

WHO OWNS CANADA'S FORESTS?

The forests of Canada are owned by the people to the extent of eighty five per cent. It is true that the timber cutting rights on a portion of the forests are leased to companies thereby providing 125,000 men with steady and well paid jobs; but the ownership remains in the name of the Canadian people. This is in happy contrast to conditions in the United States where three-fourths of the forest area is privately owned. The people of Canada not only gain about twelve million dollars a year for their public treasuries from taxes on the cutting rights but what is even more important they have ample power to ensure that timber cops shall be made the inheritance of future generations; in other words the Canadian people by retaining the title to the greater part of forest area have assumed a solemn responsibility for passing on the "capital stock" of the Forest Estate to our great grandchildren in unimpaired condition.

Now we come to a little understood fact. The forests are being deter-

Crimean Veteran Praises "Fruit-a-tives"



MAJOR GEO. WALKER
Major George Walker, now a familiar figure in Chatham, Ontario, is one of the men who went through the terrible Indian Mutiny. As he says: "I am a veteran of the Crimean War and the Indian Mutiny, serving under Lord Roberts. Fierce hand-to-hand fighting and continual exposure left me a great sufferer from Rheumatism, so much so that my legs swelled up, making it impossible for me to walk. My bowels were so constipated that I was in terrible shape until I began to use 'Fruit-a-tives.' They relieved me both of the Rheumatism and the Constipation. Today, I enjoy perfect health—no more Rheumatism or Constipation." And in another letter, written December 1st, 1923 (eleven years after), Major Walker says: "Fruit-a-tives are keeping me in the best of health and I shall never be without them."

"Fruit-a-tives" are the famous Fruit Treatment—intensified fruit juices combined with tonics—that make you well and keep you well. 25c and 50c—at all dealers or from Fruit-a-tives, Limited, Ottawa, Ont.

olated not by use but by abuse. In the last hundred years 600,000 square miles have been burned up recklessness as compared to 100,000 square miles cleared by the axe. Of last year's forest fires numbering 6,000 about 5,000 were caused by careless people. Not the axe but the unextinguished camp fire; the match and cigarette are devastating the forests and robbing the next generation of badly needed timber. Forest conservation starts with those who use the forest for work or play. There will be no such thing as forest protection until the Canadian citizen regards the burning of a forest as infinitely more disgraceful than setting fire to his town hall.

WESTERN CATTLE IN EUROPE

Demand From United Kingdom Constant Since Lifting of Embargo, Says Col. Mullins.

Montreal.—Sounding a note of the strongest possible faith in, and optimism for, the future of the agriculturalist in Western Canada, Colonel H. A. Mullins, prominent rancher of Pepler Point, Manitoba, who arrived in Montreal on Sunday, submitted to an interview yesterday. "The situation on the prairie is rapidly improving," the Colonel declared, "and the Westerner is taking courage. Moreover, many of those who in recent years left the farm are returning. I consider the tide in Western Canada is beginning to turn strongly from the city to the farm once more. The three prairie provinces especially have a tremendous future, and, if due consideration is given to their particular needs, the realization of that future cannot be long deferred."

Asked to mention some of the influences which, in his opinion, would tend to hasten the Golden Age for Western Canada the Colonel enthusiastically pleaded first for a better understanding between East and West. "The Western farmer can also do a great deal to help himself," the Colonel added. "I consistently advocate that all farmers out there should go in for raising livestock as well as other stuff, especially for raising high-grade stock and that those now in that game should stick to it. They should also stop crowding their shipments—and this applies not only to livestock but to other products, such as grain—into three months or so of the year. Then they won't find themselves forced to take low prices because of the rush, and things will be better for the country generally as well."

Despite many recent setbacks, there is, the Colonel is convinced, a world market for good Western cattle. The demand from the United Kingdom, he says, has been constant and heavy since the lifting of the embargo, though it has been affected adversely by the recent closing of Liverpool, Glasgow and some other ports on account of the outbreak of foot and mouth disease.

Colonel Mullins is in an excellent position to speak with authority on the cattle situation, for he has been shipping cattle overseas steadily and intends to continue. Recently he shipped 148 head from Winnipeg to Montreal. The train, supplemented by cars containing 100 additional head from Toronto, left the Western city at 10 p.m. on Wednesday via Canadian Pacific and arrived at the stock yards here on Sunday morning. The Colonel following them up by a passenger train which left Winnipeg on Thursday night. The shipment is bound for Dundee via St. John, N.B. The Colonel paid a warm tribute to the Company for the manner in which it had handled his consignment. "The shrinkage in weight was unusually light," he stated, "and not only did they make up this loss of weight in a few hours in the Canadian Pacific yards here, but they are already heavier than they were in Winnipeg. This experience, and my inspection of these yards, has convinced me that ranchers may ship their cattle via Canadian Pacific with confidence that they will be splendidly and rapidly handled."

New Gen. Manager For Atlantic Region

W. U. Appleton, Gen. Superintendent of the Atlantic Region has been appointed General Manager succeeding the late L. S. Brown according to announcement by S. J. Hungerford the operating Vice President of the Canadian National Railways. R. W. Simpson, Assistant to the General Manager becomes Assistant General Manager. The position of General Superintendent is abolished. It was also announced that W. R. Davidson, General Superintendent Central Region; Montreal is transferred to be General Superintendent of lines west of the Detroit and St. Claire Rivers. F. L. C. Bond, Chief Engineer, Central Region Toronto, succeeds Mr. Davidson at Montreal and T. T. Irving, Toronto succeeds Major Bond.

SAVED BABY'S LIFE

Mrs. Alfred Tranchemontagne, St. Michel des Saints, Que., writes: "Baby's Own Tablets are an excellent medicine. They saved my baby's life and I can highly recommend them to all mothers." Mrs. Tranchemontagne's experience is that of thousands of other mothers who have tested the worth of Baby's Own Tablets. The Tablets are a sure and safe medicine for little ones, and never fail to regulate the bowels and stomach thus relieving all the minor ills from which children suffer. The Tablets are sold by medicine dealers or by mail at 25 cts a box from The Dr. Williams' Medicine Co., Brockville, Ont.

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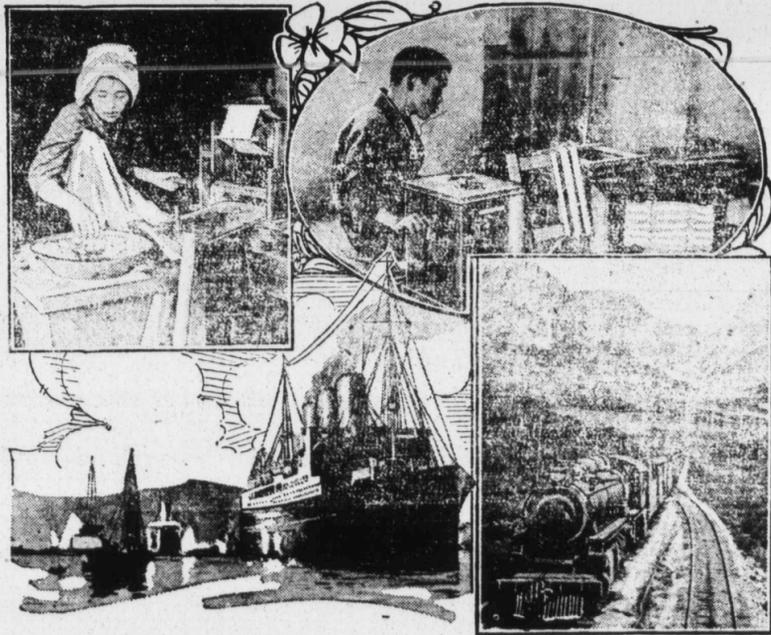
NEWCASTLE—H. S. Miller

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Stolen Eggs and the Silk Trade



Above—Reeling silk in the Flowery Kingdom. Below—An Empress liner loading silk at Yokohama and a Canadian Pacific silk special passing through the Rockies.

Production of silk dates far into antiquity, and for ages the manner of its production was kept secret. Up to the sixth century A.D. all raw silk was imported into Europe from China, but the Byzantine Emperor Justinian induced two monks to travel into China to procure silk worm eggs and though the export of them was punishable by death, these monks succeeded in bringing back a quantity concealed in the hollows of their pilgrim staves.

From Byzantium, silk cultivation spread into Greece and Syria, thence into Spain, and thence successively into Sicily, Naples, Northern Italy and France, being established in Italy in the sixteenth century.

Various determined attempts have been made, principally between the years 1622 and 1839 to establish the silk industry in America, resulting at one time in a not inconsiderable production, but the excessive cost of the labor involved in the rearing of the worms and in the reeling of the raw silk from the cocoons as compared with the trifling cost of such labor in Europe and Asia, has rendered it impossible to produce raw silk at commercial prices on this continent.

Most of the silk imported to America comes from Japan, Italy and China where, also, the humidity of the atmosphere contributes so little to the success of the industry in those countries. The greatest importation is from the Flowery Kingdom, and this mostly in the raw-silk form as it is reeled from the cocoons.

Silk is valuable. In one consignment of a few hundred bales, hundreds of thousands of dollars are tied up, and for this reason, that no time may be lost in making up the raw material and placing the finished goods upon the market, the product of the little silk

worm is given transportation facilities which few other commodities enjoy. The bales of silks are stowed carefully in the vessels which transport them across the Pacific, and in such a manner that they can be speedily and safely discharged upon arrival at the Canadian or American port. No time is lost. Special trains made up of passenger baggage equipment await the arrival of the vessel if it docks at Vancouver as do the Empress liners of the Canadian Pacific, and once the valuable cargo has been sealed into the cars the train proceeds towards its destination, often making better time than the regular passenger trains.

For the reason that the route is more direct, many silk dealers in New York, where much of the silk is destined, consign their shipments via Canada and during the past few months many interesting time records have been made over Canadian Pacific lines. On March 22nd, the "Empress of Asia" sailed from Yokohama carrying the largest consignment of silk to be forwarded from the Orient for some time. The silk was specially stowed for prompt discharge on arrival at Vancouver, and from the time the steamer docked, until the special train to New York left, there was a lapse of time of only thirteen and one-half minutes per car.

The silk was delivered in New York about midnight April 4th, the through time from Yokohama to New York being 13 days, 8 hours, and 13 minutes, calendar time. This constituted a record run as far as freight traffic is concerned, but passenger traffic is handled as readily by this company, a 21 day Europe to Orient service via St. John, N.B., or the St. Lawrence route being regularly maintained.

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South Nelson, N. B.

House Burned At Whitneyville

The residence of Albert Whitney Whitneyville was destroyed by fire at an early hour Tuesday morning Monday night about 11 o'clock a blaze was discovered behind the kitchen stove in the walls but this was extinguished. The flames however had reached the attic and it was impossible to subdue them. Practically everything was destroyed but a few chairs. The loss is estimated at about \$3000 with \$3000 insurance.

The Advocate \$2.00 Yr.

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Mrs. Peter A. Palmer, Saltburn, Sask., writes: "Dr. Chase's Ointment has completely relieved me of eczema and piles. I also used this Ointment for my baby, who broke out in eczema. A few applications were all that was necessary in her case. Dr. Chase's Ointment has been worth a hundred dollars to me—before using it I had spent a great deal more than that in unsuccessful treatment from doctors. We have also used Dr. Chase's other medicines, the Nerve Food having restored my health after suffering from severe nerve trouble when a girl."



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