

Want to Feel Just Right?

— Take an NR Tonight —

JUST TRY IT AND SEE how much better you feel in the morning. That "hang-over" headache, tired, dazed, and what's the matter feeling will be gone—you'll feel fine.

TROUBLE IS, your system is clogged with a lot of impurities that your over-worked digestive and eliminative organs can't get rid of. Pills, oil, salts, calomel and ordinary laxative, cathartics and purges only force the bowels and prod the liver.

Nature's Remedy (NR Tablets) acts on the stomach, liver, bowels and even kidneys, not forcing, but toning and strengthening these organs. The result is prompt relief and real, lasting benefit. Make the test. Nature's Remedy will act promptly, thoroughly, yet so mildly, so gently, that you will think nature herself has come to the rescue and is doing the work.

And oh, what a relief! You'll be surprised to find how much better you feel—tired, dazed, and what's the matter feeling will be gone—you'll feel fine. It is a habitually or occasionally clogged, take one NR Tablet each night for a week. Then you'll not have to take medicine every day. Just an occasional NR Tablet will be sufficient to keep your system in good condition—keep you feeling your best.

Get a 25¢ Box

Recently (NR Tablets) and recommended by your druggist.

THOMAS WRAN, DRUGGIST.

NR Tonight—Tomorrow Feel Right
Get a 25¢ Box

Hardware, Stoves and Ranges, and General Supplies.

OUR stock of building and general hardware is well assorted and we can supply your needs.

¶ We have on hand a full line of cooking ranges at various prices.

¶ We also carry a complete stock of Paints and Oils, Cutlery, etc.

A. E. ALEXANDER & SONS,
CAMPBELLTON, N. B.



Keep Them Smiling

Soldiers Home Coming Campaign

The "Welcome" sign still hangs high on the doors of the Salvation Army Hostels. Help them to keep it there! While our soldiers have need of the comforts—spiritual as well as bodily—DON'T shut the doors in the boys' faces—Keep them smiling!

The Salvation Army appeals for a Million Dollars for the boys who won the victory. This is the first time the Salvation Army has made a general appeal for its work. We urge you now, for the sake of the soldiers, and as a VITAL factor in the solution of Canada's Reconstruction problems, with the Homecoming of her boys, to give and to give liberally! Our men in khaki may not all be home for another year. While there is a company of Canadians in uniform over there or over HERE, there is work for the Salvation Army Lasses. The weary waiting and the relaxed discipline spell dangers that MUST be guarded against. A happy smile and a comfortable body help to keep trouble at a distance. Do not let the Hostels shut for lack of funds!

The Salvation Army Million Dollar Fund

January 19th to 25th
"First to Serve—Last to Appeal"

A WORD ABOUT THE HOSTELS!—Have you ever been inside a Salvation Army Hostel? If not, ask a returned man about the Hostels in Paris, London, Toronto, Hamilton, or any others that he has stayed in over HERE.

Let HIM tell you about the REAL beds, the home cooking, the fried eggs, and hot coffee—and hot baths. If he knows you very well, he may give you a hint about the spiritual comfort the Salvation Army Lasses give these men far from home and all its value!

SALVATION ARMY MILLION DOLLAR FUND COMMITTEE

Headquarters: Mail your subscription to

Treasurer Toronto and Ontario: **SIR EDMUND WALKER**

Treasurer New Brunswick: **TAMES M. CHRISTIE**

Bank of Commerce, St. John, N.B.

Treasurer New South Wales: **DONALD MACGILLIVRAY**

Bank of Commerce, Halifax, N.S.

COMMISSIONER RICHARDS, 25 Albert St., Toronto

TWO KILLED AND OTHERS INJURED IN R. R. SMASH

Maritime Express Runs Into Open Switch at Flatlands and Bad Wreck Results —The Investigation.

One of the worst accidents in the history of the northern division of the C.G.R. occurred at Flatlands Friday morning at 2:47 when the 1st Section of No. 4, (the Maritime Express) dashed into an open switch and collided, head on, with engine of freight extra No. 305.

As a result of the accident the following were killed and injured:—

Killed.
Joachim Blais, Emile Bernier, Mail Clerks, both of Quebec.

Injured.

Joseph Lebeck, Mail Clerk of

Levis, cut about head and face.

C. E. Laroche, Mail Clerk, Quebec, cut about head and face.

F. L. Doherty, Canadian Express Messenger, leg broken.

Engineer Everett Henderson, of Campbellton, engineer No. 4 train, cut about face.

Fireman W. Boulay, of No. 4, Campbellton, cut about head.

Simpson Mahoney, of Campbellton, fireman on the extra freight, body bruised and face cut.

The force of the collision was terrific as the express was travelling at her usual rate of speed, which is about thirty miles an hour. The two large locomotives came together and then separated with the rebound of about twenty feet. The mail car which was of wood construction mounted the tender of No. 4 and was broken to kindling wood, some sections of it going over the two engines. The two unfortunate mail clerks were caught in the debris and instantly killed. Their two companions miraculously escaped with only slight injuries and went to their homes Friday evening. They were thrown into the tender of No. 4 engine, where one was completely covered with coal. He was uncovered and found to be only slightly injured.

The express car, which followed the mail car turned completely over endways, and landed in the ditch with the wheels in the air. The messenger had a leg broken and was otherwise bruised and shocked. The baggage car which followed was off the rails but stayed on the track.

Word was immediately sent to Campbellton and the wrecking train with doctors was soon on the scene, and the injured were cared for and sent to Campbellton.

The road was clear shortly after. Although the passengers were thrown about by the jar of the impact, none were injured.

Coroner Dr. Martin was notified and proceeded to the wreck and gave permission for the removal of the bodies which were brought to Graham's undertaking rooms.

At four o'clock an inquest was held, the following being the jurors:—John McDonald, Max. M. Mowat, C. H. Squarabriggs, Jos. Goldenberg, Jos. Lacasse, Aime Dion, Bliss Lutz.

The following is the evidence of the witnesses:—

Edouard Camise, C.G.R., Conductor. I was on duty on the 17th of Jan. at 2:47 a.m. on train No. 4, Maritime Express going east when 2:47 o'clock I felt a jar and felt the train come to a stand still. I proceeded ahead of train and found that No. 4 had come in collision with a freight train, head on collision. Examining the switch I found that it was set for siding, looked for wounded and dead and found the bodies of J. E. Bernier and Joachim Blais dead in the debris of the train.

J. E. Bernier, conductor of extra No. 305. I was on duty on the 17th of Jan. at 1:35 a.m. took Red Cross. I was siding going in through south switch, took about five minutes to clear main line. I have been brakeman three months. Both switches were for main line after our train was in siding. Went into station and stayed there until 2nd No. 738 went by. Saw Conductor St. Pierre in station. After 738 went by I went into station again. Went out of station the second time No. 4 was coming. I opened the east switch when our train No. 305 was going in and the rear brakeman closed it. I did not open or close other switch from the time our train No. 305 was placed in siding until the time of the accident. From time I left train until I went into station switch was o.k. for main line. Did not notice switch being changed. I did not go out of station. Went in station about 10 minutes after driver. From time I went in to time I went out did not see any strangers. Right after accident while proceeding to protect his train he saw a man walking towards Campbellton, away from wreck. This was about three quarters of an hour after accident. The train I went out to flag was the wrecking train from Campbellton. I was ordered to do so by Conductor St. Pierre. The last time I saw rear brakeman was he closing rear switch. Was about a mile from south switch when I passed stranger walking along track towards Campbellton. When I came out of station the collision had taken place. As far as I have everything about the track was o.k.

J. EMILE CLOUTIER, Extra No. 305. "We came in Flat Lands at 1:35 a.m. Met 2nd 738 and stayed to cross 1st No. 4. When we were

all clear in siding I went around to examine train. When I was at front end found switch o.k. for main line with light lit. I went back to van. After accident I went forward. I saw no strangers around. I met fireman Mahoney and went back to van with him as he was hurt. I stayed in van with Mahoney only going up forward when wrecking train arrived. I turned east switch for main line after our train No. 305 took siding. J. LePage, driver, Extra No. 305. "Left Campbellton at 9:50 with order to meet 1st 738 at Moffats, which we did and also train No. 2nd 738 at Moffats. No. 738 passed us at Moffats. Got an order at Moffats "Meet 2nd 738 at Flat Lands." Arrived at Flat Lands at 1:35, stayed there for 1st No. 4. After arriving at Flat Lands, conductor went ahead and I asked him if clear behind, he said all o.k. Brake-man on engine, he was on shovelling coal. I was with him. I got off to oil engine and after done I handed my oil feeder and torch to fireman and told him to take care for a few minutes as I was going to station to find out how No. 4 was. The time I walked to station the switch was o.k. for main line with light burning and 2nd 738 had come in. I went on platform and told engineer of 738 "we are clear" on siding and then went into station to get an order on 2nd No. 4. Asked agent how 1st No. 4 was. He told me she was about on time. I asked agent about 1st No. 2 as I wanted to know if I had time to get to Matapedia before she arrived there. He told me 1st No. 4 had left Matapedia. Agent gave me order on 2nd No. 4 and while reading order, 1st No. 4 went by station. Heard smash just as I opened door to go to platform in keeper and it was the station all the time I was there. Forward brakeman came in station about 15 or 20 minutes after I went in. He did not speak to me. He stayed in station all the time until 1st No. 4 came in. I did not examine switch after time I went into station. After accident I examined switch and it was set for siding. Light was not burning. It was about 30 minutes after forward brakeman went into station until accident. I was not out of station before 1st No. 4 passed. I did not see anyone touch switch after 738 went by. The switch to siding must have been turned by some one between time 2nd No. 738 passed and the arrival of 1st No. 4. We examined the switch after the accident and it was turned for the siding with the lock in keeper and it was locked. The conductor tried the lock and he told me it was locked. I saw no strangers about. I heard 1st No. 4 coming and said to conductor that No. 4 was coming.

J. B. St. Pierre, conductor on extra No. 305 going north. "My train was at Flat Lands at 1:33 a.m. this morning to meet 2nd No. 738 train and 1st No. 4. We were all clear in siding at 1:35 a.m. 2nd No. 738 passed Flat Lands at 2:08 a.m. After freight was by switch was o.k. that is for direct main line, as I saw it myself after freight was by. Proceeded back to telegraph office for orders and Driver LePage on Extra No. 305 came in for orders too and says No. 4 is coming. No. 4 came in at 2:47 a.m. and ran in siding, struck extra No. 305 head on. We proceeded from the station to the accident and found the switch wrong for siding and lock in keeper, lock was closed but not locked. Did not see any strangers about only train men. Had no orders to cross No. 4 there but was making our cross according to time table and rules. Did have order to cross freight 2nd 738 coming down. I saw myself after this freight went by that switch was o.k. Just my train in siding. Day agent was on hand to give us orders. Driver came into station and said No. 4 was coming about 1 or 15 minutes after I saw switch was o.k. Carry two brakemen, one on engine and one in van. I do not know where forward brakeman was when I saw switch o.k. Rear brakeman was in van. Light was burning on switch. When collision happened forward brakeman was in station. I do not know how long he was in when we noticed No. 4 coming. As far as I can remember I went with driver to wake up agent. North switch is about 100 feet east of Flat Lands station. I had to walk past switch in coming up from van to station. Driver was on platform. 1st section No. 4 passed 39 minutes after 2nd 738. I was at station all of this time. Saw forward brakeman different times at station between times I saw switch o.k. and No. 4 arrived. He was in the station. Do not know whether he was in station all the time or not. I could not swear that he did not turn switch to siding. I was in station when No. 4 went by. Had I had been on platform I would have seen switch was turned for siding by the switch light. Light was burning when I examined switch after accident. Switch was not broken in appearance.

J. B. St. Pierre.

J. Emile Cloutier of Mont Joli forward brakeman on Extra No. 305. Got to Flat Lands at 1:35 a.m. took Red Cross. I was siding going in through south switch, took about five minutes to clear main line. I have been brakeman three months. Both switches were for main line after our train was in siding. Went into station and stayed there until 2nd No. 738 went by. Saw Conductor St. Pierre in station. After 738 went by I went into station again. Went out of station the second time No. 4 was coming. I opened the east switch when our train No. 305 was going in and the rear brakeman closed it. I did not open or close other switch from the time our train No. 305 was placed in siding until the time of the accident. From time I left train until I went into station switch was o.k. for main line. Did not notice switch being changed. I did not go out of station. Went in station about 10 minutes after driver. From time I went in to time I went out did not see any strangers. Right after accident while proceeding to protect his train he saw a man walking towards Campbellton, away from wreck. This was about three quarters of an hour after accident. The train I went out to flag was the wrecking train from Campbellton. I was ordered to do so by Conductor St. Pierre. The last time I saw rear brakeman was he closing rear switch. Was about a mile from south switch when I passed stranger walking along track towards Campbellton. When I came out of station the collision had taken place. As far as I have everything about the track was o.k.

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The same care and skill is used in milling PURITY OATS as in our more famous product

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PURITY FLOUR
Government Standard

"MORE BREAD AND BETTER BREAD AND BETTER PASTRY"

Western Canada Flour Mills Co. Limited

HEAD OFFICE—TORONTO, ONTARIO

The Salvation Army Requires Your Assistance

It is estimated that approximately 300,000 soldiers will be returned to Canada in the next few months. The Government has established Hospitals, Convalescent Homes, Training Schools and Pensions, but will there not be many cases of distress and suffering for which the Government has made no provision? Most assuredly there will be. Then what are we going to do to provide for such cases?

The Salvation Army is asking for one million dollars, three thousand of it from this County, to enable them to look after these cases for which the Government has made no provision.

What will your contribution be?

Our returning soldiers have made great sacrifices in order that our homes might be protected from the German menace, and those who will never return have made an infinitely greater sacrifice.

We sent our boys away to the sound of music and loud huzzas, let us welcome them home to the sound of our dollars dropping into the till of the Salvation Army's Home Coming Campaign Fund, that will be sweeter music to them than all the bands in creation.

Solicitors will call upon you during the week of January 20th to 25th, do not treat them as though they were asking alms, remember it is a duty we owe to our boys.

A. A. ANDREW,
Chairman

These Beverages Comply With the Law.

Ready's Beer

These beverages surely satisfy the craving thirst. Drink them for their appetizing, refreshing, palate-pleasing flavor. Drink them for their ability as a thirst quencher. Drink them because of their power to refresh, revive and invigorate.

You will be delighted with their unusual qualities.

Buy them from your local dealer or direct from St. John.

Ask for prices.

W. H. GRAY, exclusive agents for this district.

Ready's Breweries Ltd.

P. O. Box 309 St. John, N. B.

PUBLIC NOTICE!

At a meeting of the Town Council of the Town of Campbellton recently held I was instructed to have compiled a complete record of recruits from Campbellton and Restigouche County in preparation for some suitable public recognition of their services in the great struggle that has been brought to such a glorious triumph. To this end I would ask that all those who have had friends and relatives in active service to fill in the coupon below and mail to me at once. The co-operation of all citizens is earnestly requested that an accurate list may be compiled.

Name of Soldier.....No.....
Rank.....Battalion.....
Date of Enlistment.....
If Transferred, to What.....
Date Wounded.....
Date Returned to Duty.....
If Promoted, What Rank.....
Date of Discharge.....
Date and Place of Death.....
Name and Address of next of Kin.....
JOHN T. REID,
Town Clerk.

MINARD'S "KING OF PAIN" LINIMENT

The old reliable remedy for rheumatism, neuralgia, sore throat and sprains.

Best Liniment Made

Mr. A. E. LAURENCE, Montreal, writes: "I felt from a bad cold and what the doctor called a very bad neuralgia, and I told you I must not wait as I felt it so bad. I got MINARD'S LINIMENT and it worked like a charm. I feel like a new man."

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