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HON. J. L. RALSTON

Minister of National Defence

The furthest travelled minister in the cabinet, an ex-soldier who once had the "higher-ups" tossing head or tail whether to court martial him or confer on him the Victoria Cross, a paladin who has been "downed" in more political battles than he won, but who has always come up smiling and with no hard feelings, an administrator who is also a worker, and a genial, popular, approachable citizen—that, in a nutshell, is Colonel the Hon. J. L. Ralston C.M.G., D.S.O. and Bar, Canada's minister of national defence.

He is a Bluenose; and one has not to get acquainted with him long to know it, because for the last four years he has been performing the sacred task in Ottawa and elsewhere of putting the Maritime Provinces on the map and of battling robustly for recognition of their claims. He has succeeded, in spite of the partizan obstructions which the Conservatives put in the way, for the Opposition with sublime ingenuity have broadly advertised themselves as the "real and genuine" champions of Maritime affairs. There is something tremendously impressive in this Conservative monopoly of all the patriotic virtues, and equally distressing, of course, that the Liberals should incorporate all the vices! The difference would seem to be that while the Conservatives do the talking, the Liberals do the work.

Colonel Ralston is a lawyer, having gravitated towards that walk of life after leaving the public schools of his home town of Amherst. Admitted to the Nova Scotia Bar in 1903, he practised for a while in his native town and then removed to Halifax.

The natural ambition of capable and patriotic young Nova Scotians of 27 years of age is to sway the multitudes with fiery oratory, to invoke the shades of Joseph Howe, and fly on the wings of eloquence into the Province House at Halifax. In 1908 the youthful Ralston embarked on this line of activity when he solicited the suffrages of the sovereign people of Cumberland. When the smoke of battle drifted from the stricken field, he lay a-

mong the fallen—conquered, but unsubdued. If ever Ralston was inspired by the story of "Brunce and the Spider" he never mentions it. More's the pity; for his record is just a bit like that. Time and again he girded his loins and battered at the Conservative walls of Cumberland. Like other riders in this free Dominion, Cumberland admires a good sport, and finally smiled upon his efforts to the extent that it sent him to Halifax for nearly ten years.

Meanwhile the war had come. Ralston was a peaceful, modest young man; but when the bugles blared and the pibroch sounded he threw his musty law-books aside, donned the kilt of the 85th Nova Scotia Highlanders, and sailed across the seas. Platoon officer adjutant, company commander, second-in-command, and finally battalion commander—these mark the graduations which are further notched by three decorations, several more mentions in despatches, and four wounds.

It is known he was once recommended for the Victoria Cross—it simply had to be that, or a court martial, he got neither, but a sort of happy compromise was reached by making him a Commander of the Order of St. Michael and St. George. The profound and world-shaking decision between the V.C. and the regimental bastille rested with the brasshats and the view they would take of a battalion commander monkeying around outside the barbed-wire entanglements, rescuing his wounded men under fire. That was Ralston.

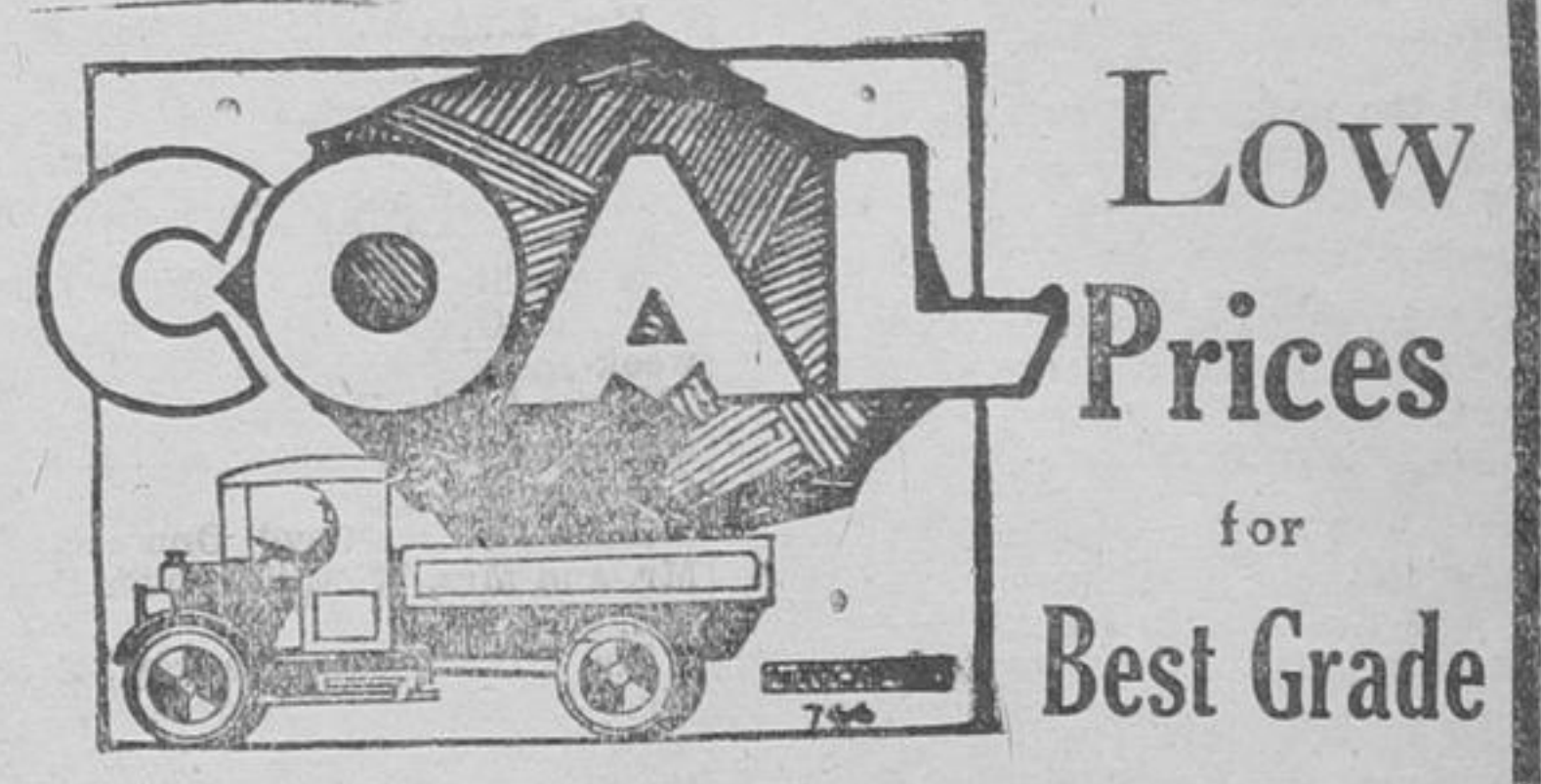
In 1920 there was a provincial general election in Nova Scotia. Nine candidates ran for three seats in Cumberland and the new (since defunct) Farmer-Labor group grabbed them all. Five years later he took another header into local politics: on this unhappy occasion he went down for the third and last time, with scarcely a bubble to mark his distress. The devastation of the provincial Liberal Party was terrific; its come-back in 1928 was equally terrific. By then, however, Colonel Ralston had been called to a wider sphere. It was shortly after the 1926 general election that he was summoned to the Mackenzie King cabinet: and a seat opening up in Yarmouth-Shelburne, he assumed the portfolio of minister of National Defence.

He has visited Australia and New Zealand, having been despatched thither by International Rotary in 1921 to preach the gospel of Service above self. In 1922 he was appointed chairman of the famous Ralston Commission on Returned Soldiers' Problems. Mr. Mackenzie King, pursuant to the promise he made in North York, in 1917 that should he ever attain power he would make it his first duty to give the ex-service men a square deal, made this commission one of his first administrative acts. He has never ceased to grapple with returned soldiers' difficulties, all with a view to solving them to the just benefit of the veteran. Ralston's report was for a time the "Magna Charta" of the ex-service men.

He has again figured prominently in world affairs by his representation of Canada at the London Naval Disarmament Conference. Recently in Ottawa the Hon. J. T. Fenton, Australia's minister of trade and commerce, and also a delegate to that conference, paid high tribute to Ralston's work. And work it was bound to be, for although he is an excellent and pleasing speaker he is essentially a worker.

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Dep. Minister of Agriculture Contradicts Liberal Claims About Livestock Trade

Canadian livestock breeders realize that the half-truths of the Mackenzie King supporters cannot disguise the fact that for eight years the Liberals have done nothing whatever to help them, and now have made a gesture of aiding them only on the eve of an election. Of what use to them is a countervailing duty against American cattle when Canada exports more to the United States than it imports.

Canada's livestock trade is in bad shape. Liberal politicians may deny it. They do claim that it is better off than ever. But the Department of Agriculture knows the true state of affairs as is shown in the following circular letter mailed out by the Deputy Minister of Agriculture, J. H. Grisdale to farmers at the same time as Mackenzie King was telling the House of Commons that Canada never was more prosperous than it was early this year:

"You are, I understand, interested in livestock of some kind and are therefore, I have no doubt, interested in Canada's holding her place and even doing a little better than that on the world's markets for various livestock products. Now, as a matter of fact, Canada seems unfortunately to be losing ground in this connection. For instance we no longer export any eggs or butter. We send abroad very little dressed poultry or lambs; our exports of beef cattle are dwindling, our shipments of beef are decreasing, have almost disappeared, and our shipments of cheese are rapidly falling off."

"This department is naturally very much concerned to note this most extraordinary situation in a country such as ours, where so many of our people are farmers, where the possibilities for the production of these articles and more besides are so great."

THUS THE DEPUTY MINISTER OF AGRICULTURE, WHO IS NOT A POLITICIAN, CONTRADICTS LIBERAL CLAIMS OF PROSPERITY IN AGRICULTURE.

Canadian farmers ask yourselves whether the Liberals have spoken the truth. Ask yourselves whether you are more prosperous now than before. Ask yourselves whether those of your children who have left the farm have good jobs. Ask yourselves if Canada is prospering as it should.

IF THE ANSWER IS "NO" THEN VOTE FOR THE CONSERVATIVE PARTY AND YOUR CONSERVATIVE CANDIDATE.—VOTE LENNOX.

Ten Million Pounds of Butter Being Shipped Into Canada

Liberal advertisements claim that Canada's dairy industry is prosperous because more butter was produced in 1929 than in 1921. The advertisements fail to say that in 1929 the butter production was less by more than 20,800,000 than in 1924 before the New Zealand Treaty came into force. They fail to state that in 1925 Canada exported 26,465,535 pounds of butter worth \$9,917,516, while last year it imported 35,000,000 pounds from New Zealand. They fail to state that V. A. Hooper, manager of the Dairy Department of the United Farmers estimates that Canadian dairy cows have been reduced by 140,000 since the New Zealand trade agreement was signed.

Since the New Zealand preference has become effective Canada has bought 90,640,722 pounds of butter, mainly from that country. This butter was worth \$31,443,891 which sum Canadian farmers should have had.

For years Conservatives have asked Mackenzie King to break off the treaty which permitted New Zealand to dump butter at ruinous prices into Canadian markets. Notice was given just before the election that the treaty would be abrogated. BUT IT IS TOO LATE NOW TO HELP THE DAIRY INDUSTRY THIS YEAR OR NEXT YEAR. NEW ZEALANDERS ARE SENDING HUGE QUANTITIES OF BUTTER TO CANADA AND THESE WILL KEEP PRICES LOW.

Read the following despatch printed in the Liberal Ottawa Citizen on June 23, 1930.

"TEN MILLION POUNDS OF N. Z. BUTTER FOR CANADA" PRICE WILL BE KEPT DOWN IN 1931

HALIFAX, June 23—Nearly ten million pounds of New Zealand butter, carried by the British freighters Huntingdon and Mahana, are en route to Halifax for consumption in Canada. Another steamer with a huge butter cargo, it is reported, will sail for Halifax next month.

These large importations, which probably will be augmented by shipments through Halifax and Vancouver later in the summer, are regarded as apparently bearing out the forecasts that New Zealand producers would ship enough butter into Canada to be held in storage and keep the price down throughout 1931, after the existing arrangements with New Zealand are abrogated in October.

The shipments en route are believed to be the largest amount of butter ever forwarded to Canada in such a short period, although last winter several cargoes, all totalling millions of pounds, arrived at varying intervals for many months, keeping local prices at low levels up to the present time.

These two ships carry enough butter to displace the butter production of 52,632 Canadian cows. From the beginning of the year to May 31st, 1930, according to the official figures of the Dominion Bureau of Statistics, New Zealand butter totalling 28,792,292 pounds was imported into Canada. This displaced the output of another 151,538 cows, taking average Canadian butter production in figures vouched for by the National Dairy Council of Canada as 190 pounds of butter a year.

THUS, SO FAR THIS YEAR, CANADA HAS IMPORTED NEW ZEALAND BUTTER EQUIVALENT TO THE PRODUCTION OF 204,170 COWS. MORE BUTTER IS ON THE WAY AND EVEN THE OTTAWA CITIZEN ADMITS THAT CANADIAN BUTTER PRICES WILL BE DEPRESSED NOT ONLY IN 1930 BUT ALSO IN 1931. TO REMEDY THIS

Vote LENNOX

Conservative Publicity Committee

In Passing Other Cars...Don't "Cut In"

One of the greatest dangers on the highway is the driver who insists on passing other cars when there is no space for him in the traffic line ahead. If he should meet a car coming in the opposite direction, a crash follows—with injury to persons or cars.

It's a good rule to keep in line, unless you have a clear view of the road ahead, and there is a place in the traffic line which you can reach before you meet on-coming traffic.

Don't be a nuisance by "cutting in". It is discourteous to other drivers and creates needless danger. You may have a crash . . . and even if you don't, you are liable to a fine under the Highway Traffic Act.

The Keystone of Safety
on The King's Highway
and all other roads and streets



Highway Safety Committee

The HON. GEO. S. HENRY Chairman 1196

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