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SIR HENRY THORNTON A SPEAKER AT BOARD OF TRADE BANQUET; SEES GREAT PROSPERITY AHEAD

Saint John, Oct. 20—If the opinion of Sir Henry Thornton, president of the Canadian National Railways is any criterion, Canada now stands on the threshold of the greatest opportunity that has ever faced any country. Speaking last night at the New Brunswick dinner given by the Saint John Board of Trade to the visiting delegates attending the first annual convention of the Canadian Board of Trade, Sir Henry declared that Canada could not avoid prosperity.

"We got to have it," he said, "whether we like it or not."

Sir Henry also came out point blank in favor of the nationalization of the port of Saint John under the administration of a harbor commission, adding that the port belonged not to Saint John nor the Maritimes, but to the whole of Canada. He also touched on the matter of rates by declaring that a happy medium which would allow the railway systems of Canada to remain solvent and at the same time promote the growth of every section of the Dominion was possible.

The C. N. R. President stressed the importance of the national viewpoint of the affairs of the Canadian Board of Trade, rather than confining them to sectional differences and promised the hearty co-operation of the National Railways in the undertakings of the new organization.

He also advised the formation of a committee on transportation to discuss with the two great rail systems of Canada matters pertaining to this subject.

Lewis W. Simms, president of the Saint John Board of Trade, which was the host, was the chairman. Seated on his right hand was the guest of the evening, Sir Henry Thornton, and on his left Lieut.-Gov. Todd. Among the others at the speakers table were Hon. J. B. M. Baxter, His Worship Mayor White, A. O. Dawson, past president of the Montreal Board of Trade; D. R. Turnbull, president of the Halifax Board of Trade; J. E. Dalrymple, of Montreal, vice-president of the Canadian National Railways; Matthew Lodge, of Moncton, a director of the road; Dr. H. L. Brittain, Col. A. Montgomerie, of Halifax, and J. W. Nicholl, of the Montreal Board of Trade and manager of Furness-Withy Company.

New Brunswick on Menu.

New Brunswick was featured strongly on the menu, the various edibles being products of this province. Following the fruit cocktail, Buctouch Bar oysters were served on the half shell. The next was bouillan made from the clams of the province, followed by famous New Brunswick lobsters. Breast of chicken was the next dish with New Brunswick potatoes, green peas and beets. The meat consisted of moose steak, for which this province is noted. New Brunswick apples figured in the desert, and cheese and biscuits manufactured here concluded, with demi-tasse, the banquet.

Sir Henry Thornton.

On arising to speak Sir Henry said that it was a very happy opportunity and that he was glad to participate in the baptism of the Canadian Board of Trade. He expressed admiration for the splendid, sound and patriotic address of the chairman. He next spoke in a humorous vein of the recent election, and said that it was now safe for the president of the National Railway to go about with impunity and visit the various parts of Canada. The recent election showed a number of coal mines in this part of the country that had never been known before. It also showed, continued Sir Henry, that there were many looking for jobs on the railway. He also found that there was great activity to sell many articles and various things to the railway.

He next mentioned the menu, saying that there was everything to support life here in the Maritime Provinces. It started with a tribute to the liquor laws of the province as a fruit cocktail was served. It contained the products of the sea and agriculture and ended in manufacturing, with cheese. The only things on the menu not necessary to sustain life were celery, olives celery and demi-tasse.

The chairman had questioned whether Canada had been an accident or a mistake. Sir Henry passed this off in light vein with an anecdote.

Congratulates Boards.

He congratulated the associated Boards of Trade of the Dominion for amalgamating into a national organization. It was a national entity and its usefulness could hardly be overestimated. The delegates were representative of great diversities of interests and parts of the country, and it would be the part of the board to wield these interests together. The objective of the board was national economic progress and the effect of its

formation must be good, said the speaker.

Speaking of the development of Canada as a nation, Sir Henry said that if there was anything that was needed more than anything else it was the development of the national viewpoint instead of the provincial. While each province had its own objectives they would best be solved by co-operation. Many of the problems could only be solved by the adoption of underlying principles. He urged his auditors to adopt a wide point of view, such as the present gathering represented. One of the essentials of the board, continued the speaker, would be to spread the gospel of national aspirations.

Diversity of Fields.

Speaking of the proceedings of the board so far, Sir Henry was surprised at the diversity of the fields that it was intended to be explored. He spoke of the committee formed for various purposes and urged them to form one on transportation which could consult with the two great railways of Canada. In this way mutual problems could be discussed regarding transportation.

The speaker also referred to the great need of transportation and said that it was essential in the marketing of products. Where transportation was best, there was the most wealth and prosperity. Transportation, continued the speaker, was not merely the moving of products and the matter of freight rates, but should permit every part of the country to market its products in other markets with freedom. Transportation at its best did not interfere with the development of trade, but promoted it. On any other theory it would work its own downfall.

So far as the Canadian National Railway was concerned, he assured them of its hearty co-operation.

Immigration Stressed.

Turning briefly to the matter of immigration, Sir Henry declared, that while it was a threadbare subject, it was one vitally connected with the future of Canada. Up to recently, he pointed out, there had not been any concerted move to induce this flow of population—previous efforts being largely along individual lines. The country, he believed, was fortunate in having such a sterling man as Hon. Robert Forke at the head of the immigration department and he looked forward to the adoption of a sane and progressive immigration policy. As to specifications for newcomers, Sir Henry said there were a few cardinal rules that should be applied. First immigrants must be sound in mind and body; second, they must be able to earn their own living; third, they must come prepared to live under our social conditions and laws; fourth, they must be Caucasian.

Freight Rates.

The C. N. R. chief took up the matter of freight rates next, declaring that as he did so, he practically took his life in his hands, so to speak. There were two great systems at present in Canada, the Canadian Pacific Railway, privately-owned, and the Canadian National, state-owned. Anything that would tend to jeopardize the credit of either of these systems would injure Canada herself. Speaking for the Canadian National, he would say that the sooner the system was able to finance itself, and stood on its own feet, the better off would be Canada. Formerly, the continuously mounting deficits, constituted a menace but he was glad to say that in a great measure that menace had been removed. If the Canadian National can be made a paying proposition, it would have much to contribute to the welfare of Canada. But this could not be accomplished if freight rates were being continuously reduced, he asserted.

He would say to Canada, that it could reduce rates and pay deficits or reasonable rates could be put in force and the railways given a fair chance. But the people could not do both. No wave of a magic wand could accomplish both results. He believed a sane and reasonable scale could be put in force which would not only allow the system to maintain solvency but at the same time permit it to help in the development of the country.

Refers to Maritimes.

This was a national gathering but he might be pardoned for referring to Maritime matters. They had heard much of the Maritime ports but there was one aspect on which he would like to dwell. The ports of Halifax and Saint John, he pointed out, were the outlets and inlets, during the closed season for the rest of Canada, unless this country was willing to pay tribute to a foreign state. In other words the people of Canada were dependent



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on the Maritime ports for the transportation of their products during the closed season.

There never must be separation of the Maritimes from Canada, he declared. The plain fact was that such could never be permitted by the Dominion. If this is an indisputable fact on the grounds of commercial and military strategy, then it seemed to him that the Dominion of Canada incurs a responsibility for those ports. If the Maritimes are to stay within the Confederation, then they must be made comfortable and happy. He asked them when they went back to their homes in other parts of the country to place this simple question before their neighbors, "What would we do without the Maritimes?"

Favors Nationalization.

One of the great ports of the Maritimes was the port of Saint John. He had one bit of advice to give the citizens of Saint John, if he might be so presumptuous and it was this—the port should be nationalized. It should be placed under the administration of a Harbor Commission. It belongs not to Saint John but to Canada and as such, it must be helped, Sir Henry said.

Confirmed Optimist.

Where Canada was concerned, he was a super-optimist. A pessimist, he explained, was one who saw difficulties in opportunity, while an optimist was one who saw opportunities in difficulty. As Canada was a land of many opportunities, it had been the happy hunting ground of many pessimists. But the whispers of death now had ceased, chilled in their own, suicide and Canada stood today on the threshold of a wonderful era of prosperity. He gave three reasons.

First, the annual grain crop. He declared that the United States and Russia were largely out of the running in supplying the markets of the world and he predicted that within a decade the price of grain would be stabilized at higher levels.

Power Resources.

Second, undeveloped water power resources. Cheap forms of energy for industry can be provided in vast quantities in Canada and he visioned eastern Canada in the years to come as one of the greatest industrial regions in the world. In the Lake Saint John district in Quebec, private capital was spending \$100,000,000 in hydro-electric development and the reason was the almost inexhaustible supply of cheap power.

Third, our undeveloped mineral resources. He claimed that Canada's wealth in this respect had hardly been scratched. He named these three outstanding reasons for his optimism and there were others, including fisheries and forest product development. The plain fact of the matter was that we may be as stupid as we like but we cannot avoid prosperity. We have got to have it whether we like it or not, he declared.

The only message he had for the boys who had gone across the line was to get back quick before it was too late. Canada offered much to the young men of brains and energy. He would rather live in Canada than any other place in the world. He urged Canadians to buckle down and work together and then nothing could prevent that ultimate destiny, which he believed was Canada's future.

ASKED TO RAISE POTATO DUTY

Ottawa, Oct. 19—An increase in the duty on potatoes entering Canada from 35 cents per hundredweight to 50 cents is asked by the Canadian horticultural council in a memorandum submitted to the tariff advisory board recently.

A list of the tariff changes asked for was made public by the council at the time the memorandum was submitted, but through an oversight the item with respect to potatoes was left out. The tariff on potatoes entering United States is 50 cents per hundredweight and the Canadian horticulturalists want the Canadian duty made the same.

D. M. Dickie of Canning N. S., is at the Queen's city today.

SPECIAL ATTRACTION AT THE CAPITOL THEATRE

Jackie Coogan scores again as Kelly in "Old Clothes," sequel to "The Rag Man," showing at the Capitol on Wednesday and Thursday.

The young matinee idol shares honors equally however, with Max Davidson, who plays the role of Uncle Max Ginsberg in the Kelly and Ginsberg partnership. Uncle Max's characterization is a heart winning thing and like Coogan's, is genuine every minute.

Joan Crawford is appealingly sweet as Mary Riley who takes the one room for rent in the Kelly-Ginsberg establishment—and in their hearts.

Jackie romps through the film in his usual way bringing tears one minute, to be chased away by laughter the next.

COUNTRESS TRIES NOVEL WRITING

London, Oct. 20—Vera Countess Cathcart, whose play "Ashes of Love" proved a failure in New York, at about the same time that she was involved in "moral turpitude" charges in connection with her entrance into the United States, is going to try again. This time it is a novel, according to a report here. The book which is to be published soon is entitled "It Came to Pass."

Married Here Monday.

Wallace B. McAdam son of Mr. and Mrs. James A. MacAdam of this city and Miss Eva M. Bailey only daughter of Walter S. Bailey were married Monday evening at the Brunswick Street Baptist Church, Rev. G. C. Warren performing the ceremony. The young couple left for Boston and other American cities on their honeymoon.

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Notice to Electors

The revisors will meet at City Hall on the 25th, 26th, and 27th days of October, 1926, between the hours of 3 p. m. and 5 p. m. and 7 p. m. until 9 p. m. for the purpose of revising the Voters List. Any person claiming to add to or strike off from the list must give notice thereof with the ground of addition (or with the cause of objection as the case may be) to either of us, on or before above dates.

MURRAY E. HAGERMAN,
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