

CITY GARAGES

AUTOMOBILE STORAGE AND SERVICE

REPAIRS, GAS, OIL, and ACCESSORIES.

Our large concrete garage on a good corner location offers exceptional storage facilities. Access to this garage may be had from two streets—drive through without backing up—which are never congested with traffic though near the center of the town and adjacent to Queen St. Taxi service in connection. Gas tanks both inside and out—Fundy gas always on hand. Different grades of Mobile and Polarine oils, conveniently placed washstand, batteries and battery charging service, accessories and experienced mechanics enable us to give you EFFICIENT SERVICE AT ALL TIMES.

WILLIAM C. BURTT, Proprietor.

GARAGE OPPOSITE COURT HOUSE

TELEPHONE 400

CAPITAL GARAGE

QUEEN ST.

FREDERICTON, N. B.

CAMPBELL ST.

Phone 206-21; Office, 206-41

W. E. VAUGHAN, Proprietor.

Agents for HUDSON, ESSEX and STAR

DISTRIBUTORS FOR W.S.L. and EXIDE BATTERIES.

Gasoline, Oils and Greases. Battery Repair Work of All Kinds. Tires and Accessories of All Kinds.

Special attention to Tourist Travel. Open nights until 12 o'clock.

CHEVROLET

The amazing growth of CHEVROLET sales is due to its real value. The most economical car to operate. 35 miles to a gallon of gas is not unusual. The lowest priced fully equipped car.

Equipment includes: Speedometer, Oil gauge, Ammeter, Dash lamp, Alemite system of lubrication complete set of Tools including Alemite grease gun, 5 cord tires, bumper, chains, side curtains that open with doors, drum head lamps, nickel radiator cap.

CLASS "A" INSURANCE RATING

J. CLARK & SONS, LTD.

AUTO DEPARTMENT — KING STREET.

BE IN STYLE—

Come to Fredericton's only Filling Station for GASOLINE and MOTOR OILS.

TIMS SERVICE STATION

CORNER NORTHUMBERLAND & KING STREETS. Phone 425-21

PHILLIPS & PRINGLE LTD.

SPECIALIZE IN

PRESTO LITE BATTERIES, GAS and OILS, FAMOUS FIRESTONE TIRES, and all AUTO ACCESSORIES.

City Hall Square :: Fredericton, N. B.

GARAGE SERVICE DAY and NIGHT

Automobile Accessories

—OF THE MOST DEPENDABLE MAKES

THE SMITH FOUNDRY COMPANY, LTD.

FREDERICTON, — — NEW BRUNSWICK

CADILLAC & McLAUGHLIN Selling Representatives for Years.

PAIGE --- JEWETT

SIX CYLINDER MOTOR CARS

WHOLESALE DISTRIBUTORS for

White Rose Gasoline

Enarco Motor Oils

Mill Oils and Greases

W. A. HAY & SON

364 KING STREET : FREDERICTON, N. B.

THE VALLEY MOTOR CO.

NEW BRUNSWICK DISTRIBUTORS—NASH FOURS AND SIXES

Dealers Dodge Brothers Motor Cars

GOODRICH and AMES HOLDEN TIRES and TUBES. GASOLINE.

A Real Service Garage For Any Car

BATTERY SERVICE. CRANK CASE SERVICE.

CROSLY RADIO RECEIVERS.

EXPERIENCED MECHANICS AND ELECTRICAL ENGINEERS.

YORK COUNTY GARAGE

REPAIRS WASHING STORAGE

ALL WORK GUARANTEED

Overland, Oakland, Franklin, Jewett, and Gray Dort Service.

ARTHUR H. BOOTH, Proprietor.

York Street, Fredericton N. B.

'Phone 691-21

PREDICTS A BIG FUTURE FOR TOURIST BUSINESS IN CANADA NOW WORTH \$136,000,000 A YEAR

No Other Industry So Profitable in Relation to Call on the Country's Resources—Volume of Income Can be Greatly Increased by Providing Visitors With the Service and the Goods They Want.

(Financial Post.)

How much money was left in Canada last year by tourists and visitors of all kinds from outside of the Dominion? A recent estimate has been published by an Ottawa authority which is astounding in its magnitude. One hundred and thirty-six million dollars.

The authority is the Commissioner of Canadian National Parks, and the estimate is the second which has been published. The first was for the year 1921, and the figure given out for that year was \$112,000,000. While these figures are not claimed to be statistical, their magnitude and the rapid rate of increase make challenge attention.

Too High or Too Low?

"Too high!" may be the mental comment of the average reader to whom the mention of tourist traffic recalls stray Ford cars on dusty roads, a fleeting impression of a commonplace family in khaki, cheap flags or pennants on the windshield and a camping outfit, including ropes and canvas on the running boards and pots and pans at the rear.

But "Too low" may be the comment of the more than one travelled observer, to whom the words "tourist traffic" conjure up an entirely different picture. His vision includes railways and steamships. He sees Boston trippers in the land of Evangeline, Californians on the Vancouver-Skaway steamers, Middle Westerners on their annual outings on great Canadian steamers on the Upper Great Lakes, international globe-trotters at the famous railway hotels along the world's caravan route from Quebec to Vancouver; he sees amateur Alpinists in the Rockies, and amateur woodsmen in the northland; he sees hundreds of obscure cottage colonies along the Great Lakes, steadily multiplying, and he sees an increasing proportion of outside money at the more famous summer resorts of the Dominion. Furthermore, he observes the growth of the bungalow camp idea, the opening up of scores of tourist camps for motorists, the crowded conventions at his favorite hotels in the larger cities, the growth of shooting and fishing clubs in Quebec and New Ontario, and lastly the fact that the visiting motorist's season has been enlarged at both ends by the trend in favor of closed cars, and the winter season is producing its tourist revenue in Canada, as in Switzerland. And he sees an endless stream of northbound motorists coming to Canada by many routes—via the continuous concrete road which now connects Tia Juana, Mexico, with Vancouver; or the newly opened Omaha-Winnipeg Highway the Dixie highway, in Michigan; the "Bootlegger's Road" into Quebec and many others.

The total of \$136,000,000 begins to look more reasonable.

Ranks Third in Volume.

Let us assume for a moment that the figure above given is correct, and see what it means.

It means that, compared with the last Dominion estimate, 1921, the tourist traffic has been almost the most rapidly growing source of wealth in the Dominion.

It exceeds the total export value of minerals and mineral products. It equals the total export value of animals and animal products.

It already ranks third in comparison with Canada's great exports, being exceeded only by the products of the field and of the forest.

Leaves Our Assets Untouched.

But this lusty infant differs from these others in these respects; it has never received any important assistance in the way of grants; its needs have never been seriously kept in mind or presented to law-makers when our laws were framed; it is at this instant undergoing a great change which is bound to affect Canada.

Furthermore, it is a source of revenue which entails no corresponding loss of assets. The export of lumber and pulp may diminish our forests, the export of cereals may exhaust our humus, the export of minerals may be a subtraction from our ancient assets, but the growth of tourist revenue still leaves us with our assets of breezes and sunsets and scenery and "camping, boating and bathing," perennial and undiminished.

But, most important of all, it is a source of national revenue which can be increased amazingly by intelligent effort.

Father St. Lawrence does not pause in his majestic flow, though numberless tourists gaze upon him and dilate with the wrong emotion. The Rockies seem still architecturally sound, in spite of the impressions they have cast upon the retinas of touring thousands.

Getting at the Figures.

"But," says my friend the banker "you are going too fast. You assumed that this revenue is in the neighborhood of 16 millions. Suppose I claim that an outside figure is only 36 millions, which is a respectively large in-take for a country of our population. Show me where you will get the other hundred millions."

The question is a disconcerting one. Most banker's questions are. Where will I get the hundred millions? Where does anyone get a hundred millions? But wait! I hastily turn to a recent letter from Ottawa on the subject, and joyfully find it is from the very official who has put out the estimate—Chief Commissioner J. B. Harkin, of the Canadian National Parks, a branch of the Department of the Interior. Here we find the basis of the estimate frankly enough stated.

"It should be remembered" writes the commissioner, "that the figure of 136 millions is purely an estimate, as we have no means of securing exact data. The figures, however, were based, for the most part, upon the estimates of people of the various provinces who are in touch with tourist conditions, and they would appear to be all fairly reliable. In the following table and succeeding paragraphs I shall endeavor," he says "to explain in detail just how this amount has been arrived at:

British Columbia	\$36,000,000
Alberta	20,000,000
Saskatchewan and Manitoba	10,000,000
Ontario	30,000,000
Quebec	30,000,000
New Brunswick	4,000,000
Nova Scotia	6,000,000

British Columbia the Leader.

The estimate of the British Columbia returns is based on a statement made by Fred Crone, chairman of the Vancouver Publicity Bureau, and published in Calgary Herald of October 24, 1923. Mr. Crone, disseminating information concerning the working of the Vancouver Publicity Bureau, stated that 60,000 foreign motor cars, carrying an average of four persons to the car, conveyed

RED ROSE TEA "is good tea"

The ORANGE PEKOE QUALITY makes finer tea and more of it

240,000 tourists into British Columbia last year. Averaging five days per person with a 10 average daily expenditure, Mr. Crone says further: "That is not all; railway and steamship statistics are to the effect that the automobile travel is only about 25 per cent. of the total tourist traffic. "That would mean another \$24,000,000 from the tourists using the steamships and railways, or a total of \$36,000,000 up to the end of October.

No Figures For Ontario.

While no estimate for the tourist travel of Ontario has been made by any travel authorities, it seems very probable that the tourist value would at least be equal to that of Quebec. The main reason advanced for this is that nearly nine-tenths of all the foreign motor cars entering Canada are registered through Ontario ports. Taking into account the large number of tourists travelling by rail and steamer to Muskoka, Georgian Bay, the Thousand Islands, Great Lakes and other summer regions, the \$30,000,000 credited to Ontario seems to be reasonably estimated.

Quebec Government Estimate.

On completing the report in September of the census of vehicle traffic for 1923, Hon. J. L. Perron, Minister of Roads for the province of Quebec, is quoted by the Quebec Telegraph as stating that he placed at \$20,000,000 the sum spent by foreign automobile tourists in Quebec cities, towns and rural districts. At this time the figures for incoming foreign cars were 111,000 while at the close of the year they totalled 125,000. Mr. Perron did not take into account the seaside resorts of the St. Lawrence and the travel by steamer and rail so that an additional \$10,000,000 does not seem to be excessive, thus bringing the total revenue to \$30,000,000.

In Maritime Provinces.

The authority for the figures with regard to New Brunswick is Mr. J. C. Berrie, secretary-treasurer, New Brunswick Automobile Association. In a letter addressed to this branch, dated March 2, 1924, he states, "It is estimated that about 25,000 tourists entered New Brunswick by motor. It is thought that the number of tourists coming from all sources would be 35,000. Some people have estimated that the 35,000 tourists left \$5,000,000 in the province in 1923." Prior to the receipt of this letter the revenue of New Brunswick had been computed by us at \$4,000 and was allowed to remain at that figure.

Mr. J. A. Campbell, secretary and publicity manager of the Nova Scotia Tourist Association, in a letter to this branch, dated March 13, 1924, states: "65,000 tourists entered Nova Scotia during the 1923 season. The number of tourist motor cars entering was 3,883. The average stay in the province of these summer visitors was about two weeks, and the estimate of the money distributed here during the season was \$6,000,000.

"To date no estimates have been compiled relative to the value of Canadian tourist traffic for the 1924 season. It is, as yet, too early to obtain definite returns, but I might say that from newspaper clippings and various other information received here it is quite evident that this season's traffic will constitute a new record."

THE CONSUMER.

President Peacock of Shaw University was pleading at a Raleigh reception the cause of the consumer.

"The consumer, gets it going and coming. He's like a boy I saw one day hoeing potatoes on a marshy Alabama farm.

"Boy I said, 'what do you get for hoeing in these parts?

"Nawthin if I do, Cusses if I don't.

Rector's Daughter—Prayers were offered up for your husband last Sunday Mrs. Mudge. I hope he is better.

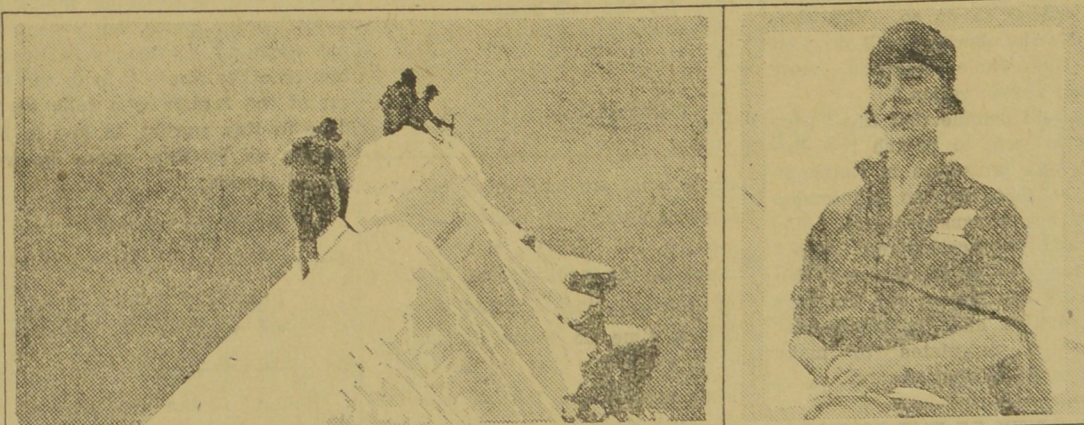
Mrs. Mudge—Well I will say 'e don't seem none the worse for 'em.

Corns Soften Away In Foot Bath

Hot water extraction of corns and callouses offers the only perfect way to rid yourself of these painful troubles. Spread a few drops of Putnam's Painless Corn Extractor over the sensitive surface of the corn or callous, and the pain is stopped at once. Later you use a hot foot bath for five or ten minutes. Corn crumbles up and drops off. It is a glorious feeling that you get from Putnam's Painless Corn Extractor. It costs but little, and is sold by all druggists.

**PUTNAM'S
Corn Extractor**

CONQUERORS OF ROBSON'S LOFTY PEAK



MEMBERS of the first parties of Alpine Club members to climb Mount Robson, 13,068 feet high and Monarch of the Canadian Rockies. Upper photograph shows first party actually on snow ridge at the summit of Mount Robson, with Conrad Kain, noted Canadian guide in the lead. Upper right, Miss M. H. Gold, of Edmonton, a member of the third party to

reach Robson's summit. Lower group, right to left: Back row, M. C. Geddes, Calgary, who also took part in first ascent of Mt. Geikie, in Jasper National Park; T. B. Moffat, Calgary; H. F. Lambert, Ottawa; A. Drinnan, Calgary, and T. B. Porter, Saskatoon.

Front row: J. Saladana, guide and packer; W. A. D. Munday, Vancouver; Mrs. W. A. D. Munday,

first woman to reach the peak of Robson; A. H. MacCarthy, of Win-dermere, B.C., who is credited with taking part in first actual official ascent; Miss Annette E. Buck, Brooklyn, N.Y., and Harry Pollard, Calgary photographer, who packed a camera to Robson's peak to secure the first pictures of a climbing party at the summit.—C.N.R. photos.