Kingston Markets
Friday, Oct.
Bananas, doz
Vegetables. Potatoes, bag \$1.75-\$2 Cabbages, each
Unclassified. Sugar, granulated, Ib
Butter, creamery, 1b
Fish. Cod, lb
Fresh: Trout, salmon, ib
Cream of the West. 4.78 Household. 4.78 Straw \$5.00-\$6.06 Barley. \$1.06 Bran, ton \$30.06 Buckwheat, bus 80-85 Corn, imported 1.13 Hay, baled, ton \$11-\$12 Hay, loose, ton \$10 Oats, local, bus 50 Middlings, ton \$38.00 Shorts, ton \$32.00 Wheat, local \$1.45
Meats and Foultry. Beef: Steak, porterhouse, lb
Loin, roasts, lb
Spring lamb fronts, lb.
Seed. Timothy, bus
Hides, etc. Deacon skins, each

PITTSBURGH FARMERS

Tallow, rendered in cakes, Ib ..06 Ginseng, wild, lb. \$10.00

Bees wax, clear, lb.. 28 Wool, unwashed, Ib 22-27

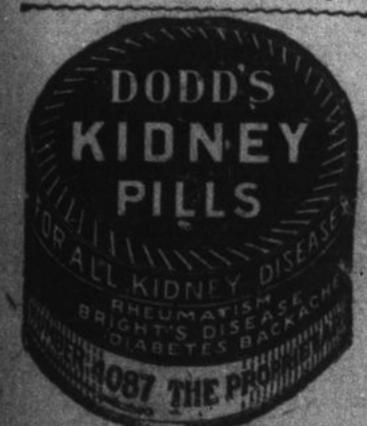
Wool, washed, lb. 25-30

Were At Brockville At International Plowing Contest.

Pittsferry, Oct. 14.—The silos are now filled in this vicinity. Some of the farmers are digging their potatoes and report a very light crop. Several of our enterprising farmers attended the international plowing contest held at Brockville this week. The demonstration of farm machinery and the team drawing contest was of great interest to many. A goodly number from here

were given by Dr. J. W. Edwards and Major Gray, Brockville, The Ladies' Aid met at the home of afternoon. Victor Ranous and Ed- Robert Ranous. We are all sorry attending and taking part in the win McMaster have returned home

Mrs. Charlotte Cooke, Watertown, N.Y., has returned home after spend- relatives at Seeley's Bay.



MAKING OUR RAILWAYS PAY

The sure way—the only way—that our perplexing railway problems can ever be solved.

Temporarily our Canadian National Railway system is in a hole. To deny the fact would be rank untruthfulness, to belittle its importance would be sheer folly.

But this huge public ownership enterprise CAN and MUST be pulled out of the hole, and it's up to the men and women voters of Canada to do it!

A Loaf Big Enough for Two

If our foresight had been as good as our hindsight, we would never have built the excessive railway plant we have today. But what is done cannot be undone. There is no use crying over spilt milk. The problem now is to chart for ourselves the course that will most quickly and most surely place the Canadian National Railways on a paying basis.

Thus far the main effort of its management has been to get more businessfreight and passenger-for the C.N.R. by taking it away from the C.P.R. By that method, the cost of securing business is greatly increased for both systems, with no real advantage to either. They are merely fighting over the division of a loaf, which isn't large enough to provide sustenance for both.

The only way our railway problem will ever be solved is for the voters of Canada to see to it that our railways are given a bigger loaf to divide—a loaf of freight and passenger traffic that will be large enough for both systems to thrive on.

We Have the Acorn, We Must Grow the Oak

How to increase freight traffic-that is the kernel of our problem! The average Canadian freight train earns \$5.00 per mile travelled; the average passenger train earns only \$2.00. So it's upon the freight end of the business that we must concentrate!

Of course, some kinds of freight are more profitable than others. There is very little margin of profit in carrying grain, first because the rates applicable to it are lower

per ton per mile than the rates on any other commodity, and second because the grain movement is a peakload traffic, calling for an enormous investment in cars that are idle the greater part of the year.

But there is a substantial margin of profit in hauling general merchandise. What can we do to ensure our railways getting more of it?

Higher Tariff the Cure

Increase our population-start a big immigration movement—and the rest will follow as a matter of course! Easier said than done? Not at all! All we have to do to start the tide of immigration flowing through our ports is to hold out to the prospective immigrant the assurance of a steady job at good wages, or the chance to engage profitably in farming or some other. form of production or service.

A higher tariff, that will be a real Protective Tariff, will give him a guarantee covering every point. And nothing else under Providence will!

A Lower Tariff is Poison

A Tariff policy that allows the Canadian market to be supplied more and more by outside workers, automatically operates to reduce the freight traffic available for our railways. _ When for instance, due to insufficient tariff protection, the Libbey-Owens glass factory in Hamilton was forced to surrender the Canadian field to its sister plant in Belgium, Canadian railways lost the hauling of 2,000 carloads of raw material per year!

If Canadian cotton and woollen mills only had the making of the textiles that we import every year, our railways would have the hauling of another 50,000 carloads per year of raw material freight.

Picture to yourself the scores of other things that under a low tariff policy we import, when under a higher tariff policy we would be making them in our own workshops, and you can hardly fail to realize that the sane the sure solution of our railway problem is all ready-made for us, and awaits only our order via the polls to put it into operation. The necessary traffic is there. All we have to do is reach out and get it!

Increasing Imports Mean Bigger Railway Deficits

Every time that low duties take away a portion of the domestic market from a Canadian industry and give it to a foreign industry, our railways suffer in four ways.

- 1. They lose the hauling of the raw material that such industry would have used.
- 2. On the finished product, instead of the full local rate, they get only their proportion of the through import rate—a much lower net.
- 3. When it results in the Western Canadian market being supplied from a U.S. factory, they lose the long East and West haul, and get only the short haul from the international boundary.
- 4. They lose the hauling of all the merchandise that would have been consumed by the workers who, due to the resultant unemployment, emigrate to the United States.

Lower duties throw people out of work. They just as surely throw railways out of work. We can never save our railways by giving them less work. We must use our brains and our courage to secure them more work—better paid work! Higher tariffs will do it.

VOTE CONSERVATIVE

FOR HIGHER TARIFF AND FOR LOWER TAXATION

ing a few days with Mrs. E. Orr and Widdis expect to spend the winter Commandments," at Brockville, this A Swedish scientist has invented a vancing temperature. Isabel McLaughlin, Willow Bank, Line Railway. spent the week-end with her friend, Rev. F. G. Robinson left Monday, are visiting at the home of Mrs.

land, is visiting with her aunt, Mrs. boro. Quite a number from here are to hear that George Galway, Sr., is international plowing match at from the west after a very successful in very poor health. Mrs. A. Simp- Brockville this week. The United son has returned home after spend- Church of Canada, Lyn. expects to

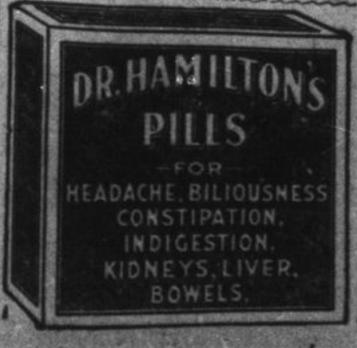
day evening last. They are planning president, Mrs. S. M. Booth, A num- Freeman, A couple of auto loads of to hold a celebration at the lodge ber from here attended the "Ten room on Nov. 5th. Thomas Payse has purchased a car.

TO WINTER IN TOLEDO.

Glassford There. Lyn, Oct. 15 .- Misses Agnes and lla Bulloch have closed their home here for the winter and have gone to Montreal to live, J. A. Glassford, who has been spending a few weeks holidays here has returned to Toledo, Ohio, accompanied by Mrs. Glassford and her sister Miss Ida Widdis. Mrs. Glassford and Miss

Miss Edna Spence.

Miss Lillian Halliday, Wolfe Is- United Church of Canada, at Peter- Dickey, in the village.



Smith, and baby, of Detroit, Mich., to attend the conference of The Smith's parents, Mr. and Mrs. D.

Echo-Lake News. Echo Lake, Oct. 15 .- Digging notatoes is the order of the day and ing several days with friends and hold their Anniversary early in No- they are reported a very poor yield. This vicinity was visited by a very The Orangemen of Dufferin L.O.L. - Our Women's Institute is flourish- severe snow storm on Friday last. J. held their monthly meeting on Mon- ing under the able leadership of the Cronk is erecting a silo. for Harry end at Mrs. H. Hick's.

McCullough's; Robert Misses Adelaide and Edith Buckley, also Herbert Alport and Rennie Babcock at Mrs. C. Cox's; William Hicks at Charles Peters'; Victor Claspy at Secord McCullough'; Dorvil Babcock at Allen Wagar's.

Mrs. Charles Cox is at her daughter's Mrs. C. Gowdy. Orvil Cox at A. Buckley's; Miss Nellie Cousins is working for Mrs. O. Cronk, Long Lake, Mrs. Allen Wagar has returned home from the West.

also with her niece, Mrs. Joseph Ed- in Toledo with Mr. Glassford, where week, and all speak very highly of paint which changes color with ad- | And yet people were naughty in considered daring. Thursday evening of last week, gar, and friends in Gananoque. Miss he holds a position with D. T. & S. the attraction. Mr. and Mrs. A.

> minute off and see about the coal Hamilton Coke small outlay of money and loss of

fere with Home Comforts. Take a

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