

CONSERVATIVE CHIEFTAIN IS DELIGHTED WITH HIS TOUR OF LOWER PROVINCES

(Montreal Star.)

Digby, N. S., July 30—The first week of Hon. R. B. Bennett's tour of the Maritime Provinces ended in Digby late yesterday afternoon, a week in which he has addressed audiences totalling more than 12,000 people, shaken hands and chatted informally with almost as many and travelled through an area rich in Canadian history.

Mr. Bennett has not ventured any opinion as to the reaction to his tour, except that personally it has been a delightful one, featured by the warmth of welcome and kindness of people at every point he has visited. His provincial lieutenants, however, are enthusiastic. Probably never before in the political history of the country has the leader of one of the great parties devoted the vacation months to getting personally acquainted with the electorate, an undertaking which taxes his stamina to the utmost and in a period when there is no election in immediate prospect.

Arduous Work

Then, too, the electors were aware that Mr. Bennett had dissociated himself from his expensive professional and financial connections to devote himself entirely to public service, and people have been intrigued to meet the man willing to sacrifice personal business and leisure and seriously adapt himself to the heavy work of the party, work hitherto left almost entirely outside immediate pre-election days—to divisional party work horses. And he has adapted himself with customary enthusiasm. Three, four and five meetings a day, trips of upwards of 200 miles in a single day with many gatherings interspersed have been accepted as a matter of pleasant course.

His main address he has stuck rather closely to his early text, the upbuilding of Canada and provision of employment through the maintenance of the Canadian market for Canadian workers, whether on the farms or in factories. But he has enlarged very broadly in his remarks upon the subject of Canadian development as an integral part of the British Commonwealth of nations.

This country, founded largely if not quite entirely by people whose love of British institutions and British liberty led them to great material sacrifices—even to the sacrifice of lives—to remain British, has a very receptive ear for the pro-British sentiments of Mr. Bennett.

At Liverpool, again at historic Shelburne and at Yarmouth his declaration of faith in and fealty to, the Union Jack aroused great enthusiasm. On Saturday even in Yarmouth, which has been heralded for many years as the Maritime haven of the free trade gospel, his exposition of Canada as the laughing stock of the world for permitting her resources to be exploited for the benefit of the workmen in foreign countries, was acclaimed.

Needs Materials

Even now, Mr. Bennett, pointed out, the great republic to the south is in dire need of Canada's raw materials. She was encouraging their admission to the United States in order that they might be manufactured by American workmen and sold to their own people, to overseas countries and even back to Canadian consumers.

Give Canada another 25 years, he declared, and he was not worried about a market for Canadian goods. What he would then be worrying about was what Canadian goods Canadians would be willing to let their neighbors to the south buy. He did not declare openly an embargo of raw exports from this country, but his treatment of the whole subject indicated his conviction that legislative means would be utilized to develop Canadian natural resources into manufactured products within the Dominion.

A notable feature of the trip through the Maritimes thus far has been the awakening of a new spirit of hopefulness and self-helpfulness. Mr. Bennett is not claiming to be the author of it, but it is a fact that the more or less spiritless attitude with

regard to betterment of conditions, which was evident a year or two ago has given place to new ambitions. The Duncan report on the amelioration of Maritime conditions has been partially implemented and with good results and there is the belief that the Conservative members will be able to force its fulfillment with regard to the coal and steel industries. There is expectancy that the recent inquiry into the fishing industry will bring some relief to that most important branch of human endeavor in this area.

New Industries

Here and there new industries are being established. Hydro-electric developments are being extended to lessen physical drudgery in the shops, homes and on the farms. Municipalities are receiving inspiration from their improvements in the matter of road improvement and expenditures which have long since been badly needed to replace worn out utilities are being voted by councils.

The whole atmosphere breathes rejuvenation. The fields look well. The forests carry a wealth of great magnitude and the sea promises even greater contribution to those who go down to it for livelihood.

There is confidence that huge mineral resources are yet to be unmasked and developed. Even the men who walk at the head of the slow-plodding ox-teams while flashy motors flash by them, are not complaining. Things are better than they were and they will be better still; that is the attitude.

Governments are spending huge sums in netting the provinces with roads which are a credit to any part of the continent.

Perhaps in Nova Scotia this development is more marked than in any other part of Canada. Within less than three years, Hon. Percy Black, Minister of Highways, and Capt. Hon. Jack Cahan, who is assistant minister of highways, have belted and criss-crossed the province with a series of roads which are attracting thousands of tourists from other provinces and from the United States every day. At Digby last night one hotel operator stated that during the week he had been compelled to refuse accommodation to 165 people because his place was full.

Homes all through the Annapolis Valley and around the coast line from Halifax to Yarmouth and back to Digby breathes growing prosperity. They are large homes, thousands of them. They are freshly painted and their well kept lawns and magnificent gardens reflect a contented and proud citizenship. Even where one finds a humble domicile, it is divested of the commonplace by its wonderful arbors of flowers, its well-fed stock and its clean and happy children.

Old Communities

Liverpool, Shelburne, Barrington, Bay, Shag Harbor, Yarmouth and many other places which loom large in the seafaring history of Canada, claimed Mr. Bennett's interest on his Saturday tour. Communities which run back well over 200 years in time are numerous here. Some date to the French occupation, many more first saw development when the United Empire Loyalist came here more than 150 years ago, yielding up their homes and all their worldly possessions to remain British subjects.

Down here are enshrined the names, on ancient headstones of many of the families who have given sons and daughters who have made great places for themselves in war, and in peace, always faithful to British ideals and to the British connection. Every little community, as well as every large community, has its noble monument to its illustrious dead. The separatist doctrine has no ground of vigorous citizenship.

It is in such a setting that Mr. Bennett is moving, preaching the gospel of "Canada for Canadians and reality to the Empire." Today he speaks at Annapolis Royal and tonight at Wolfville, both in the famous garden of the province where miles and miles of magnificent orchards give

promise of a good yield. On Tuesday he will speak at Truro and then moves on to New Glasgow. Thursday night's program will begin in Cape Breton, where conditions among the miners and in the steel industry will be studied with close interest.

On the road from Yarmouth to Digby yesterday Mr. Bennett's party stopped at Meteghan for luncheon. This is one of the major French-Canadian settlements on the west coast of Nova Scotia. Residents within several miles journeyed to Mr. Bennett's hotel to greet him. He enjoyed a merry chat with them. As he was leaving one asked: "Mr. Bennett, if we put you in as Prime Minister will you get married?"

Mr. Bennett, who had already marvelled over the numerousness of the Comeau family in the district, replied that if there were any marriageable young ladies left in that district, who hadn't been captured by a Comeau, he would seriously consider matrimony if the lady would accept him.

Just outside Weymouth, Mr. Bennett paid a visit to a classmate who graduated with him in law from Dalhousie University 35 years ago, Judge J. A. Grierson. They had not met since graduation and while the two turned back the universe to the days of their young manhood, other members of the party inspected the Judge's very attractive estate. In the process, his raspberry bushes were denuded and one of his Jersey cows lost some most excellent milk. The apples and pears were hardly ripe, so they escaped.

While at Weymouth the fog which had shrouded the land and sea from Yarmouth lifted and in glorious July sunshine the party enthused over the scenery which stretched out in rare beauty around St. Mary's Bay and into Digby.

SHOULD KEEP ON WATCH FOR PLANT DISEASES

(Experimental Farms Note.)

The farmer is engaged in the fundamental business of feeding the world. Success in his chosen vocation depends upon many factors, important among which is the extent to which crops suffer from disease. Serious losses are experienced in Canada annually from the ravages of Plant Diseases; a condition which may be appreciably remedied by an application of control measures, as recommended by Plant Pathologists of the Experimental Farms Branch.

Until recent years the farmer, in ignorance of the nature of plant diseases, suffered from heavy losses from them, quite unconscious of the fact that his crops were affected. Or, if the presence of the disease was known, the extent of damage was underestimated. In this way a loss of forty or even one hundred bushels of potatoes to the acre was often overlooked. Today it is different. With the aid of easily accessible literature the farmer may acquaint himself with the symptoms and control of the more serious diseases. In other words the farmer's power over organisms which injure cultivated plants was never as great as it is at the present stage of agricultural development. One by one the life histories and habits of such parasitic organisms are being studied, and armed with this knowledge the investigator is devising means to prevent their destructiveness. It only remains, therefore, for the farmer to acquaint himself with the reliable sources of information and put into practice the recommendations which are based upon thorough investigations of the plant diseases peculiar to this particular locality. This information is available at the nearest branch plant pathological laboratory.

In appreciating the importance of plant diseases the farmer must know that his responsibility does not end until his crop is marketed in a sound, disease-free condition. In these days of keen competition and diligent efforts to secure markets the secret to success is the manner in which we conserve the crops. This necessitates serious efforts on the part of every farmer to control plant disease.

R. R. HURST,
Dominion Experimental Station,
Charlottetown, P. E. I.

MANY TIES NEEDED FOR C. N. R. RAILS

Montreal, August 1—Track ties for the Canadian National to the total of 9,000,000 will be required for the coming year and contractors are now being asked to submit prices for this large number which are needed in the nine provinces, the Grand Trunk Western and the New England lines.

Of the total 2,600,000 ties are to be "treated." For this process the ties are treated with a solution 70 per cent creosote oil and 30 per cent coal tar. Creosoting plants and their capacities are; Truro, N. S., 200,000; Newcastle, N. B., 300,000; Delson, P. Q., 400,000; Nashua, N. H., 50,000; Trenton, Ont., 400,000; Carbondale, Ill., 300,000; Sudbury, Ont., 50,000; all of these plants treating hardwood ties. At Sioux Lookout, Ont., the plant treats 400,000 softwood and 50,000 hardwood ties, and at Edmonton, Alta., the plant handles 500,000 softwood ties.

All ties are adzed, bored and incised and properly seasoned before treating. All the hardwoods are treated and of the softwoods, jack pine, hemlock and Coast Douglas fir are treated. The mountain Douglas fir will not treat successfully.

Of the hardwoods, the red oak, and gumwood are easily treated and in these woods good penetration is obtained. Of the native hardwoods, yellow

low birch probably treats a little better than hard maple and beech, but the hard maple is the strongest of the three. Of the softwoods, jack pine and hemlock treat equally well.

The benefit of treatment of ties is indicated by the fact that untreated softwoods such as jack pine average from six to eight years; hemlock, five to seven, and tamarack, seven to nine, while cedar on the highest traffic lines last from ten to fifteen years, and Douglas fir from seven to eight years. These same softwoods treated have an estimated life of from 15 to 20 years.

Treated hardwoods have an estimated life of from 20 to 25 years.

In addition to cross tie purposes, about 35,000 sets of switch ties are purchased annually, these are of red and white oak, beech, hard maple and birch in the hardwoods, and hemlock and Douglas fir and jack pine.

Creosoted piling has been used for many years in coastal waters, but the creosoted timber trestle is comparatively new on Canadian Railways. A large amount of piling and bridge timbers is being treated each year, as conditions will permit. Switch ties are also being treated more extensively each year. The creosoted piling is usually jack pine and red pine, while the bridge timbers are of Coast Douglas fir.

Mrs. Gloof—I have a no-account husband.

Mrs. Gliff—That's nothing. I have a no-charge-account one.

BIG TARPON CAUGHT NEAR SANDY HOOK

New York, August 1—From the tepid waters of the Gulf of Mexico came Her Majesty Isospondylus to see New York. Five feet long, shaped like a Zeppelin, the scales on her sides and belly shining like stars big as saucers, the tarpon lady aimed to cut a royal figure and eat a few suckers.

She was easing along grandiloquently when she plopped into the trp-net of George Runyon off Sandy Hook. She was amazed and regarded him with something almost akin to admiration. Runyon was hurriedly tightening the ropes and soliloquizing that she was the first tarpon caught around here in 18 years. Three others had perished in the Aquarium after capture.

When Runyon returned with the Aquarium boat, sea horse, and six deckmen, Her Majesty was blowing foam and rolling back and forth. It took them two hours to subdue her. She swung her 100 pounds and knocked them down, lashed her tail like a whip, and asserted herself as the tigress of the tropical seas.

When she was finally landed in a tank, she had lost her port eye. As the Aquarium was crowded, she was placed in a tank with two fan sharks and three stingrays.

44,000 HARVESTERS WANTED! Canadian Pacific \$20.00 to Winnipeg

From Saint John and C. P. R. Stations in New Brunswick

August 10 and 27

Passengers from East of Saint John will purchase Regular Second-Class Tickets up to Saint John.
AUGUST 10TH First Train to leave Saint John, N. B., at 12.01 a. m. (Atlantic Time), Friday August 10th. This train will carry all passengers from East of Saint John arriving by all regular trains, Thursday August 9th. Passengers from East by regular trains, Friday 10th, will also be accommodated by Special Train from Saint John, leaving at 8.00 p. m. (Atlantic Time.)

AUGUST 27TH Passengers leaving starting point Morning August 27th will be accommodated by special train leaving Saint John same evening.

G. BRUCE BURPEE, District Passenger Agent, Saint John, N. B.

CITY OF FREDERICTON Notice of Sale of Lands

Notice is hereby given that, pursuant to the provisions of the City of Fredericton Assessment Act 1926, there will, for the purpose of satisfying the arrears of City taxes, for the years mentioned hereunder, made and assessed against the parties hereinafter named, unless the several sums due, together with the costs of this notice, are sooner paid, be sold at Public Auction in front of the City Hall, in the City of Fredericton, on the sixth day of October, A. D. 1928, at eleven o'clock in the forenoon, the lands and premises owned or occupied by the respective persons hereunder mentioned and set opposite their respective names.

Property to be Sold.	Name of Person Assessed	Arrears for Years	Total Due
Lot corner King Street and Taylor Alley, 40 ft. on King Street and 109 ft. on Alley	ROY H. McGRATH	1925-1926-1927 Interest	\$740.42 79.06
Farm on east side Maryland Hill Road, known as the Cameron Farm, containing 75 acres	ARTHUR S. TYLER	1925-1926-1927 Interest	\$221.59 27.00
Lot on east side of Church Street, near Queens Square, 55 ft. front and 50 ft. deep	GEORGE WANDLESS	1924-1925-1926-1927 Interest	\$162.90 24.98

Dated the 31st day of July, A. D. 1928.

FRED I. HAVILAND,
City Treasurer.

CANADIAN NATIONAL RAILWAYS

HARVESTER'S EXCURSION

44,000 REQUIRED

FROM FREDERICTON TO WINNIPEG \$20.00

Plus half a cent a mile beyond to all points in Manitoba, Saskatchewan, Alberta, Edmonton, Tannis, Calgary, MacLeod and East.

SPECIAL LOW FARES RETURNING

GOING DATES AUGUST 10th. & 27 th.

SPECIAL TRAIN will leave Fredericton at 6.30 A. M. August 10th.
AND RUN THROUGH TO WINNIPEG WITHOUT CHANGE

Through Trains—Comfortable Colonist Cars
SPECIAL CARS FOR WOMEN AND CHILDREN

Purchase your Ticket to WINNIPEG via CANADIAN NATIONAL RAILWAYS whether or not your destination in the West is a point on the CANADIAN NATIONAL.
TICKETS AND ALL INFORMATION FROM TICKET AGENTS