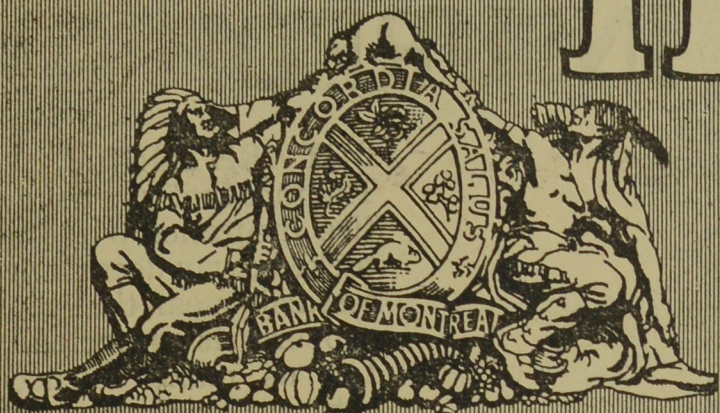


Helpful



The Bank of Montreal is in constant and helpful contact with hundreds of thousands of customers throughout Canada and in other parts of the world.

BANK OF MONTREAL

Established 1817

TOTAL ASSETS IN EXCESS OF \$800,000,000

IMPENDING SESSION WILL TAKE UP UNEMPLOYMENT QUESTION; EXCLUSION OF TARIFF REVISION

Ottawa, Aug. 2.—When Parliament assembles in special session in September, not much tariff legislation is expected. In the campaign just closed there was considerable talk of tariff increases being brought about as one means of solving the problem of unemployment, and it was stated in some places that this would be part of the immediate program of the extra session. Difficulties are suggested however, as the tariff is a very large question with changes not to be determined overnight.

Apart from that, the Imperial Economic Conference, which is to assemble

early in October, is to deal essentially with tariff questions. The incoming government is not at all likely to decide its exact policy in advance of a gathering opening up the whole subject and where so far as Imperial trade is concerned, everything is likely to be thrown into the melting pot.

Brief Session Wanted

Moreover, if at the extra session tariff changes are introduced, there can be no possible prospect of early conclusion of deliberations, because, of all debatable questions, those which relate to tariff are most pronounced. There could be no hope of the session

winding up in the time intervening before Mr. Bennett's departure for overseas. In consequence Ottawa is not expecting anything in the nature of important tariff changes, if any, at the September session.

Inquiries however, were recently begun into the importation of Soviet coal and pulpwood and whether if, under the conscripted labor by which it is mined or cut, there is an infraction of the existing law. The product of convict labor is barred from Canada, but a distinction may be drawn between labor of that kind and that which, under the Communist theory, is forced work for the state.

Big Factor in 1931 Session

While, for the reasons indicated, the tariff is not expected to get attention at the early session, there can be no doubt that it will be the fundamental factor of the regular session next winter. Moreover, there will be pro-

tection and plenty of it. Protection for all branches of Canadian industry agricultural as well as industrial, fishing mining and everything included in the platform of the Government about to take office.

The new Government has the equipment of an adequate majority, which is a very vital thing when large enterprises are projected. Furthermore, it has the right to construe the result of Monday's election as a popular mandate in endorsement of its policy. The eastern parts of the country, which have favored in the past a protective tariff, now find a counterpart in the West, where, from all appearances, the farming community has no objection now to sharing in further measures of protection, which are contemplated.

Under these conditions, the new Government's budget is expected to go far in providing a safeguarding policy adequate to the needs of industry.

Trade pacts to be revised

There will then be demonstrated clearly the practicability of this policy as applied to Canadian conditions. Involved in it will be a revision and, in some cases a cancellation, of those trade agreements which are extensively negotiated by the new retiring Ministry, and which, notably in the case of New Zealand, were subjected to criticism.

The new tariff will be perhaps the biggest thing to be tackled by the new Government for parliamentary action next winter. The magnitude of the undertaking suggests the probability that, if not taking the position of Minister of Finance himself, for a while, Mr. Bennett may go quite outside present parliamentary ranks in selecting that Minister.

And, as stated, when the tariff is evolved, it will be surprising, if with the mandate of last Monday, it does not embody such a revolution in policy as will measure up to the highest concepts of a protective tariff.

Cabinet Rumors

Ottawa, July 31.—With no prospective Minister yet summoned to the Capital, speculation on the makeup of the new Conservative administration to serve under Hon. R. B. Bennett continues.

The portfolio of Minister of Agriculture may go to Earl W. Rowe (Dufferin-Simcoe). Mr. Rowe has been Conservative whip of committees for several sessions; and during the campaign he spoke at a number of points in Western Canada before returning to his own riding in Ontario. In addition to being a farmer, Mr. Rowe is a livestock breeder.

Hon. Hugh Guthrie (South Wellington) may be appointed Minister of Justice. In this event the post of Solicitor General may go to Maurice Dupre (Quebec West). Mr. Guthrie was Solicitor General in the war-time Unionist Government and afterwards Minister of National Defence. When a Conservative administration was formed in 1926, just before the general election of that year, he was allotted his own portfolio of Minister of National Defence. Mr. Dupre has not sat previously in the house of commons, but it well known in Quebec.

General A. E. Ross (Kingston) is mentioned in recognition. In Parliamentary circles the name of T. H. Stinson, K.C., Lindsay, Ont., and

WHY CITIES RISE WHERE THEY DO REMAINS MYSTERY

(By Frederic J. Haskin in Boston Traveller.)

Washington, D. C.,—Here and there one may point to instances where men have selected a tract of vacant land, far perhaps from any other community and declared that a city perhaps a capital city, would rise there. Washington, the national capital of the United States, was placed in such a manner. Washington now is a splendid city, standing where its founders willed it should rise.

Hammond's Mistake

This is the exception. There has been wider experience of a contrary nature, the experience of men who held the conviction that they could cause a city to rise at a given place or who believed they could accurately foretell what development would occur.

Take a notable case in point. In the very early days of San Francisco, when it was a town of but 2000 inhabitants, Richard Pindell Hammond, father of John Hays Hammond, the eminent mining engineer and capitalist lived there. In fact, John Hays Hammond was born in the Golden Gate city in 1855. The elder Hammond, himself a surveyor, looked over the magnificent San Francisco bay and foresaw that a great city would rise on its shores. He saw how the land lay with a surveyor's eye. He visioned a great port of the future, mistress of the Pacific coast. So he proceeded to acquire certain holdings of land where he was certain the future city would stand. He surveyed it himself, laying out streets and demarcating town lots. It was only a matter of waiting a few years. There in the harbor lay tall ships which had brought out gold-seekers and some which came from strange ports to trade. The day was not far distant when ships from all the world would lie in that harbor, thought Hammond.

Today, three-quarters of a century afterward, that carefully surveyed townsite is a mud flat, still vacant save for an occasional shack of a fisherman. San Francisco has grown into the proud city Hammond foresaw, but on almost every bit of ground save that he selected is the inevitable site.

Plans Often Go Awry

When the authorities of the Maryland Proprietary and leading colonists began to push northward and explore that great province of the new world they looked forward to the day when a great port would arise as the result of a teeming trade. Desiring to be before-hand in real estate operations, they selected what they regarded as the certain site of Maryland's future chief port. They selected a site not far from the present location of Havre de Grace. There is a little group of buildings there to this day. It is a small town called Joppa, of which few people distant from the neighborhood have ever heard.

Baltimore, now one of the leading ports of the United States, with not far short of 1,000,000 population, was unthought of at that time.

What causes cities to grow where they do often is an unsolved mystery. What causes the logical sites chosen for them to be neglected or abandoned is, perhaps, equally mysterious. Indeed, some of the greatest cities have arisen in the most unlikely places. Venice, for example, a city which has influenced the trade and culture of the world, from Ven-

member-elect for Victoria, is frequently heard. Mr. Stinson sits for the constituency which sent Sir Sam Hughes, late war-time Minister of National Defence, to Parliament, and had played a prominent part in the ranks of the party.

Bennett's Cabinet Awaited

Ottawa, July 31.—A conference between Premier Mackenzie King, and Premier-designate R. B. Bennett, lasting for about an hour, took place yesterday. At its conclusion Mr. King said that Mr. Bennett had informed him that he would not be ready for some days to take over the Government. In reply, Mr. King said he had told Mr. Bennett that he (Mr. King) was willing to meet him at his convenience in every way.

ice Beach, California to the courts of Kubla Khan in China—around the world, indeed—was built on piles by fugitives who fled into the morasse at the head of the Adriatic Sea to escape their enemies. Paris, too, was built on piles on a swamp, that being deemed a safe place where its founders might hide from pursuit. They little dreamed of the city they were founding.

And yet, on the other hand, there is Yorktown, Va.. The York river affords one of the finest harbors imaginable. Whole fleets may hide there. There was established the first customs house in the American colonies. In colonial days, people believed it was destined to become a great port. Then it boasted 3000 population. Today, although the harbor still is there, the population is but 500. An occasional river steamer or fishing boat stops there.

The Pilgrim Fathers landed at Plymouth Rock and, while Plymouth town is a medium sized and prosperous town, it is not a great city. Very shortly after that landing Salem was founded and that became a whaling port of considerable importance and still is a pleasant town. Doubtless, the Pilgrims expected that either or both would rise to be great cities. They did not dream of Boston, 37 miles north of Plymouth and a somewhat lesser distance south of Salem.

Erratic Development

The story could be reported endlessly. There is a considerable note of pathos and defeated hopes in the finding, out in the country, half-decayed markers, with street names on them and little stakes denoting town lots—these telling the story of how some man felt sure that here he could build a city.

The same uncertainty exists in respect to the direction in which cities, once firmly established, will grow. Certainly the national capital disappointed its founders' expectations. The Capitol building faces east; that is the principal facade, its front door, so to say. The founders were certain that the city would develop to the eastward. Today one may go but a few blocks in that direction and find himself in the country, while, stretching away from the Capitol's back door, the city extends for miles, its entire business and financial district, its governmental buildings, and its most prized residential sections having developed in precisely the opposite direction from the expected.

It took quite a while for Washington to change its mind about the direction in which it would grow. As long after President Washington's founding of the capital as the administration of President Grant, it still was thought that the best residential section, if not the business section, would be on Capitol Hill. What was for that day the finest group of houses in the city was erected on East Capitol street, about two blocks from the Capitol street, had dwindled in rank into boarding houses by the turn of the century and now have been pulled down.

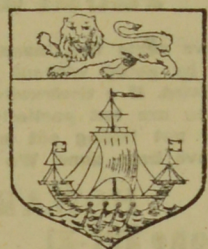
Cities do change their minds as to the direction of their development, especially so far as fashionable residential sections are concerned. Cleveland is a notable example. For years, nearly all the fashionable residences of the city were built to the westward of the business centre, extending out along Lake Erie. Now the development has executed a complete about face and the eastern suburbs show the houses of the multimillionaires. Only a few years ago, the western side was the fashionable suburb; now steel mills roar there through the night, while only a few years ago the eastern side was a straggle of mingled cottages and small farms; now it is a garden spit with building land so costly that few can afford it.

Lima Beane thinks the best way to deal with an enemy without getting dirty hands is to forget him.

William Lyon Phelps says literature

is like a garden. It wouldn't be like him to make any mention of the weeds.

Nobody applauds when the temperature breaks a record, up or down.



NEW BRUNSWICK

Important Regulations For Drivers of Motor Vehicles

SPEED ON HIGHWAYS

SPEED must at all times be reasonable and proper, having regard to the traffic and use of the highway, and must not be such as to endanger life, limb or property. Speed must never exceed 40 miles per hour in any place, and commercial vehicles carrying a load must never exceed 25 miles per hour, and, without load, 30 miles per hour.

SPECIAL TRAFFIC RULES

When passing vehicles, moving in same direction.

Warning must be given before passing or attempting to pass a horse, draft animal or any vehicle moving in the same direction. Pass on left side of the vehicle. When above warning is given, the rider or driver of horse, animal or vehicle must turn to the right as soon as practicable, to allow free passage on left, and must not increase speed until motor vehicle that is passing has completely passed by.

Passing on bridge, curve or brow of hill, prohibited

No one shall pass or attempt to pass any motor vehicle moving

in the same direction if it is on a bridge, or is on a curve or brow of a hill where clear view of the road cannot be had for at least 200 yards.

When entering highway from private road.

A motor vehicle entering a highway from a private road or driveway must yield right of way to all vehicles approaching on highway.

Commercial vehicles to yield right of way.

A commercial vehicle shall yield right of way to a passenger vehicle, when signalled by horn or other warning device.

New Brunswick Department of Public Works

THE HON. D. A. STEWART, MINISTER