To the Electors in South-East Grey

The issue between the two old parties is a struggle for power. The question is: Shall we elect a South-East Grey member responsible to a Liberal Government in the House of Commons, or shall we elect a member responsible to a Conservative Government in the House of Commons?

The Liberal Government has been in power for nearly 11 years. During that time it has had the support of the Progressive group in the House of Commons. The Progressives have supported the Government on every vote of importance. They have kept the Government in power. They have kept the Liberal Party in power.

The Conservative Party has been in power for only 9 months in the last 15 years. During that time it has had the opposition of the Progressive group in the House of Commons. The Progressives have opposed the Government on every vote of importance. They have kept the Government out of power. They have kept the Conservative Party out of power.

Which party do you want in power? Which party do you want out of power? Which party do you want to support? Which party do you want to oppose?

If you want the Liberal Party in power, vote for the Liberal candidate.

If you want the Conservative Party in power, vote for the Conservative candidate.

If you want the Liberal Party out of power, vote for the Conservative candidate.

If you want the Conservative Party out of power, vote for the Liberal candidate.

If you want to support the Liberal Party, vote for the Liberal candidate.

If you want to support the Conservative Party, vote for the Conservative candidate.

If you want to oppose the Liberal Party, vote for the Conservative candidate.

If you want to oppose the Conservative Party, vote for the Liberal candidate.

Farmers' interests in Ontario were being protected by the Canada Grain Act which was being revised to prevent clause preventing the mixing of grades and weights and grades of grain in the country elevators to ship to the Pool or to the Terminals, the satisfaction of which the Liberals had refused. Not a branch of agriculture but was affected by the Liberals. And Mr. Meighen had asked the House to vote against the Liberals, he replied [illegible]

Traverston

[illegible] The annual [illegible] and [illegible] Farmers' Institute [illegible] Hall, Traverston, on Saturday, October 17th, when the following officers were elected for the ensuing year: President, Mr. Wm. Hall; 1st Vice-President, Mr. Wm. Hall; 2nd Vice-President, Mr. Wm. Hall; Secretary-Treasurer, Mr. Wm. Hall; Directors, Mr. Wm. Hall, Mr. Wm. Hall, Mr. Wm. Hall, Mr. Wm. Hall, Mr. Wm. Hall, Mr. Wm. Hall, Mr. Wm. Hall, Mr. Wm. Hall, Mr. Wm. Hall, Mr. Wm. Hall.

[illegible] Company and [illegible] of $58,000, only put in $17,- [illegible] companies with $1,324,000 [illegible] Dominion Canners Company with 12½ million [illegible] money. So every [illegible] of Canada buy canned goods they pay [illegible] to allow the owners [illegible] on 20½ million dollars [illegible] does not exist in cement, 9¾ million [illegible] does not exist in paint [illegible] 75,000 that does not exist in canned goods.

A high tariff does not increase the cost. A low tariff does. It is the goods brought in over the tariff wall that produces the revenue—if a tariff is high enough to keep all goods out it produces no revenue but allows the manufacturer to raise his selling price equal to the foreign price plus the duty. He gets the protection. The country gets no revenue.

We were able, because of our numbers in the House, to force a lower tariff on farm implements, also on implements used in lumbering and fishing industry. We tried to lower the tariff on automobiles and on the necessities of life, but were prevented by the voting strength of the Liberal and Conservative parties. We retained the Crows' Nest Pass Agreement for one year, and held permanently the low rate on wheat and flour.

We offered 38 amendments to the Bank Act, seeking cheaper and longer termed credit. We tried to prevent banks charging by the discount method, interests in excess of 7%. This failing we tried for 8%, in this too we were unsuccessful. We tried to secure for bank employees the right to organize. We tried for bank inspection and in all were defeated by the Bankers group in the House—the Liberal and Conservative party, with one exception in each party. Bank inspection was granted the next year after the failure of the Home Bank.

We tried to secure prohibition of race track gambling, the Reform of the Senate, Dominion Respect for the Dry Law of a Province. A reduction of the vote of 17 millions for military preparation, the cutting out of the 5 million dollar vote for unneeded expenditure on Quebec Harbour and Elevators, but the majority of the Conservatives voted with us. Hans and the Government won. We protested a resolution asking the [illegible] of a Government [illegible] would [illegible] Government [illegible] of [illegible] solicitor [illegible]

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Vandeleur

(Intended for last week.)

Mr. and Mrs. Will Borrill of Sligo spent a day with the latter's mother, Mrs. Oetlon.

Mrs. S. Douglas of Forest is spending a few weeks with Mr. and Mrs. Boland and family.

Mr. and Mrs. J. J. Metz and Mrs. Ed. Baker motored to Rosewood recently and visited Mrs. Baker's mother.

Mrs. Sam Gilbert spent a few days with friends in Clarke.

Miss Frances Rennie of Rosewood, who has been visiting Miss Minnie Graham for some time, left on Thursday for her home in Owen Sound.

Mr. Waghorn [illegible]

Mr. and Mrs. Thos. Rennie and Mrs. Robt. Pearl, Mr. Clarke of Parkway spent a day with Mr. and Mrs. Jas. Richardson [illegible]

Mr. and Mrs. Roy Gordon, Wm. Gordon, Wesley [illegible] and Mrs. Geo. Pritchard.

Mrs. Will Holley and Mrs. Saw Warling of Holland Centre visited their mother, Mrs. Bowles, one day recently.

The October meeting of the Ladies' Aid was held at the home of Mrs. Geo. Summers on Wednesday afternoon of last week. The meeting was called to order by the President and opened with singing. The roll call was answered with a verse of scripture containing the words Hope and Charity. A paper on [illegible] by Mrs. Frank Davis, and poems were read by Mrs. Lapsley Johnson and Mrs. Dunlop. It was decided to invite the Markdale Dramatic Club to give their play [illegible] on Monday evening. Next [illegible] at the home of [illegible]

[illegible]

PINE WOOD MEDICINE CO. TORONTO, ONT.

A Special Sale of Blankets

BEGINS ON

Friday, October 23rd

AT

Farmers' Woollen Mill, Chesley, Ont.

Our Best White Blanket, large size, about 8 lbs. to pair, WHILE THEY LAST, pair $8.00

SILVER GREY, just [illegible] Quality, per pair $9.00

Other Lines Will Be [illegible] Blankets, Horse Blankets, [illegible] of Remnants, Suitings [illegible]

COME WHILE [illegible]

The Northern Textile [illegible]

[illegible] Parkes of Inverary [illegible] with friends on [illegible]

Mr. Cleveland has been busy [illegible] and in company [illegible] the pair. Mr. A. Parker and Mr. [illegible] of Goring were [illegible]

MAKING OUR RAILWAYS PAY

The sure way—the only way—that our perplexing railway problem can ever be solved.

Temporarily our Canadian National Railway system is in a hole. To deny the fact would be rank untruthfulness, to belittle its importance would be sheer folly.

But this huge public ownership enterprise CAN and MUST be pulled out of the hole, and it's up to the men and women voters of Canada to do it!

A Loaf Big Enough for Two

If our foresight had been as good as our hindsight, we would never have built the excessive railway plant we have today. But what is done cannot be undone. There is no use crying over spilt milk. The problem now is to chart for ourselves the course that will most quickly and most surely place the Canadian National Railways on a paying basis.

Thus far the main effort of its management has been to get more business—freight and passenger—for the C.N.R. by taking it away from the C.P.R. By that method, the cost of securing business is greatly increased for both systems, with no real advantage to either. They are merely fighting over the division of a loaf, which isn't large enough to provide sustenance for both.

The only way our railway problem will ever be solved is for the voters of Canada to see to it that our railways are given a bigger loaf to divide—a loaf of freight and passenger traffic that will be large enough for both systems to thrive on.

We Have the Acorn, We Must Grow the Oak

How to increase freight traffic—that is the kernel of our problem! The average Canadian freight train earns $5.00 per mile travelled; the average passenger train earns only $2.00. So it's upon the freight end of the business that we must concentrate.

Of course, some kinds of freight are more profitable than others. There is very little margin of profit in carrying grain, first because the rates applicable to it are lower per ton per mile [illegible] rates on any other commodity [illegible] because the grain movement [illegible] traffic calling for an enormous [illegible] in cars that are idle the greater part of the year.

But there is a substantial margin of profit in hauling general merchandise. What can we do to ensure our railways getting more of it?

Higher Tariff the Cure

Increase our population—start a big immigration movement—and the rest will follow as a matter of course! Easier said than done? Not at all! All we have to do to start the tide of immigration flowing through our ports is to hold out to the prospective immigrant the assurance of a steady job at good wages, or the chance to engage profitably in farming or some other form of production or service.

A higher tariff, that will be a real Protective Tariff, will give him a guarantee covering every point. And nothing else under Providence will!

A Lower Tariff is Poison

A Tariff policy that allows the Canadian market to be supplied more and more by outside workers, automatically operates to reduce the freight traffic available for our railways. When for instance, due to insufficient tariff protection, the Libbey-Owens glass factory in Hamilton was forced to surrender the Canadian field to its sister plant in Belgium, Canadian railways lost the hauling of 2,000 carloads of raw material per year!

If Canadian cotton and woollen mills only had the making of the textiles that we import every year, our railways would have the hauling of [illegible] over 50,000 carloads per year of raw material freight.

Picture to yourself the scores of other things that under a low tariff policy we import, when under a higher tariff policy we would be making them in our own workshops, and you can hardly fail to realize that the same the sure solution of our railway problem is all ready-made for us, and awaits only our order via the polls to put it into operation. The necessary traffic is there. All we have to do is reach out and get it.

Increasing Imports Mean Bigger Railway Deficits

Every time that low duties take away a portion of the domestic market from a Canadian industry and give it to a foreign industry, our railways suffer in four ways.

1. They lose the hauling of the raw material that such industry would have used.
2. On the finished product, instead of the full local rate, they get only their proportion of the through import rate—a much lower net.
3. When it results in the Western Canadian market being supplied from a U.S. factory, they lose the long East and West haul, and get only the short haul from the international boundary.
4. They lose the hauling of all the merchandise that would have been consumed by the workers who, due to the resultant unemployment, emigrate to the United States.

Lower duties throw *people* out of work. They just as surely throw *railways* out of work. We can never save our railways by giving them less work. We must use our brains and our courage to secure them more work—better paid work! Higher tariffs will do it.

VOTE CONSERVATIVE

FOR HIGHER TARIFF AND FOR LOWER TAXATION

Liberal Conservative Campaign Committee, 330 Bay St., Toronto 1

[illegible] Mrs. Hugh McArthur visited [illegible] first of the week with Mr. and Mrs. Samuel Puterbough of Bentinck.

(Intended for last week.)

To-day, Tuesday, October 13th, 1925, Miss Hazel Annie Firth, eldest daughter of Mr. Jos. Firth of Guelph and the late Mrs. Firth, was united in the holy bonds of matrimony to Mr. Harold M. Lawrence, son of Mr. and Mrs. John Lawrence of Durham, at the Queen street parsonage, Durham, at two-thirty o'clock. The bride was attired in a handsome gown of sand-tint canton crepe. She has been one of Zion's most popular maidens, ever ready to help in social and church work and will be greatly missed from our neighborhood. The groom is one of Egremont's progressive young farmers, residing on the old homestead near Wilder's Lake. After the ceremony the young couple left by motor to visit kindred at Shallow Lake, Owen Sound and Berkeley, and will return Friday to the Davis home where a large reception of over one hundred invited guests await their arrival. Her travelling dress is one of Rosewood with coat and hat to match. The groom's gift was a beautiful string of pearls. The good wishes of the neighborhood go with the young couple to their future home in Egremont.

Mr. and Mrs. Jas. Reed and Lily [illegible] returned Friday to De- [illegible] after [illegible]

Mrs. W. J. Cook spent last [illegible] at the home of Mr. and Mrs. W. [illegible] McFadden of Orang- Valley. Mr. and Mrs. Thos. Gilcross were Sunday visitors at the same home.

Mrs. [illegible] Dean (nee Jennie Hall) of Thornhill, was a recent visitor at [illegible] old home and old haunts. It is 37 years since she left the neighborhood, yet she still retains her youthfulness.

Miss Nellie Sweeney returned on Saturday to Toronto after spending two weeks with her mother.

Messrs. Emerson and Robert Peart visited over the week-end with the Hudson and Hughes families of Bentinck.

Mrs. [illegible] Robson is much improved in health this past week.

Many friends and neighbors enjoyed the big reception on Friday night at the Davis home given in honor of Mr. and Mrs. Harold Lawrence. The bride received many useful and costly gifts and the good wishes of the neighborhood go with the young couple to their future home in Egremont. They moved there the first of the week.