

## PRINCE OF WALES NOW CORPORAL IN FRENCH CORPS

### Unique Ceremony at St. Cyr Military Academy Insignia of Academy Handed to the British Heir.

Paris, Nov. 1.—At a picturesque military ceremony the Prince of Wales was nominated an "Ansperade" of the French Army in the famous battalion of the Saint Cyr Military Academy this quaint title dating from the time of Louis XIV corresponding to the rank of Corporal today.

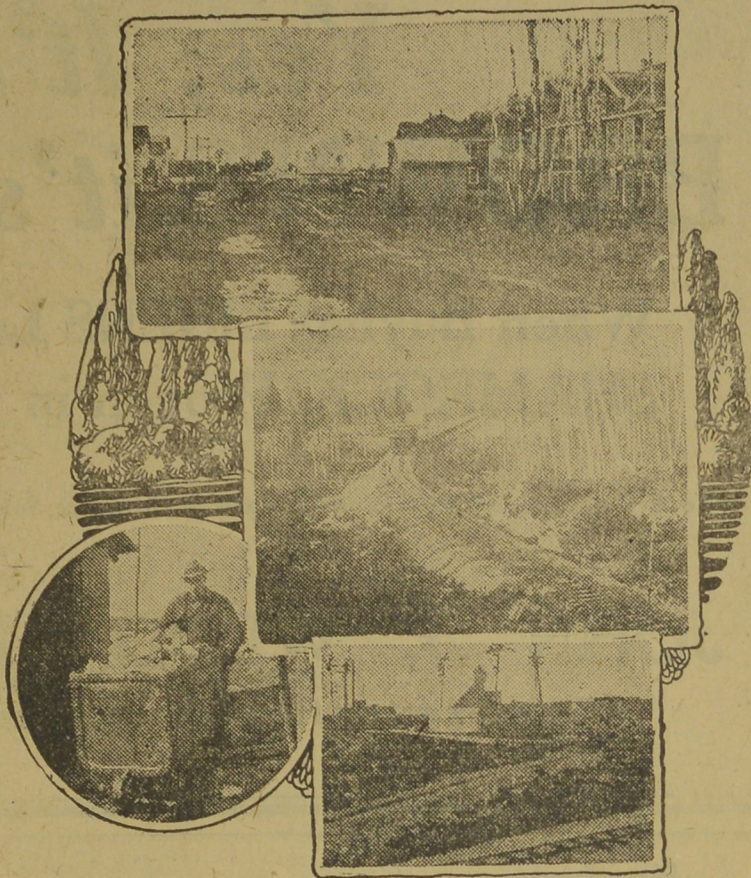
Dressed in the uniform of a Colonel of the Guards and accompanied by his personal aide, the British military attaches, the Governor of Paris, General Gourand and General Colin, Commanding Saint Cyr Academy the Prince stood beneath a drizzling rain in the centre of a square formed by the men of the "First Battalion of France" future officers of the French Army. Drums rolled and bugles sounded their martial call as the senior pupil of the academy—known as "Pere Systems"—solemnly promoted him, handing the heir to the Throne of the British Empire the insignia of the academy, consisting of white and red feather, plumed helmet and white kid gloves, without which no Saint Cyr can, according to the ancient tradition enter his first battle. The Prince thereby becomes a member of this year's "promotion" of Saint Cyr, which will be known in military annals as the promotion of Morocco and Syria.

Having warmly expressed his thanks for the honor conferred on him the Prince then was conducted to a dormitory, shown his bed and given the military outfit supplied by the army authorities to every pupil of the academy. Luncheon with the General terminated the ceremony which had been preceded by a display of horsemanship on the part of the famous "Cadre Noir," composed of crack horsemen of the school.

"Say, you kissed my girl at that party."

"How could I know, I didn't have a flashlight."

## Rouyn—A New Community Becomes Mining Railhead



Top—A view of Rouyn, a city in the making. Centre—The Canadian National Railways branch line near Rouyn. Lower left—A truck of ore from the Noranda mine. Right—View of the Noranda mine.

Rouyn, one of the newest communities in the Province of Quebec, is now in touch with the rest of the world by means of a branch line, 44 miles in length, which reaches the Quebec-Cochrane main line of the Canadian National Railways at Taschereau (formerly known as O'Brien), a divisional point. Previous to the advent of the branch line, access to Rouyn was by means of land and water route. Now the railway runs directly into the municipality and provides efficient service for freight and passengers.

As the work of railway construction was progressing, the citizens of Rouyn, encouraged by the solution of transportation problems, effected considerable progress in developing civic improvements and a further programme will be undertaken now that it is possible to obtain supplies expeditiously and more economically.

Rouyn is the centre of a most important gold-copper field, some mines being of proven value, with others offering good prospects and inviting further development. With the completion of the branch line it will be possible to ship in heavy material required for the construction of a smelter for handling ores of the local mines.

The new branch from Taschereau to Rouyn traverses a territory well wooded, with numerous lakes and streams, a section of which in the vicinity of Lois Lake is good agricultural land, offering inducements to colonists.

She—Darling tell me did you really think you couldn't possibly live without me?"

He—As a matter of tact, yes.

Teacher—May we not hurt some one without hitting him or saying anything mean?

William—Yes, ma'm, the dentist does.

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## GREATER EXPORT TRADE NECESSARY FOR BRITAIN TO CONTINUE AS GREAT NATION

London, November 1.—Sir Allan Smith, a solid, sandy-haired, shrewd-eyed Scotsman, chairman of the management board of the Engineering and Allied Employers' National Federation of Great Britain (a combination of local associations representing nearly 3,000 firms, with a total annual wage bill of well above \$300,000,000), holds that only a substantial revival of British export trade can save the country from bankruptcy.

"Facts and figures are what we should look at," said Sir Allan to me as we sat in his small, simply furnished office, in Broadway house, Tottenham street, London. "What are some of the facts? In all countries imports are paid for mainly by exports. But Great Britain, in respect to other countries in that, while these countries, at a pinch, can curtail their imports, Great Britain cannot.

"Raw materials and foodstuffs of foreign origin are vital to our industry and existence. Neither of these essentials can be produced on an adequate scale here. How can we buy raw materials and foodstuffs? Only by exporting in a big way. And we are not doing that now. Our exports are down and our imports up to such an extent that only a great change can save us from liquidation of our national assets and live on our national capital.

### More Exports Imperative.

"Our total imports in 1913 amounted to something over \$3,000,000,000. For about \$2,500,000,000 of this sum (73 per cent) we accounted in raw materials and foodstuffs. In 1923 the proportion had risen to 74 per cent. In 1913, denied foreign goods the united kingdom would have been compelled to subsist, if it subsisted at all, on 58 per cent., less than it actually consumed. Even submarine warfare in 1918 with our government, regardless of cost, pressing production, raised our home supply of wheat and barley to only 34 per cent. of the total consumption.

"Three-quarters of our imports are necessities. All these, with the exception of those covered by payments from foreign countries for services rendered (so-called invisible exports), must be paid for with British exports. Our invisible exports in 1923, \$1,500,000,000 in all, were derived from overseas investments, \$750,000,000; shipping services, \$550,000,000; other services, \$200,000,000. Our overseas investments grew out of overseas profits. Stop our exports, thereby stopping our imports, and what becomes of our overseas investments, our shipping services and all the rest?

"Export trade, clearly, is the criterion of British prosperity. Applying this criterion, we find ourselves in a much worse position today than in 1913. Our exports must be expanded enormously. This is the cast-iron reality of the situation. How can it be met? Only by reducing production costs and prices. Now we come to the rub. Taxation, national and local, both ultimately coming out of industry, are far above the level of 1913, and far above anything known elsewhere in the world.

### An Old and Vicious Circle.

"Witness the vicious circle. High taxation increases production costs; such increase drives up selling prices; high selling prices limit exports; reduced exports depress trade and swell unemployment; unemployment makes still greater taxation unavoidable. Our taxation in 1913 was direct, \$450,000,000; indirect, \$400,000,000. In 1924 direct taxation had risen to more than \$2,500,000,000 and indirect taxation to more than \$1,150,000,000—increases of 402.2 and 185.5, respectively.

"Roughly, our imperial taxation today is \$75 per capita of the whole population, and our local taxation—so-called rates—\$20, making \$95 per head in all. Nor is this by any means the entire story. We have three main social services to which the government contributes nothing. These services are unemployment, insurance, health insurance and workmen's compensation—all maintained by contributions from employers and employees. Unemployment insurance cost in 1913, \$8,000,000; in 1924, \$150,000,000; health insurance, \$70,000,000, as against \$110,000,000; workmen's compensation \$15,000,000 as against \$35,000,000. We find, therefore, that these services weigh upon us now to the extent of 237 per cent more than they weighed upon us eleven years ago.

"Academic economists sometimes argue that direct taxation is not a burden upon industry. This argument essentially, is fallacious. Direct taxation cuts the buying power of the population and thus limits the growth of capital, the life-blood of industry. Is not this, in a true sense, a tax

upon industry? Direct taxes in 1913, out of a net taxable income of about \$4,000,000,000, \$250,000,000, or 6.6 per cent. Direct taxes in 1924, out of \$6,000,000,000, \$1,650,000,000, or 25.6 per cent. That is to say, out of every pound ordinarily available for saving and investment one-fourth is taken by the state, principally for the payment of unproductive debts.

### Worker Taxed \$95 a Year.

"Indirect taxation also affects industry indirectly. It does so in two ways. It raises the cost of living, and with it the general level of prices, and creates industrial trouble, due to dissatisfaction with wages. How costly such trouble has been in Great Britain for many years one does not need to indicate. Take the wage earner with the average family of a wife and three children. In 1914 this wage earner paid in indirect taxes \$35, or between 65 cents and 70 cents a week. Ten years later he pays \$95 a year, or between \$1.75 and \$1.80 a week.

"Local taxation, as to its greater part, fall directly upon industry. Of the \$750,000,000 collected in 1924 in local taxation, \$2 per cent was collected in 1,154 urban parishes, corresponding in the main with industrial areas, and only 18 per cent in 13,000 rural parishes. Instancing the effect of this, I may say that in 1924 the cost of local taxation per ton of finished steel was more than \$5, as compared with less than 70 cents in 1914. Economically, contributions to social services have the character of wages, since, lacking these contributions, work people would require equivalent additions to their wages in order to purchase the necessities of life. Industry, therefore, bears directly the burden of social services.

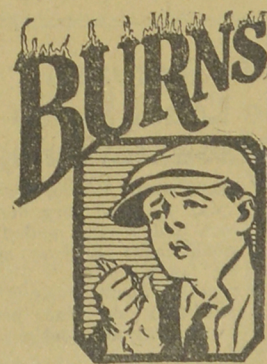
"Modern shipbuilding and engineering establishments, of course, require large areas, thus incurring heavy rentals and heavy local taxation. Startling are the figures showing the position of typical shipbuilding, shipbuilding and engineering, marine engineering, engineering, founding and locomotive building firms in the Glasgow assessment area. In ten years' time these rentals have increased from 60 per cent to 193 per cent and the local taxation from 214.3 per cent to 344.2 per cent. In view of these facts and figures, none of which is disputable, little imagination need be used to appreciate the load British industry is carrying in a time of unparalleled economic dislocation in the world."

### Better Times Ahead.

Sir Allan Smith points out the curious fact that in some cases doles are in process of conversion into savings certificates, and that capital—through Dutch and German bankers—is siphoned out of Great Britain at low interest rates to be lent abroad at much higher rates. He expects many liquidations should not be regarded as portending any general or serious collapse. He believes after thirty years' experience of industrial law, that the relations between capital and labor in Great Britain are improving steadily, and that the "old country," gravely beset though it is, finally will re-order its industrial life upon a basis of secure prosperity.

### ACCIDENTAL DEATH.

Berwick, N. S., Oct. 29.—After five and one-half hours' deliberations, a coroner's jury today returned a verdict of accidental death in the case of George Otis Margeson, who was struck and killed by a car driven by his friend with whom he and a party of several others had returned early this morning from a dance held in Aylesford last night.



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### MAIL CONTRACT

Sealed tenders, addressed to the Postmaster General, will be received at Ottawa until noon, on Friday, the 10th day of December, for the conveyance of His Majesty's Mails, on a proposed Contract for a period not exceeding four years 6 times per week on the route: Prince William Rural Route No. 1 from the 1st January, 1927.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of Prince William, Kingsclear, and at the office of the District Superintendent of Postal Service, St. John.

H. W. WOODS,

District Supt. of Postal Service,  
District Superintendent's Office,  
Oct. 26th, 1926.

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- 45 Brunswick and St. John Sts.
- 46 Charlotte and St. John Sts.
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- 52 George and Church Sts.
- 53 Union and Church Sts.
- 54 Shore St. and University Ave.
- 55 Brunswick St. and University Ave.
- 56 Lansdowne St. and Waterloo Row.
- 57 Grey St. and University Ave.
- 112 Smythe and Aberdeen Sts.
- 113 Argyle and Northumberland Sts.