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SHIP BUILDING IN CANADA

(Continued from page 2)

pe was made on the 5th of August, so that during the months of April, May, June and July not a single ship was available to convey to suitable markets the salmon caught in that vicinity, which are unparalleled in the world. In answer to questions which I asked on two or three occasions last year, the Minister of Trade and Commerce said that he was unable to get ships. This year he has put on a small river boat which had been hardly sufficient for the business on the St. John river, and which is not at all adequate for the business in which it is now engaged. It is unable to handle the trade, and along that whole coast there is practically no shipping whatever. The Baie de Chaleurs, on the Quebec as well as on the New Brunswick side, is one of the finest sheets of water on the North American continent. For tourists it is unsurpassed. There is an ocean trip in view of land, with an ever-changing scenic panorama. The resources of that peninsula have not been touched. There is enough pulp wood to supply the North American continent for a century, but the Government has made no attempt whatever to develop those resources.

The time would be opportune to start a shipbuilding industry on that coast. The same thing applies to Northumberland, Gloucester, Restigouche and the whole northern coast of New Brunswick. That is a remote part of Canada, but it is a part of Canada from which communication with Europe is easy, and it might be utilized to supply Eastern Canada with a great variety of things that are very much needed. Take for instance, at the present moment the question of potatoes. The people of Ottawa are paying at present 54 cents a gallon for potatoes. I remember two or three years ago at a place where I spent the summer potatoes were selling at 50 cents a barrel. At Montreal, potatoes are selling now at \$8 a barrel; I do not know what they are selling at Toronto, but that is a condition of affairs which should not exist. If we had these resources able to do the business of the Baie de Chaleurs and the St. Lawrence, just as in the old days, to transport the products of the country, the cost of living would be very materially reduced. I remember in the old days in Montreal, when I was a boy, we used to go down to the Bonsecours market and buy a

peck of Malpeque oysters at 25 cents, and we could get them at \$1.50 a barrel. That is an industry that has been allowed to go almost to the vanishing point, and to-day we are paying in Montreal \$15 a barrel for oysters which bear the name of Malpeque, but I do not know whether they come from there or not. That is an industry that could have been developed easily by water transportation. Is it not ridiculous to see a magnificent water way like the St. Lawrence all its tributaries particularly unused, because while the ships that navigate the St. Lawrence are used for ocean service, or communication abroad, none of the inland trade is developed? The minister has told us that an embargo has been placed on the importation of lumber into England. This would be an opportunity to have sailing vessels and smaller craft develop our lumber industry on the Baie des Chaleurs and the St. Lawrence. We have in those districts millions of acres of timber limits which are undeveloped on account of lack of communication. In my own constituency an important syndicate some five or six years ago purchased a large timber limit, 400 square miles, for, I think, over half a million dollars. These were three or four sawmills within reach of that limit, but they have been closed down, and the men who were employed in them had to leave the district and go to Bathurst and other places in New Brunswick where there was communication along the line of the Intercolonial. This large Robitaille timber limit, one of the finest timber limits in the whole of Eastern Canada, is idle to-day for lack of communication. We have no sailing vessels. In the county of Gaspe we have a syndicate from Philadelphia which has spent three or four million dollars in the last few years to establish a large pulp industry in the endeavour to develop the natural industry of that tract, but there is no way by which the products of that industry can be taken to Montreal. There are no bottoms by which they can be taken either to the American market or to the Canadian market, and this railway which should have been linked with the Intercolonial 25 years ago and which was intended by Sir Charles Tupper, when he received the first vote of Parliament for it, as a branch line of the Intercolonial, remains as it is to-day, and the people of Gascons say that the wharf in such a condition that whatever sailing craft does go there is unable to stop at this wharf, and that the people have to drive twenty miles to Port Daniel to ship their products, as in the same old days of long ago.

The minister should realize that a vigorous shipbuilding industry is essential and indispensable in this country. The opportunity is furnished to him now to link his name with that great industry. Were he the representative of an inland constituency, and unaware of the advantage of shipbuilding, the matter would be different. Who is not aware that no country can be truly great unless it possesses a merchantable Marine? What would England be to-day without a navy; what would we have been in the same time and what would she be in war time without a navy? Why should Canada, this young giant, which is doing such great things in the railway field, and which, in other enterprises, is second to none in the world, lag behind in this matter of shipbuilding when she has half of the fresh water of the continent at her disposal? I was amazed to hear the Minister of Marine and Fisheries practically admit that the shipbuilders of New Brunswick had lost their cunning and that shipbuilding there was almost a lost industry. My hon. friend from Northumberland (Mr. Loggie) corrected him that score, and showed him that in that member's constituency the builders were prepared to go immediately into shipbuilding. The minister should take up this matter and see that it is brought to a conclusion, because, if he does not do it himself, the time is not far distant when the public opinion of Canada will insist on the Dominion Government coming forward with a truly national shipbuilding policy for Canada.

Mr. Lemieux having made a request that Perce Wharf be repaired. Mr. MARCEL said:—I should like to make a similar request on behalf of the wharf at Gascons which is not very far distant from Perce. This wharf has broken in two and it has been utterly abandoned.

Mr. HAZEN: There is a question on the Order Paper about it. Mr. MARCEL: Yes, Gascons is an important point. The people there have to go about twenty miles to Port Daniel where there is another wharf, and that is a great inconvenience. The same remark applies to the wharf at St. Charles de Caplin and the wharf at Bonaventure. General repairs to those wharves are required. The policy, during the war, to put the case mildly, seems to have been not to spend anything in that district, and very little has been done, the result being that Government property is becoming delapidated. I should like to ask the minister about the wharf at Miguasha Point off Dalhousie which was built by the Department of Public Works and which after remaining under the control of that department for some time, was transferred to the Department of Marine and Fisheries. After the appointment of a wharfinger, an attempt was made to collect tolls. The wharf is used largely by market gardeners who go to Dalhousie and who are unwilling to

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pay tolls, and I understand that the ferry boat refuses to land at the wharf. Has the department abandoned the collection of tolls, or will it insist on collecting them during the present season.

Mr. HAZEN: My experience in regard to these small wharves is that the Government gets such a very small revenue out of them and it is so objectionable to the people to pay these tolls altogether. You need a responsible man in charge of each wharf to see that it is properly conducted, and

(Continued on page 8)

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The Testing Time!



Russia Prospers

During the first eight months of Prohibition in Russia the Savings Banks reports show savings increased 5,000 per cent. (net).

Help to Enforce Prohibition

Permanent Prohibition in New Brunswick demands strict enforcement between now and the day when Prohibition may again be voted upon after the war. The whole task of enforcement must not be left to the officers of the law alone. Everyone should help. External vigilance is the watchword.

WHEN the test of the world-conflagration called for every ounce of strength in every available man to stem the tide of destruction, one of John Barleycorn's greatest friends, Russia, was the first to abolish the Traffic because it could not meet the test. In good time, when her hour of test arrived, New Brunswick banished the great Drink curse let us hope forever!

After the war, in his turn, John Barleycorn is going to put New Brunswick to the test. Prohibition may again be voted upon after the war.

Every bit of lax enforcement and indifference is just so much ammunition for him to use against us. How does Prohibition meet the test?

Russia—

Some idea of the enormous effect of Prohibition is afforded by the wonderful example of Russia. In spite of the fact that millions of producers are in the army the savings of the people enormously increased. In 1912 and 1913 they were saving, per year, about \$23,000,000. In the first five months under Prohibition they saved \$60,000,000. In 1915 the banks took in \$265,000,000. For the first half of 1916, the Russian people saved \$300,000,000!

The Dakotas—

Town and city population in South Dakota under License increased 168 per cent. in 20 years. In the Prohibition state of North Dakota it increased 494 per cent.!

In "dry" North Dakota, for the year 1909, 2,789 men produced \$19,137,000 worth of manufactured goods. In the "wet" Dakota it required no less than 3,802—813 more men—to produce only \$12,520,000 worth of manufactured goods, or \$1,267,000 less!

In 1890 commitments to Insane Asylums in "dry" North Dakota were 40 persons per 100,000 more than South Dakota. After twenty years of Prohibition they were forty less! And the Prohibition State began the period with only about half the population of its neighbor!

South Dakota has since adopted Prohibition.

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