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TIMES WERE HARD IN CANADA IN THE EARLY DAYS OF THE MUCH VAUNTED NATIONAL POLICY

Ottawa, Oct. 15.—Mr. Meighen really believes that he can double the wealth and population of the country by doubling the present tariff duties. His campaign literature declares that Sir John Macdonald raised Canada from a state of depression to a state of prosperity by enacting the so-called "National Policy" in 1873.

A Fading Miracle.

It is true that times were hard in Canada under a low tariff between 1873 and 1873. They were even worse during that period under a high tariff in the United States. In both countries there was a revival of business toward the close of the 70's. The Tories say this revival was caused in Canada by an increase in the tariff, but they fail to account for the period of hard time which came under that same high tariff between 1893 and 1896.

People Leaving Canada.

But was there after all such a revival of business as the Tories claim under the National Policy? Our population increased slowly and the volume of emigration to the United States was enormous. The census of 1891 disclosed an increase of only 500,000 in the population of the Dominion during the preceding ten years, although during that period 886,000 immigrants had entered the Dominion.

No Miracle in United States.

Certainly the tariff had nothing to do with the depression in the United States between 1873 and 1878, or with the great revival of business that prevailed from 1878 to 1890. The Morrill Tariff Act passed in 1861 was in force all the time. It was in force twelve years before the panic of 1873 broke, and it was in force for twelve years after the panic ended.

The Other Side.

In 1890 the United States raised its tariff by passing the McKinley Tariff Law and soon after it was visited by the terrible panic of 1893. The McKinley high tariff did not avert that panic. Neither did the National Policy prevent Canada from passing through a period of depression between 1893 and 1896.

Another Miracle?

With the accession of the Liberal party to power in 1896, tariff duties were lowered and immediately the country entered upon an era of record breaking prosperity. The Tories say reducing the tariff had nothing to do with the fifteen years of good times that prevailed during the premiership of Sir Wilfrid Laurier. The Liberals claim with equal confidence that any revival of business which followed the accession of the Macdonald government to power in 1873 had nothing to do with the increase in duties.

A Narrow View.

To imagine that an act of parliament can double the population and

wealth of the country is childish. If prosperity followed an increase in tariff duties in 1878, greater prosperity followed the reduction of these duties in 1897. The Tories, however, tell us that the United States has always had a high protective tariff and therefore has always been prosperous.

One Hundred Per Cent Wrong.

Both these statements are untrue. The United States has not always had a high tariff and she has not always been prosperous. That country has enjoyed spectacular waves of prosperity and has suffered spectacular periods of good and bad fortune with the tariff have not always succeeded. We do know that the United States had a very low tariff between 1846 and 1861 and that this particular period was undoubtedly one of abounding prosperity.

An Unwilling Witness.

Even the late Hon. James G. Blaine a Republican leader and a high protectionist, had to admit that when he ceased to be a politician and became a historian. In his "Twenty Years of Congress," Mr. Blaine speaking of this low tariff period, says:—

"The tariff of 1846 was yielding abundant revenue, and the business of the country was in a flourishing condition. Money became very abundant after the year 1849; large enterprises were undertaken; speculation was prevalent, and for a considerable period the prosperity of the country was general and apparently genuine. The principles involved in the tariff of 1846 seemed for the time to be so entirely vindicated and approved that resistance to it ceased, not only among the people, but among the protective economists, and even among the manufacturers to a large extent. It was not surprising, therefore that in 1857 the duties were placed lower than they had been since 1812."

GAME SOCIETY HEAD ACCUSES LAW-BREAKERS AND SUGGESTS REMEDIES TO SAVE PARTRIDGE

(St. John Telegraph Journal.)

D. King Hazen, president of the Saint John branch of the New Brunswick Fish and Game Protective Association, speaking yesterday of the scarcity of partridge said that he was of the opinion that unless there was not a closed season in a very short time partridge would be extinct. Mr. Hazen said that at a meeting of the Provincial Association at Fredericton last spring, among other important matters brought up, was that of partridge. It was decided in view of what the Chief Game Warden said of the necessity of the nesting season not being interfered with that there be a short open season, to open on Oct. 20 and close on Nov. 10.

"In a great many cases hunters do not observe the law and more partridge than are allowed are killed," said Mr. Hazen. "This goes a long way toward the extermination of the bird."

Mr. Hazen referred to several points in a bulletin presented at the Association meeting last spring when the following explanations had been advanced for the scarcity of partridge:

Excessive shooting in violation of the law.

Prolonged drought in the latter part of the brooding season.

Blue lice affecting the bird around the head and throat.

Worms in the bowels.

Heavy thunder storms during the brooding season.

Holds Law Broken.

It was the opinion of the Saint John branch that the real reason for the scarcity was that the laws made to protect these birds had not been observed. Mr. Hazen said. The Game Act provides that during the open season not more than partridge shall be killed in a day, or twenty during the season by any person; that no partridges shall be

sold; that none shall be served in any hotel or restaurant; that no one shall at any time disturb the birds on their nests, he continued.

"The birds have been slaughtered, sold, exported, served in hotels and restaurants and at private and public banquets. Each season there has been a marked decrease in the number of birds since the prohibition against shooting them was removed in 1919," said Mr. Hazen.

"The partridge is a delicacy," the president of the Fish and Game Association continued. "The well-to-do purchase them in large numbers from local merchants or from country store keepers who buy them from men and boys who make a business of going into the woods in the autumn and shooting them. If public opinion cannot be aroused to the serious results brought about by this combination of selfishness and greed, the partridge is doomed. There are not sufficient game wardens. There should be more and, in some cases, better ones are needed. But the number of game wardens the province can afford to employ cannot carry out their duties effectively unless they receive a large measure of public support. "When guns are heard going off in the closed season the matter should be reported by the people in the vicinity to the chief game warden at Fredericton, and he should be in a position to send an official at once to investigate the non-observance of the law."

Remedies Suggested.

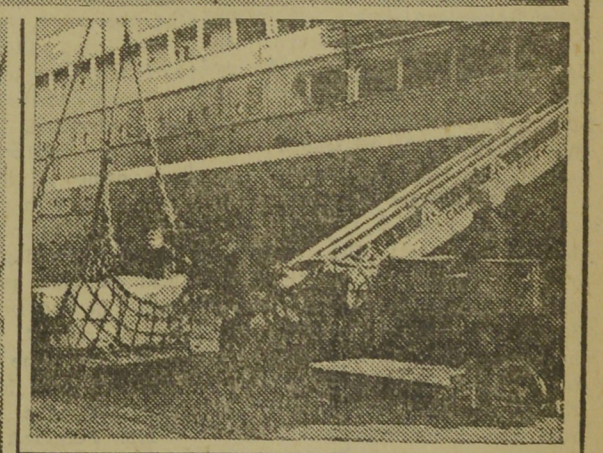
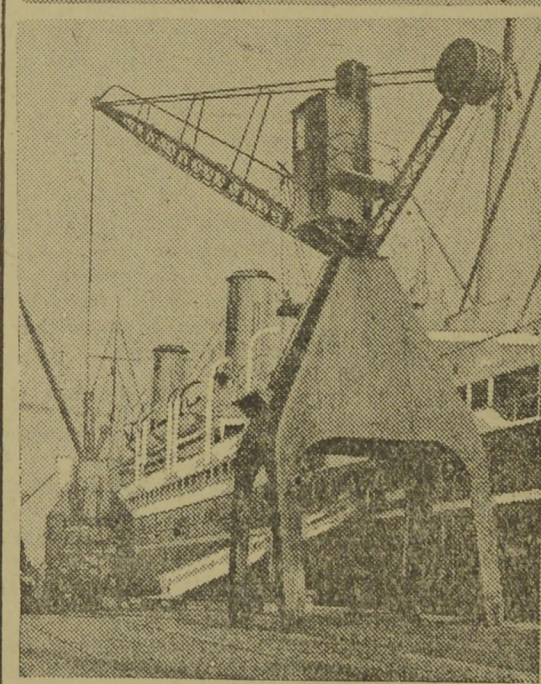
Among the remedies suggested to meet the present situation Mr. Hazen mentioned the following:

A closed season next year to be continued a second year if found necessary, or no shot guns to be allowed in the woods.

A better enforcement of the Game Act.

(Continued on page seven)

Canadian Products Arriving at Southampton



Upper—How the cargo is stored ready for the consignee, showing one of the new electric cranes in action. Inset—Typical British longshoremen, who handle the cargo. Lower left—Unloading cargo from the "Empress of France" at Southampton. Lower right—Canada's products arriving in England for distribution.

Apart from the importation of frozen meat, what is perhaps one of the most extensive and important branches of the trade of Southampton, England, is the import of flour and fruit from Canada and the United States. These commodities have for a good many years been arriving at the Hampshire port in steadily increasing volume, and as they are usually carried in large passenger vessels, to ensure prompt and regular delivery, the recent rapid development of liner traffic at Southampton has naturally been reflected in a corresponding growth in the imports of North American flour and fruit. So many of the big trans-Atlantic steamers have been diverted from other British ports that this movement was almost inevitable, and during the last few years developments in this connection have been very rapid. In consequence it is greatly to the credit of the Southern Railway Company that they have succeeded in so organizing their facilities in the docks that they have been able

to deal with all the increased traffic which has come their way in a most efficient and satisfactory manner. The appliances for handling cargo of this description are of the most up-to-date character, and the methods employed are such as to guarantee to the consignees of the goods the most prompt and careful despatch. As can be seen from the photographs we reproduce one of the improvements adopted by the port authorities is the transporting of goods from ship's side to shed by means of electrically driven run-about trucks, which results in a great saving of time and labor, and also reduces the amount of handling to which the goods are subjected, and so minimizes the risk of damage.

The system of road transport from Southampton Docks is also well organized, so that local consignees are excellently served, whilst the railway connections to London and the North of England are such that to quote only one example, it is possible for goods to be put on rail in the west of Canada or the United States, shipped across the Atlantic to Southampton, and be on sale in London inside 10 days. Besides boxed fruit and flour, which are shown in our illustrations being unloaded from the Canadian Pacific liner "Empress of France," bacon is another commodity which is now playing an important part in the rapidly growing import trade of the port.

Advertise In The Mail

Melt two tablespoons of butter, add one pint of shredded pineapple and cook for ten minutes. Add sugar and lemon juice to taste and serve on slices of fried bread or sponge cake. Garnish with cream.

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