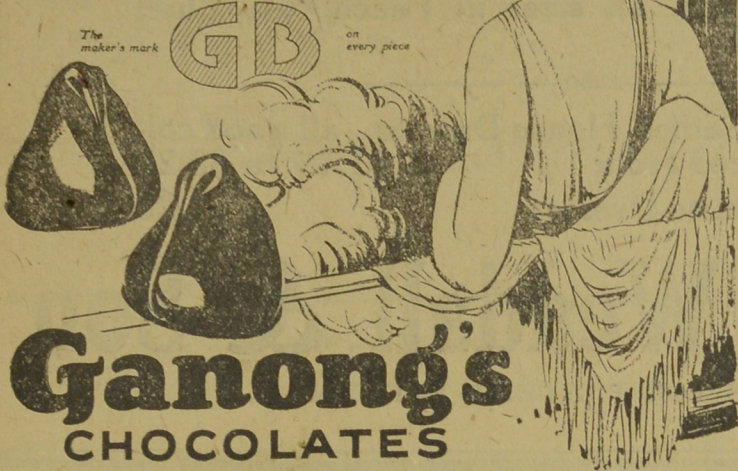


OPERAS

So small, so exquisite, the daintiest chocolates made. A perfect balance of creamy centre—strawberry or vanilla—with just enough NEW IMPROVED "G.B." chocolate to charm.

Ask for GANONG'S Operas



BIRTH RATE DECLINING IN U.S.

Oakland, Calif., May 3.—The birth rate in the United States had declined over 30 per cent. in the past 30 years and is still declining "without the assistance of clinics or other birth control ballyhoo," Dr. Edward N. Ewer, Oakland, president of the California Medical Association said today in his annual address to the association convention.

Intelligence tests were held by Dr. Ewer not to be infallible. The said resulted in the passage of evolution "flareup" of last year, he laws by certain States making such States unsafe for Science.

"There is a growing feeling in organization circles," he said "that medicine as a profession is in danger of being swallowed up by the great American service movement, which has been described as a disease—"an itch to make the world better."

"The extravagant claims made for birth control by its votaries stamp it

as the most pretentious as well as the most bizarre of the servile cults," Dr. Ewer said.

"Birth controllers hold our birth restrictions as the remedy for crime, ignorance, poverty, underfeeding, bad housing, tuberculosis, degeneracy, alcoholism and mental defectiveness. The eugenists would breed them all away. Some of these things have decreased during the time our birth rate has been falling 30 per cent and some of them have not. Crime in every form has greatly increased in spite of our falling birth rate."

Taxi—Have you ever seen a cigar box?

Cab—No, but I've seen a ship spar.

"Consumption of gasoline in Florida increased 80 per cent in the first two months of the year." That must have been the beginning of the exodus.

The great drawback entailed in being either a Wet or Dry agitator is having to associate with some of the birds on your side.

Delegation For Ottawa Re Federal Assistance for Road to Experimental Station

Ald. Mitchell and Ald. Currier Named—Another Attempt for Provincial Assistance, Ald. Smith and Ald. Currier Being Named to Approach Hon. D. A. Stewart—Little Hope Held Out—Some Aldermen Says Heavy Burden Should Not be Imposed at This Time.

The City Council in committee Monday night had a long discussion on the prospect of building a permanent road of some kind from the C. N. R. station to the Dominion Experimental Station. Ald. Mitchell and Ald. Currier were named as a delegation to go to Ottawa to interview the Minister of Agriculture relative to a Federal grant for the road and Ald. Smith and Ald. Currier were named a delegation to interview Hon. D. A. Stewart relative to a provincial grant. It was announced that there was little expectation or hope of securing a provincial grant but the matter will be opened again.

The proposition to be made to the Federal authorities will be for a fifty-fifty expenditure between city and Dominion. Ald. Mitchell gave the information that \$20,000 was the limit to which the Dominion would go. He and Ald. Thompson both expressed the opinion that it would be unwise to burden the city at this time with a heavy expenditure for this particular road whether concrete, asphalt or gravel.

Mayor Clark and Ald. Currier were strongly in favor of building the road.

Word From R. B. Hanson.

A communication from R. B. Hanson, M. P., was read, in which the city was advised to send its delegation to Ottawa concerning assistance for construction of a road to the Experimental Station, at an early date. The letter stated further that Mr. Hanson had interviewed Hon. Mr. Motherwell, Federal Minister of Agriculture, and had been assured by him that he was willing to insert an item in the supplementary estimates for the Dominion's share of the road. Mr. Hanson urged that the Province be approached.

Ald. Currier Reports.

Ald. Currier said that he had in-

terview Hon. D. A. Stewart, Provincial Minister of Public Works, on the matter. He had been favorably received and the Minister said that he was promoting a bill which would authorize the expenditure of provincial road money in the limits of towns and cities of large area. Since that time the measure had been introduced and had not received sufficient support.

Ald. Currier said that it would take \$60,000 to put in concrete or asphalt. He would favor the latter as resisting frost action. However without Provincial assistance he did not believe the city would be justified in attempting the expenditure.

Limit of \$20,000.

Ald. Mitchell said Mr. Hanson had informed him that \$20,000 would be the limit of Federal aid.

Ald. Currier said that a good gravel road could be built at a lower cost. The provincial trunk roads were of that construction and were termed permanent.

Mayor Clark said the road was in very bad condition now, particularly from Victoria mill to the railway crossing.

General discussion on the subject ensued.

Delegation to Ottawa.

The opinion was expressed that a delegation should go to Ottawa with the opinion of the Council. The point was the amount which the Council would be willing to spend.

Ald. Currier estimated \$80,000 as the cost of an asphalt road.

Question of Speed.

Ald. McKnight suggested that a couple of good speed cops on a good road might collect enough in fines to meet interest charges.

Mayor Clark said that there should be some fines collected in Waterloo Row.

Ald. McKnight said that there was not a sign within the city stating the speed limit.

The Mayor said the limit was not fixed but was a reasonable rate.

Ald. Hay said that was not correct. The limit was twelve miles an hour and six miles at intersections.

Mayor Clark said that was an unreasonable limit. Twenty miles an hour would be proper in the city streets.

Ald. Thompson. Doubtful.

Ald. Thompson said that it must be considered whether it would be fair to saddle the city with the expense of \$60,000 for two and a half miles of road. In his opinion the Provincial Government was displaying more wisdom than was the City Council.

Ald. Smith said that one block of York Street, Charlotte to George Street, needed attention. It was asked for last year but there was no money.

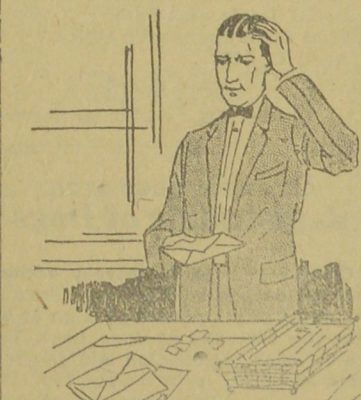
Ald. Mitchell said that \$4,000 a year for fifteen years would be quite a burden to add to the assessment.

Ald. Currier suggested making a fifty-fifty proposal to the Federal authorities.

Delegation Named.

Ald. Currier and Ald. Mitchell were named as the delegation for Ottawa. It also was decided to have Ald. Smith and Ald. Currier wait upon Hon. D. A. Stewart again to request provincial aid for the road.

BLUNDERS



WHY IS THIS WRONG?

It is unwise to guess the weight of a letter to determine the amount of postage required. Such guessing often results in "Postage Due," which may cause delay in delivery, and, in the case of business letters, often results in a dissatisfied customer.

SMUGGLING IS CARRIED ON TO A VAST EXTENT IN CANADA THE CIGARETTE RUNNING EVIL

(Toronto Saturday Night.)

Down in the Maritimes some fishermen fish, others run booze. The latter make more money. They pick up cargoes at Georgetown, Demerara, or St. Pierre, Miquelon, obtain clearance papers showing Nassau as their destination, and sail forthwith for home. Arriving off the Canadian three-mile limit they transfer the liquor to smaller schooners, which in turn pass it on to motor-boats which come out daily from shore. The round is then repeated. Some, of course, prefer the United States market because of the higher prices, but there there is a certain element of risk. On the Maritime coasts with their thousand inlets, there is no risk, for it is not possible to police every accessible inlet except at prohibitive cost. The result is that liquor is so plentiful in the coast villages and towns, according to A. J. Doucet, M. P., for Kent, N. B., that even the children are drinking it.

In Canadian towns near the United States border live many respectable citizens who are very fond of a motor trip after morning church on Sundays. Nothing like a little fresh air, they say. Their trips invariably take them across the international line, and there they fill their cars with enough cigarettes to supply them and their friends until the next trip. Thus they have a profitable as well as a pleasant Sunday afternoon.

Windsor citizens working in Detroit have adopted the ingenious practice of carrying empty lunch pails across the river in order to bring them back full of cigarettes. On Sundays the rush of Canadian cigarette-buyers to Detroit is sufficient to cause traffic jams in the vicinity of tobacco stores near the ferry. Kindly salesmen in these stores advise the unsophisticated regarding concealment of their purchases, although such instruction is really superfluous, the Canadian customs having more consideration for the public than to allow its officers to search the person in the rude manner of U. S. officers. One tobacco store on the Detroit side does a yearly business of \$650,000, ninety per cent. of which is with Canadians who forget to declare their purchases when returning. At Reuse's Point, a village of 2,500 people just across from the Quebec border, a tobacco store does \$75,000 worth of business yearly, most of it with Canadians who line up to buy their supplies. At Plattsburg 75 per cent. of one store's business is with Canadians. Altogether more than 1,000,000,000 cigarettes are being smuggled into Canada each year. University students take this means to finance their college courses; civil servants, train crews and newsboys find it a profitable sideline.

Rock Island, Que., is a nice little town on the U. S. border where the Canadian customs does not operate. Hon. Jacques Bureau having thoughtfully withdrawn the Royal Canadian Mounted Police from the district. Here are situated eleven of the forty-four overall factories in Canada. But these factories do not manufacture; they bring in American-made goods without paying duty and market them as made in Canada. One factory straddles the boundary line, so that goods enter through one door in U. S. territory and leave through another on Canadian soil. It is estimated that 25 per cent. of cotton garments sold in Canada have been smuggled through Rock Island and the similarly situated village of Beebe, Que.

The Canadian Silk Manufacturers' Association believes that 90 per cent. of all the silk stolen in the United States comes into Canada by the smuggling route. With special reference to the broad silk trade, a representative of the association has conservatively estimated that between \$3,000,000 and \$4,000,000 worth enter Canada illegally each year. Silks are purchased from smugglers by unscrupulous retailers and offered to the public at prices which cannot be met by honest merchants. The jewelry trade of this country has been reduced at least one-third by smuggling, authorities have testified; heavy losses have been suffered by manufacturers and wholesalers of men's furnishings and women's ready-to-wear goods.

So it goes. It is difficult to find any Canadian industry other than real estate which is not suffering from unfair competition made possible by smugglers. And plain smuggling is not the only evil. Undervaluation of imported goods, false invoices, shortages in quantities and false customs classifications are also having a deadly effect.

Hands Are Tied.

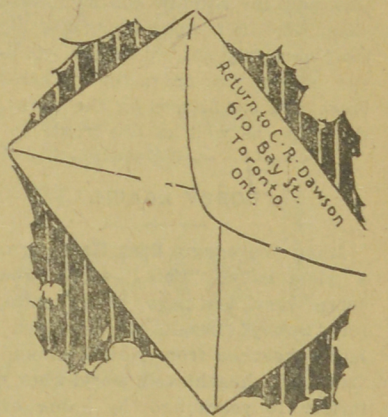
Responsible business men who have testified before the Parliamentary Committee at Ottawa believe that the

Royal Canadian Mounted Police should be given a free hand under the Minister of Justice to curb the contraband traffic. At present the hands of the R. C. M. P. are tied; they see the evil but can do little to stop it. In addition these business men want a secret service to co-operate with the mounties, operating in the United States and Europe. Above all they want Ottawa to keep its hands off the anti-smuggling operations. Their suggestions include special courts for customs law infractions, with all trials in open court and no private settlements possible, and jail sentences of at least two years.

Of course the losses sustained by business men through unfair competition are by no means the sole effect of this traffic; the Government has been forced to impose new taxes or increase old ones in order to offset the loss of revenue through smuggling. And decreased business in Canada has resulted in driving more Canadians to seek a livelihood elsewhere leaving fewer to bear the burden here. Thus the evil is one that affects every Canadian citizen.

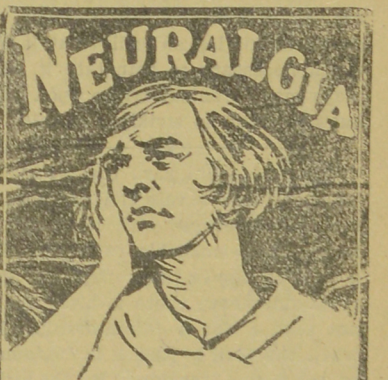
Smuggling persists for one reason only—it is profitable. Cut out the profit and you cut out the traffic. This principle might be effectively applied to the cigarette running evil, for example. At the present time a package of twenty cigarettes costs the consumer 35 cents in Canada as against 18 to 20 cents in the United States. But Canada's internal revenue taxes amount to \$7.80 per thousand whereas the United States tax is but \$3. A substantial reduction of the Canadian figure would not only reduce smuggling but increase the sale of Canadian cigarettes on which revenue would be paid. Thus the Government, the manufacturer and the retailer would all be benefitted. So would the public, which would pay less for its smokes.

BLUNDERS



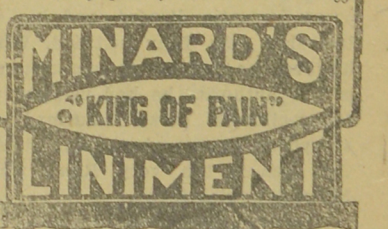
WHY IS THIS WRONG?

The return address should be placed in the upper left hand corner of the address side of all mail matter. This facilitates its prompt return to the sender, if it is found to be undeliverable. Postal employees are glad that the habit of writing return addresses on the back of envelopes is becoming less prevalent.



Bathe the affected parts with Minard's in warm water. Quick relief assured.

Always keep Minard's handy for colds, sprains, cuts and bruises.



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TRAIN SCHEDULES

Effective May 2nd. 1926

For Further Particulars

Apply To
Ticket Agent

Where An American Hangs His Hat

Once a hat was not just a hat; it was also a badge of sectionalism. That was when the broad-brimmed Stetson and the nobby derby seldom met. When South, East, North, West lived differently, dressed differently, and thought differently. When a traveling American could feel like a stranger in his own land.

Before advertising—

But now Mrs. Green of Boston and Mrs. Brown of El Paso use the same vacuum cleaner, face powder, soap; Adams of Boston and Sims of Seattle are alike in the cut of their clothes. And where an American hangs his hat, within the borders of these United States, he feels at home. Advertising did that.

Advertising is still at work helping to make these states united. Here is a better bed, a handsomer shoe, a more delicious food. Let it be known from Maine to California, from Washington State to Florida! Here's a healthier way to live, another safeguard for your family, a new service of self-improvement. Spread the news everywhere!

Advertisements.

Read them. They are Couriers of Progress and Unity. Without them you'd lack half the comforts you now have. Ignore them and you'll miss many a good thing to come.

TO KEEP PACE WITH THE TIMES, READ THE
ADVERTISEMENTS EVERY DAY