



#### NOVEMBER ROD AND GUN

The Kennel Department of the November issue of "Rod and Gun," the Canadian hunting magazine, contains a notable feature in an article on the Canadian field trials of bird dogs from the pen of A. F. Hochwalt, who may be said to be the greatest field trial authority on the American continent. The winter feature Along the Trap Line, edited by M. U. Bates, commences its season in this month's issue and contains a full synopsis of the trapping laws for the season of 1925-26 all through the Dominion.

The first series of splendid cartoons on the humorous side of outdoor life, by the famous James Frise of Birdseye Centre fame is also a good new feature.

The November issue might be called a hunters' number from the amount of hunting interest it contains. An Old Timer's Story of Hunting in the Rockies is a real old timer's yarn, written in a care free style that marks the man of the open and interests his fellows in Breezes from the West. A. Bryan Williams, the well known B. C. sportsman, strikes the same note that is felt in all the stories and regular features of the magazine.

FOR SALE—Choice bacon sows from Duff & Son. Apply Carl Smith, RR 4, Jarvis. 31p

FOR SALE—House and lot on Monsoon Street, Jarvis. Apply to Mrs. C. Leslie. 30p

THRESHING—Open for old and new custom work; silo filling. Grain 3c straight; silo, \$1.00 per hour. Oliver Hanna, RR 4, Jarvis. 27-30c

FOR SALE—Pure bred Yorkshire boar, bacon type. Apply John Meade, Port Dover, RR 3. 31-p

FOR SALE—Pure bred Oxford Down rams, lambs and a few shearlings. T. H. Peacock, Jarvis. 28c

FOR SALE—Onions, \$1.50 per bu.; cabbage, \$5 per hundred. R. E. Miller, RR 3, Jarvis. 31c

CIDER—Bring your apples; grinding every day. Bert Ineson, R.R. 3, Jarvis. Phone 10-33. 28c

CIDER MADE on Monday and Fridays. Wines and liquors. 1st. Anson, A. Edwards, 1 mile S.W. of Rockford. Phone 13-11. 32p

WANTED—Good alfalfa hay for baling. G. A. Bowman, Hagersville, Phone 157. 30-3p

LOST—School bag, between school and residence. Return to R. Anderson

## The New Radio DeForest & Crosley

— THE GREATEST BUY IN CANADA —

- R-2—Two Tube with headset, good range. \$86.45  
R-3—Three Tube. This three-tube receiver employs a coupled circuit tuner, regenerative detection and two stages of audio frequency amplification. Set complete for \$137.45  
R-4—Four Tube. Rich in tone and with wide range. Price complete \$188.45  
R-5—Five Tube receiver using two stages, tuned R. F. Amplification—Very wide range. Price complete \$288.45

Authorized Distributors

**Booth & Allen**  
Jarvis, Ont.

## A NEW WEEK,

Laden with Fresh Things and different, has come to Falls

### In the Basement Store

Hundreds of pieces of Aluminum and Granite Ware — just about everything in these lines you would care to own — from a measuring cup to an infant's bath. These are notable purchases from a well known manufacturer who was closing his factory for extensive alterations. The many items are divided into groups comprising pieces to sell for 15c, 19c, 35c, 39c, 49c, 59c, 79c, 99c, \$1.29, \$1.49, \$1.48, \$1.59, \$1.97, \$2.75 and \$3.25

### Women's and Younger Women's Flannel

DRESSES—Trim and attractive, being made of soft fine pure wool flannel. Various styles. Nine colors. Each \$5.75  
Near by this display are Near Flannel Dresses in neat patterns in sizes to 40 only. Each \$1.98

### Women's Kimonos

Wonderfully comfortable, made with kimono and set-in sleeves. Some of them are quilted. Many different materials including heavy Eider Flannel — with and without silk cords. Each \$5.00 to \$12.00

### Boy's Outfits

In Medium Green, Tan, Soft, warm and good looking. Rather better looking than any we have shown before to the boys to 9 years. Price \$7.90 and \$8.50

### The Boy Too Wants Golf Hose

Striking Golf Hose have come to Falls and they are the most popular things with Boys that have been here for a long time. Finely knitted of pure soft wool. Many striking figured designs. Sizes to 10 1/2. Pair 75c to \$2.00. Two displays, in the Men's Store and in the Women's Hosiery Department.

### "Two Steeples" Hosiery

They are for Men and Women. We do not know of Hosiery at anywhere near the prices that is as comfortable to wear and that will wear as well. Of the purest of wool. Ribbed styles, new colors.  
—For Women, \$2.00 Pair  
—For Men, \$1.00 to \$2.00 Pair.

### The New Season's Drapery Fabrics Are Here

FLYING SILK—for overdrapes, cushions and runners. In Gold, Blue, Rose, Mulberry and Shad Blue and Rose — Black and Gold. 50 inches wide, up to \$2.50 yard.  
ART SILK PANELS—fringed or hemmed. In Ivory, Ecru, Sahara, Shades. Lengths from 2 to 2 1/2 yards, widths 36 in. to 50 in. at \$2.50 to \$7.00 each.  
COTTON PANELS—with fringe, lace or hemmed. In White Ivory and Ecru. Price \$1.50 to \$2.50 ea.  
SECTIONAL PANELS—in Tuscan, Swiss and Flirt. Ivory and Ecru shades. Price, each panel 55c to \$1.35.

CUSHIONS—for every purpose, from car to Chesterfield. All are hand made. Each 50c to \$7.50.  
CUSHIONS—Curtains and Table Runners made to match Drapes—reasonable prices.  
CURTAIN RODS—suitable kinds for any window or drape.  
ACCESSORIES—Silk and Cotton Curtain—Ball Fringe, Edgings, Curtain Edgings, Furniture Gimpes Carpet Bindings, Rug Fringe.

VELOURS—double and single faced, all the wanted shades, 50 inches wide, up to \$5.00 yard.  
TERRY CLOTH—reversible, a large choice of shades and patterns. Yard, 75c to \$1.25.  
SPECIAL—Curtain Nets in a wide range of pretty designs, up to 50 inches wide. Yard 50c.

SHORT LENGTHS—in Mohair and Tapestry, suitable for upholstering chair seats and backs, foot stools, small table runners and cushions—less than half price. Each 65c to \$1.00  
FRILLED CURTAINS—Just about everything in Curtains one could wish.

LARGE DISPLAYS OF  
—Sateens — Chintz  
—Marquise — Nets  
—Casement Cloth — Poplin  
—Armure Cloth — Burlap  
—Fancy and Plain Denim  
—Tapestry — Mohair  
—Lins — Puritan Cretonnes (Drapery Dept., 3rd Floor)

### BED FURNISHINGS

Serviceable and Distinctive in Appearance, Moderate in Price

The sort of Bedfurnishings that add to the cheerfulness and attractiveness of the Bedroom.  
—Blankets, plain colors, plaids and checks. Pair, \$2.15 to \$17.50  
—Singles, \$7.50 to \$22.50  
—Comforters, each \$3.25 to \$35  
—White and Colored Spreads, each \$1.87 to \$84.50

### From England — Men's Winter Top Coats

These new Coats answer exactly to the call of the hour, free, full, gracefully draped lines. It's our first shipment and it will not be our last \$37.50 Each

How do you measure a Store?—By its location? Its beauty? Its size? All are interesting, all point to possibilities. But your measure is apt to be—How well does it meet my needs?

**FALLS DEPARTMENT STORE, SINGOE**

# MAKING OUR RAILWAYS PAY

The sure way—the only way—that our perplexing railway problem 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 business—freight 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, which under a higher tariff policy we would be making them in our own workshops, and you can hardly fail to realize that the same—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