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URGES THAT THE DUNCAN REPORT BE GIVEN TO THE PUBLIC; SOME FEATURES OF IT DISCUSSED

Montreal, Nov. 16—Editorially discussing a recent unofficial summary of report of the Royal Commission which lately enquired into the question of 'Maritime rights,' the Montreal Gazette, after suggesting that "if the conclusions of the Duncan Commission are known to men in the Maritime Provinces, the same information ought to be made available to men in other parts of the Dominion who will be called upon to pay the bill," analyses the unofficial recommendations.

"First of all," the Gazette says, "there are to be the following increases in the subsidies paid annually to the three Atlantic Provinces by the Dominion: Nova Scotia, \$875,000; New Brunswick, \$650,000; Prince Edward Island, \$175,000; total \$1,700,000. These provinces are now receiving, upon a per capita basis: Nova Scotia, \$661,866; New Brunswick, \$666,766; Prince Edward Island, \$381,932; total \$1,710,564.

Called Large Order.

"It will be seen that this is a very large order, expressing a heavy preference for the Maritime as against the other Canadian Provinces and a special preference for Nova Scotia as compared with New Brunswick. Nothing is known, or, at any rate, nothing is said; as to the basis upon which these increased grants are recommended, but it is quite evidently a basis very different from that upon which such grants have been made heretofore, and it is one which does not operate equitably as between one Maritime Province and another, as it upsets completely the financial relationships hitherto existing between the Canadian Provinces generally and the Dominion. If any such proposal is actually contained in the report of the commission the sooner it is known officially to the other partner provinces the better.

Nationalized Ports.

"But the story goes on, and the onerous character of its implications increases as the tale unfolds. The ocean ports of Saint John and Halifax, and the car ferry service to and from Prince Edward Island, are to be nationalized. In principle this is not objectionable; indeed, there is much to be said in favor of it, having regard to what is known of past mistakes in connection with the expenditures of public money on the development of these ports. These mistakes, unfortunately, cannot now be undone, but provision may be made against their repetition, and the two winter ports may be made to render far more effective service to the sea borne commerce of Canada. There is, however, the inevitable "but" and it expresses a fear lest the policy of nationalization be invoked for no better purpose than that of putting the taxpayers of the Dominion to additional expense in the construction of extension of harbor works which may be indifferently suited to practical transportation requirements.

Rates Reduction.

"Giving this recommendation the benefit of the doubt, there still remains the suggested 20 percent reduction in railway freight rates between the Maritime and the Central Provinces. The device of eliminating, for the purpose of rate computation, 250 miles of old Intercolonial trackage built for so-called military reasons, makes no difference to the result; there is to be, according to the plan, a rate reduction, and its cost is to be borne by the taxpayers of the Dominion. To impose such a burden upon the railways would be manifestly unjust, but the Commission appears to have accepted the theory that what would be an injustice to one class of railway proprietors is not an injustice when imposed upon another class, or imposed through a different set of books. It is strange reasoning, even when supported by a political interpretation placed upon one of the alleged conditions of Confederation. But it is what the Maritime Provinces have been demanding.

"Again it is proposed that a government whose members have persistently ignored the plea of the steel industry for a fair and intelligent application of the protective principle already embodied in the customs tariff are to give effect to protection in its most extreme form, namely, through restoration of the steel bounties. Undoubtedly the steel industry is in need of relief, but it will be very interesting to see how a solution of this character is received by the western wing of the Liberal party, and what becomes of it.

"The suggested opening of negotiations with Washington for the purpose of getting Canadian fish in to the American market upon more favorable terms means nothing, or at any rate nothing more than an empty gesture

The possible incorporation of the Valley Railway of New Brunswick in the Canadian National system means more, but it is noteworthy that the Duncan Commission avoids assuming responsibility for so doubtful a recommendation and proposes a reference to a separate commission.

"It looks very much as if the Duncan Commission has taken the 'rights' of the Maritime Provinces at their face value, if not, indeed, at an even higher value, and has made a series of placatory recommendations without regard to the interests and rights of the other provinces, assuming, of course, that the unofficial summary is correct. If it is not correct, the government ought to say so."

BEESWAX IS WORTH MORE THAN HONEY

(Experimental Farms Note.)

Wax is a valuable product of the hive too often allowed to go to waste in many apiaries. Pound for pound beeswax is more valuable than honey and the demand for this commodity is greater than the supply, therefore, it is to the advantage of every beekeeper to see that none is lost.

Wax is originally produced through certain glands in the bodies of the bees and is used by them for building comb and the capping over of brood and honey; therefore, every piece of comb taken from the hives and the cappings that are removed from the combs at extracting time, contain a certain amount of wax. In large apiaries, especially those run for extracted honey, the accumulation of cappings, broken or discarded combs, adventitious comb and scrappings from frames and hives may yield several hundred pounds of wax; while in smaller apiaries the amount may be comparatively small, yet enough to warrant the saving of it.

During the summer months when the bees are examined every nine or ten days and especially when there is a heavy honey flow on, it may be found necessary to remove from the hives small pieces of bridge or burr combs. These are usually thrown to the ground, which is not only a dangerous but a wasteful procedure. A solar wax extractor standing in one corner of the apiary or some container to receive these small pieces of wax until such time as they can be melted down, would add to the returns of the apiary. All broken or discarded combs and cappings—never mind how small the amount—will pay for the rendering. The present price of comb foundation should be incentive enough to save every particle of wax from the apiary.

HISTORICAL CANADIAN STAMP ISSUE

Ottawa, Nov. 16—The recent International Philatelic Exhibition at New York and the success of Canadian exhibitors, among whom was Hon. J. A. Calder, give added interest to the new issue of Canadian historical stamps which were prepared last year, and for which orders aggregating close upon \$6,000 have already been received at the Post Office Department.

It was originally intended to issue the historical stamps at the time of the Ottawa civic centennial, but owing to the Dominion elections being then in progress, the issue was deferred. Stamp collectors, as well as the general public are eagerly awaiting the announcement that the historical stamps are now for sale.

The denominations and designs of the new stamps are as follows:—

Five-cent stamp, color purple, bearing the head of Honorable D'Arcy McGee.

Twelve-cent stamp, color light green bearing the heads of Sir John Macdonald and Sir Wilfrid Laurier.

Twenty-cent stamp, color carmine, bearing the heads of Baldwin and LeFontaine.

TWO BOYS DROWN.

Quebec, Nov. 16—Grantham McConnell, 13, and Seifert McConnell, 11, the two sons of Mr. and Mrs. Forbes McConnell, of Chantler, Caspe county, were drowned in the bay there on Saturday, it became known here today.

Fragrance

The aroma of

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The excellence of quality never varies.

Brown Label 75c - Orange Pekoe Blend 85c

MILITIA ORDERS FROM DISTRICT HEADQUARTERS

Militia orders affecting officers in this section of New Brunswick are issued as follows from District Headquarters:—

New Brunswick Dragoons—To be Major: Capt. W. M. Ferguson, 13th Mar., 1926. To be Captain: Lieut. R. G. Johnston, 13th Mar, 1926.

1st (Brighton) Field Coy. C. E.—Confirmation or rank—Major F. W. C. Wetmore, 13th, Mar., 1926.

Carleton Light Infantry (44th Bn. C. E. F.)—To be Quartermaster, with the rank of Lieut.: Lieut. (Paymr.) R. L. Daniel, 15th July, 1926. To be Paymaster with the rank of Lieut.: James Edwin Stephen Dunham, 16th July, 1926.

To be Prov. Lieut. (Supy.): Gordon Stanley Caldwell, 1st July 1926.

York Regiment (12th Bn., C. E. F.)—To be Captain, Lieut. E. M. Styles 23rd June, 1926. To be prov. Lieut. (supy): William Henry Metcalf, V. C. M. M., 22nd June, 1926.

7th Reserve Battalion, C. M. G. C.—To be Captains: Capt. and Bt. Major H. H. Donnelly, Capt. C. L. Dougherty from the Reserve (not posted), 26-5-26 To be Lieuts: Lieuts. G. E. S. McLeod, W. R. Clerk, M. C., T. J. Martin, G. K. Shiels, J. T. Mavor, H. T. Ward, from the Reserve (not posted), 26th May, 1926.

University of New Brunswick Cont. C. O. T. C.—H. B. Creed is granted commission as second lieutenant in the C. H., from the 27th May, 1926, to the 28th August, 1926 whilst undergoing training with the R. C. C. S., Camp Borden, Ont.

Temp. 2nd Lieut. H. B. Creed (cadet, University of N. B. Cont. C. O. T. C.) relinquishes the temporary commission conferred upon him 31st July, 1926.

Royal Canadian Air Force—Nonpermanent: The undernoted C. O. T. C. Cadet is appointed provisional Pilot Officer from the 4th June, 1926 to the 31st August, 1926 whilst undergoing Air Force Cadet Training at Camp Borden, Ont.: Thomas Leonard Hall, Orlo Edwin Keene, Clive Leonard Trecarten.

The undermentioned C. O. T. C. Cadets are appointed prov. Pilot Officers from the 4th. June, 1926 to the 31st. August, 1926 whilst undergoing 2nd year Air Force Training at Camp Borden, Ont.: Thomas Leonard Hall, Orlo Edwin Keene, Clive Leonard Trecarten.

NORTH AFRICA PROGRESSING

Algeria, Nov. 17—French North Africa is becoming a considerable market for automobiles and agricultural machinery and implements. Already the grain production in Algeria, Tunisia and Morocco is such that they can deservedly be called the granary of France and the colonial group is making big efforts to develop other valuable natural resources including phosphates, ores, cork and esparto grass. But industrial life in these three countries is still in its infancy and hence they make big customers for the manufactured products of foreign countries. During 1925 Algeria alone imported 1,433 vehicles valued at more than \$2,000,000. The imports in French north Africa from the United States in that year amounted to 197,000,000 francs (the franc is now around 32 to the dollar) of which \$60,000,000 represented mineral oil. The exports from the three colonies reached 60,000,000 francs. The American trade, though rather small, yet is on the increase every year.

YEARLY TEA- TASTING TEST

London, Nov. 17—Occasionally London has a tea Derby. This is the annual feast of the tea tasters' association. Expert tea tasters, on whose judgment and palate the merchants of the east may make or lose millions a year, meet in the Agricultural hall at Olympia and have a friendly contest. It is a matter of practice, to sharpen wits and taste, and keep the tasters right on their toes—or on their tongues, if you prefer. The tea-tasting profession is a very serious matter in London. And the great "Derby" is an event. Each contestant is given two dozen cups of tea, one at a time, to taste, rank and identify. The winner gets 100 pounds.

G. W. Lockhart of Saint John is a guest at the Queen.

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