cars.

The 1924 exports of live cattle to Great Britain exceed the 1923 figures by over twenty-two thousand heads, according to the official Canadian returns. Exports to the United States also showed a slight increase.

Four small wooden vessels to act as tugs and feeders from Coronation Gulf to Herschel Islands, in the Arctic, are being built at Vancouver, B.C., to the order of the Hudsons Bay Company. They will be well powered and sheathed in iron bark.

There is now only one mine in the Crow's Nest Pass district idle. Between eight and nine thousand tons of coal are being mined there daily and the mines at Coleman, Blairmore and Bellevue are rapidly striking their stride, their output being about six thousand tons.

Although the chief beneficiaries under the new British preference proposals will be Canadian sugar, tobacco and automobiles, it is stated that Canadian wines and silk goods will also benefit to a certain extent. In the sugar preference an increase of about 25%, and in tobacco of from a fourth to sixth has been made.

By a recent Order-in-Council of the Lieutenant-Governor, premiums for clearing land, which had previously been set at \$3 an acre, were increased to \$8. The Order also provides that the premium will be paid for a maximum of twenty acres of land and, as a result of it, a settler may obtain a grant of \$160 from the Government as a reward for his work.

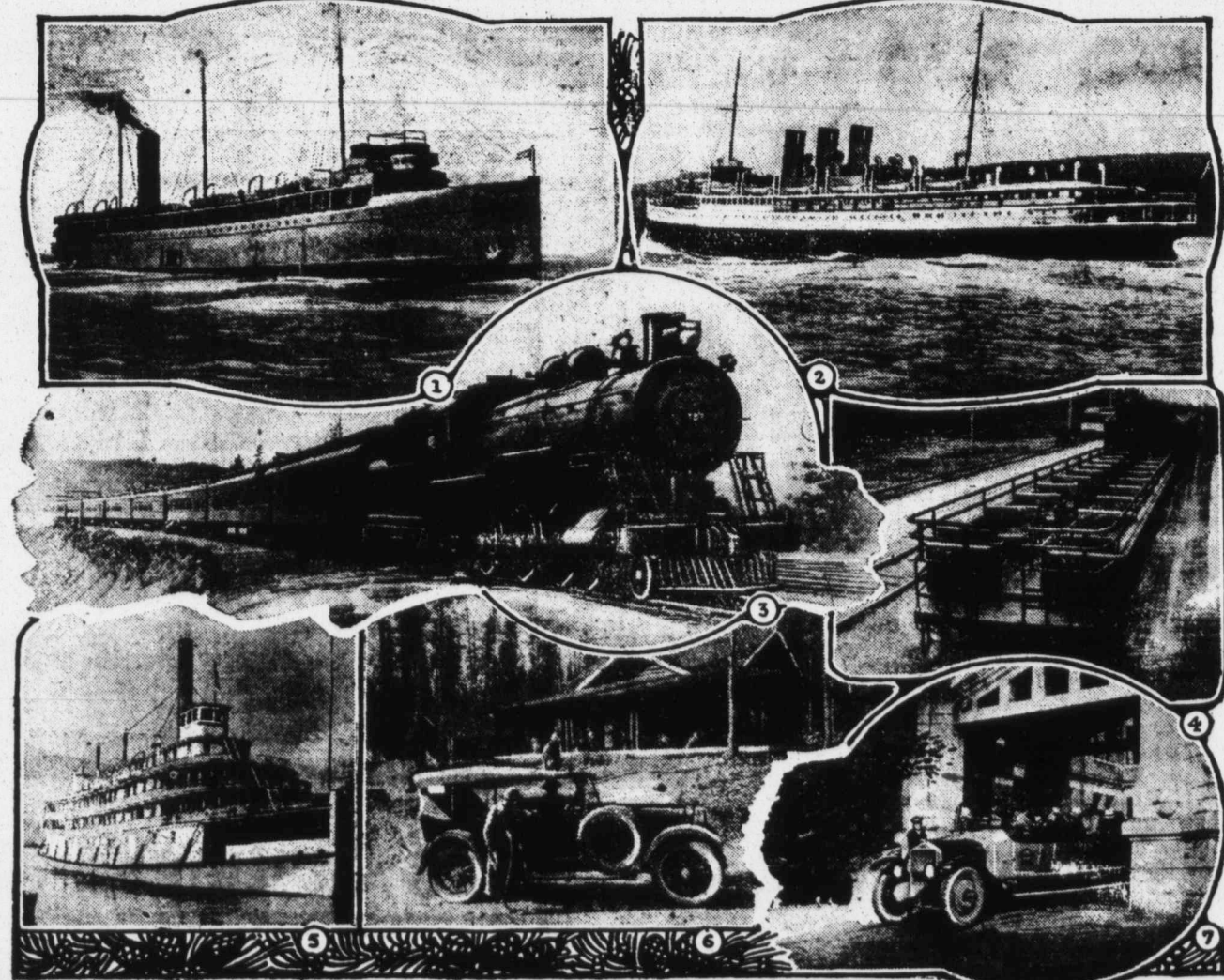
The annual invasion of Canada by anglers from the United States has commenced. F. N. Peet, secretary of the Isaak Walton League of Chicago, with other members of the League is catching salmon at Cains River, N.B., while a party of prominent newspapermen from New York is at Lake Archambault, in the Laurentians, in quest of the elusive trout. Mr. Peet holds the world championship for casting a fly.

Walter Lindley-Jones, editor and founder of the Mercantile Guardian, of London, Eng., and an authority upon commercial matters in general, recently passed through Canada on the last lap of a journey around the world, by Canadian Pacific steamships and trains. Mr. Lindley-Jones states that a terrific boom is due in China as soon as hostilities cease there and that Great Britain and Canada will be the chief beneficiaries.

A man reached the station platform just as the 5.15 was pulling out. A little burst of speed netted him fifty feet in overcoming the train's handicap, but the best he could do thereafter was to run a losing race. He quit at the end of the long platform and returned. "Miss your train, sir?" enquired the porter cheerfully. "No, my friend," he replied, "Oh, no! I was just chasing it out of the yard. You oughtn't to allow it around here. Don't you see the tracks it has left?"—From "Rail Life," by Alfred Price.

The Advocate \$2.00 Yr.

## How Teachers Federation Will Tour Canada



(1) One of the Great Lakes steamers which will convey the party from Port William to Port McNicholl.  
(2) The ferry boat "Motor Princess" plying between Vancouver and Vancouver Island.  
(3) The Special Train which makes a record run across the entire country.

(4) An open observation car used on all trains passing through the Rocky Mountains.  
(5) A Lake Kootenay steamer.  
(6) An automobile awaiting to take passengers over the famous Banff-Windermere Highway.  
(7) Sight-seeing bus used at various interesting points of the trip.

Robert Louis Stevenson crossed the Pyrenees on a donkey. He even enjoyed the trip. Whatever physical discomforts he had to put up with were more than compensated for by the amount of knowledge he accumulated and by the deep pleasure he derived from coming into close contact with the beauties and wonders of nature. But the donkey, whatever his good points may be, is not now regarded as the most satisfactory means of transportation and we in Canada have a decided preference for the more comfortable and rapid conveyances depicted above.

The picture illustrates the general system by which the various points of the Dominion have become linked up with one another by Canadian Pacific steamers, trains and automobiles. It also shows the means by which Dean Laird's special party of school-teachers will make their educational trip across Canada, from coast to coast, leaving Toronto on July 20th, arriving at Vancouver July 27th, and returning to Toronto early in August. A special train, (No. 3 in the illustration) will be utilized, and reduced rates are being offered to teachers who desire, as it were, to complete their own education.

tion by increasing their personal acquaintance with the country about which it is their duty to instruct the rising generation. Although the tour is arranged primarily for the benefit of school teachers, it is not restricted to them, and other professional and business people are taking advantage of the opportunity to make this combined pleasure and educational trip across the country.

The party will travel by rail, with several stop-overs, to Vancouver, and from there will cross to Vancouver Island by a Canadian Pacific ferry

boat (No. 2). From there by train they will proceed from Vancouver to Nelson, B.C., and thence via steamers (No. 5) over Lake Kootenay to Kootenay Landing. By rail again on to Windermere, from where the automobiles (No. 6) will convey them over the famous Banff-Windermere Highway to Banff. Entraining once more, the party will go on to Edmonton, returning from there to Fort William, from which point they travel by one of the Canadian Pacific Great Lakes Steamers to Port McNicholl (No. 1) and complete the tour from there to Toronto by rail.