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MANY PEOPLE LIKE TO BE ON THE WINNING SIDE IN AN ELECTION; EXTRAVAGANT PREDICTIONS

Ottawa, Oct. 9.—The Ottawa Citizen, which has maintained an independent attitude towards party politics, published the following as its leading editorial on Thursday, October 8th:—

Deluding the Electors.

"In an election campaign party propaganda plays an influential part. If the impression can be created that a certain party is going to win, its chances of catching the wavering vote are materially increased because there are always thousands of people who wish to be on the winning side. In the present campaign Conservative propaganda is particularly active.

It is being claimed that they are going to sweep the Maritime Provinces; that they are going to carry twenty seats in Quebec (the number somehow is always fixed around twenty); that they will carry sixty or seventy seats in Ontario, about fifteen on the Prairies and ten in British Columbia.

Let us see what they claimed in 1921 when the Conservative party went down to a disastrous defeat. On December 2nd, from the headquarters of the Conservative party here in Ottawa, the following forecast of the election that was impending four days later was issued. The reader will note the marked similarity between the claims made then and those that are being made now. The Conservative statement broadcast all over the country told how the situation had bettered steadily and proceeded:

A False Prophet.

"Today the King forces in Quebec admit that there will be at least twelve Meighen supporters elected in that province. In addition a strenuous fight is being carried on in at least eighteen more ridings and of these there is every possibility of Meighen supporters carrying from six to ten more. In any event, it is quite safe to predict that Premier Meighen may count on at least fifteen supporters from Quebec, with a good possibility of from four to eight more.

In Ontario, many doubtful seats have during recent days swung into

the safe Meighen column. There is now ample ground to say that in Ontario, Meighen candidates will carry sixty seats, and probably sixty-five or seventy.

All reports from the Prairie Provinces are very optimistic. There will be no solid farmer bloc from that area. It is now practically certain that the government will carry from sixteen to twenty-one seats in the Prairies as well as eleven in British Columbia.

In the Maritime Provinces, where there are thirty ridings, there is every likelihood that the government will carry at least fifteen or sixteen seats."

A Sad Tale.

What happened? In six of the nine provinces the Conservatives did not win a single seat. They got none in Quebec, none in Nova Scotia, none in Prince Edward Island, none in Manitoba nor Saskatchewan nor Alberta. And yet, as the above statement shows, they were boasting of victory all along the line.

The same old tactics are being repeated this time in an endeavor to create the impression that Mr. Meighen is coming back. In 1921, Liberals and Progressives, though aiming at much the same objective, were fighting each other. The result was as indicated above. Today can any sane observer, sizing up the situation as it exists, and having regard to the relative union of Liberal sentiment throughout the country, have the slightest doubt as to what will be the result?

When the elector reads the Conservative propaganda of what they are going to do this time he would be well advised to check it up against the like claims advanced on the eve of the last election. By no stretch of imagination has the Tory outlook been substantially bettered or the prospects been made more favorable than when, despite their loud boasts four years ago, their rout was complete even to the extent of humiliation."

CONGRESSMEN ASKED TO HAVE BRAINS WEIGHED

Washington, Oct. 9.—Members of Congress are to be asked if they are willing to have their brains weighed and the results revealed to the people of the United States including the constituents who sent the 96 Senators and 435 representatives to Washington. Should the members of the Legislative body refuse their refusals could not be concealed. The matter will be put up to Congress in the shape of a bill written by Dr. Arthur MacDonald of Washington who desires to establish a Government laboratory for study of "abnormal classes." The doctor is convinced he can develop a system whereby the brain-weight of living persons may be ascertained by certain measurements of the head.

\$200 IN BILLS USED TO PATCH OLD WINDOW

Missoula, Oct. 10.—A new tenant in a rented house at Missoula, Mont., going into the coal cellar a few days ago for the first time found a broken window pasted together with \$200 in \$10 and \$20 bills.

The house was built in 1910 and had many tenants. The bills evidently had been on the window, which was cracked and pasted with them, inside and out, for many years. Tenant after tenant must have seen them and failed to notice the character of the paper employed.

The lucky tenant turned in the bills at a local bank, which pronounced them good money even though they had been soaked off the glass.

The vogue for ostrich feathers as a trimming is likely to receive additional stimulus if the duke and duchess of York visit America according to information from London quoting intimate friends of the young couple. The "little duchess" frequently appears in hats which make a feature of clusters of ostrich feathers at the side.

RUM BOAT FIRED ON AND DRIVEN ASHORE BY U. S. COASTGUARDS

New York, Oct. 10.—Spurred on to more vigilant patrol by reports of the successful landing of liquor valued at \$150,000 on the New Jersey shore, coast guardsmen last night chased a motor boat carrying twenty-one barrels of malt mash into and along the Shrewsbury River, fired twenty or more shots and finally drove the boat aground near the Highlands Bridge.

But the men aboard, believed to have been three in number, jumped into shallow water and escaped ashore. Coast Guard officials were called together yesterday by Superintendent M. W. Rasmussen in an endeavor to bring to a stop the infiltration of liquor along the Jersey coast from Atlantic Highlands to Ashbury Park.

It was nearly midnight when Coast Guardsmen patrolling the inlets of Sandy Hook Bay which afford shelter and cover to rum runners sighted the motor boat off what is commonly referred to as the Horseshoe. A command of "Stop!" was thrown across the water, but the motor boat, which carried a sixty horse power engine, sped away. Bullets followed her but she did not stop.

The chase led through the Shrewsbury River, the coast guardsmen gradually closed the gap between their craft and the motor boat and capture of the rum running crew appeared to be inevitable. But a half mile west of the Highlands Bridge, the motor boat darted toward shore.

As she grounded splashes were heard, such as of men floundering in water. When the guardsmen boarded the boat, they found malt mash, lots of it, but no crew. Investigation revealed the motor boat to be the K-14489.

Rasmussen, who is head of the Fifth coast guard district, said the capture was an indication of the more effective patrol system now existing. "Officers in charge of Fifth district coast guard stations met at the headquarters office in Asbury Park yesterday," Rasmussen said, "and placed special emphasis on the enforcement of customs laws in northern New Jersey from Manasquan Inlet north. As a

result every coast guard in the district is 'on his toes' and the seizure last night is evidence of it."

Rasmussen said there were now five ships on rum row, two schooners and three steamships, and that despite the fact that their anchorages are between sixteen and forty miles from shore, they are being continually picketed by the coast guard boats.

SONG.

I shall lift my face up
To be wet with rain
For it is torn with brambles,
Blue with berry stain,
And there are stones along the road
Many a jagged mile,
But the birds sing and the wind
sing
And the flowers smile.

The wind is happy, blowing
The white pear tree
And if I trudge far enough
Joy must come to me
Stones and brambles are my lot
Many a jagged mile,
But the birds sing, and the wind
sing,
And I'll sing afterwards.

Patience is a virtue that never
honks a horn in a traffic jam.

Bilious Headaches Cold Night Sweats

You Quickly Subdue These Ailments
by Using

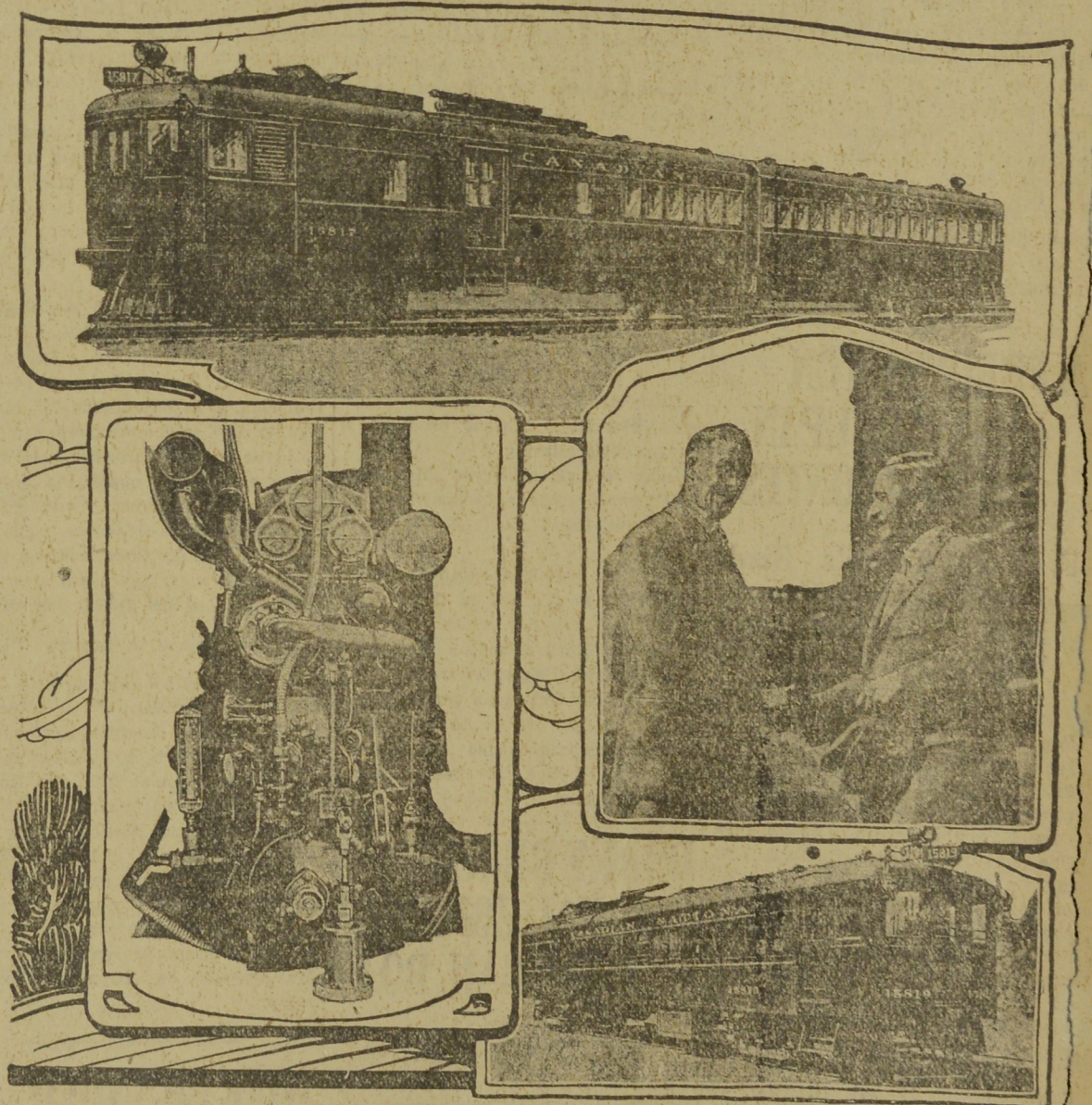
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Canadian National Oil Electric Cars.



THE Canadian National Railways have put into service an entirely new type of motive power which may go far towards solving two of the most serious problems steam roads are facing, namely, high fuel costs and the competition of motor bus and lorry on the public highways. The oil electric car is the name given to this new method of locomotion and its creation is due to the mechanical officers of the National Railways who conceived the idea and carried it through. Relatively speaking, the principle behind the power which drives the car, is simple. In one end of the car is located a light fuel oil engine operating on the Diesel principle and this engine drives an electric generator which provides the energy to move the car. The engine is started by a small electric motor operated from storage batteries and these batteries are, in turn, recharged by the generator when it begins to function, so that the cycle of performance is a close approach to perpetual motion.

Two sizes of cars have been built, the large or articulated type and a small type. The top photograph shows the large type, consisting of two bodies resting on three four-wheel trucks, the ends of the two bodies being attached to the centre truck in such a way, by a safety locking pin, that the rear car is able to swivel sufficiently to take the curves. This car has a total length of 102 feet and can accommodate 126 passengers. In the lower left hand corner is a photograph of one end of the fuel oil engines, used on these cars. On the right Mayor J. H. Balharrie of Ottawa is seen shaking hands with Mr. C. E. Brooks, Chief of Motive Power of the Canadian National Railways, on the completion of the first trial run of the large car from Montreal to Ottawa. Below is a photograph of the small car which has a passenger carrying capacity of 56. Both cars have roomy baggage ends as well.

An idea of the possibilities of these cars is to be had from the performance of the small car during a test trip from Toronto to Montreal. The mileage between those points is 334 miles. The fuel consumption of the small car on the trip cost \$3.50 and lubricating oil 43 cents, or a total fuel cost of \$3.98. To have operated a steam train of similar passenger carrying capacity, even with the most economical type of locomotive, would have entailed a fuel cost of at least \$66.00. The ability of these cars to produce speed when required was demonstrated during the test run of the large car from Montreal to Ottawa. The trip was made in two hours and fifteen minutes actual running time of at an average rate of 52 miles per hour. Both cars shown in the photograph are now in service. The large car is in local service on Canadian National lines out of the Tunnel Terminal between Montreal and Ottawa. The small car is in local service between Hamilton and Guelph, Ontario.

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