

VITAMINES

precious health-building elements are essential factors of growth to every child.

Scott's Emulsion

is the food- tonic of special value to children. It is rich in vitamins— builds health and promotes growth!

Scott & Bowne, Toronto, Ont.

TENDERS**Bankruptcy Act**

Sealed Tenders addressed to the undersigned will be received up to 12 o'clock noon, Saturday 12th August next, for the following, formerly the property of The Miramichi Manufacturing Co. Ltd., Newcastle, N.B., that is to say:—

A—Mill Site, comprising about 80,000 sq. feet, Freehold, Office Building, 2 Warehouses, Barn and Wagon Shed, 2 Dry Kilns, Sash and Door Factory, Oil Shed and Store Building, Mill, Box Mill and Boiler House; all Machinery contained in the above buildings, comprising in part, Gasoline Engine 12 H.P., Pony Planer, 8 Inch Moulder, Rip Saw and Borer, Buzz Planer, 8 ft. Cramp, Band Saw, Power Mortiser, Foot Mortiser, Tenantor, Shaper, Wood Turning Lathe, Foot Power Mitre, Iron Lathe, Sander, Automatic Grinder, Upright Grinder, Dove Tailer with necessary Pulleys, Shafts, Belting etc., for an up to date Planing Mill. In good condition and ready for immediate work, Berkin Planer, 20 Inch Blower, Resaw with Pulley, Shafts, Belting etc., 48 Inch Box Resawing Machine, Surfacar, Equalizer Gluer and Jointer, Filing and Grinding Outfit, Lath Machine, Stripper, Ricker. Cutting up outfit, 3 Box Shook Strippers, 2 foot Rosser, 25 inch Blower, Extra Saws, 65 H.P. Robb Armstrong 12x12 Steam Engine, 60 H.P. Tubular Boiler, 10 inch Blower, Engine Tools and Equipment, 15 H.P. Boiler, Extra Pulleys, Cop-veyers etc;

B—200 Acre Wood Lot at Maple Glen, 8 miles from Newcastle, well wooded estimated containing about 75 cords White Birch suitable for Spool Wood, 50 M. Spruce and Poplar Pulpwood, a large quantity of Fire Wood, and nothing cut from same within last 5 years;

C—Self contained Dwelling and freehold Lot, facing North in the rear of mill site and described C;

D—Self contained Dwelling and freehold lot in rear of above mentioned Dwelling and described D;

E—Office Furniture, consisting in part 4 Desks, Safe, Oliver Typewriter, 6 Chairs, Steel Filing Cabinet, etc.

F—Movable Property and Rigging consisting in part Wagons, Slovens, Carls, Harness, Chains Barn Utensils etc.

G—A supply of Roofing, Hardware, Electric Supplies, Glass etc.

A complete Inventory of any or all of the above may be seen at the office of the Company in Newcastle, N.B., or at the office of The Canada Permanent Trust Co., in St. John, N.B., and the several parcels may be inspected by applying to Mr. H.B. Cassidy on the premises.

Terms—A deposit of 5 p.c. must accompany Tenders, the balance to be paid in cash on delivery, excepting Item A. upon which a second payment of 10 p.c. will be required upon acceptance of the Tender and the balance upon delivery of the deed within six months.

The highest or any Tender not necessarily accepted, the deposits of unsuccessful Tenderers will be returned and in the event of the successful Tenderers not completing the terms of the sale, their deposits will be forfeited as a penalty.

The Canada Permanent Trust Co. Authorized Trustee, Box 640..... St. John, N.B.

SPEECH MADE BY BLACKVILLE NATIVE

(From Miles City, Kansas Daily Star June 22nd.)

Appearing before the chamber of commerce weekly luncheon on Wednesday as the principal speaker, Hon John L. Schofield of Broadus, representative in the state legislature from Powder River county, took for his subject "The Great Lakes-St Lawrence River waterway project."

Great Problem
The greatest problem before the American people today particularly those residing in the "Great west, the heart of the continent" is that of the cheap transportation of the products of their farms, mines and factories to market, at rates that will enable them to sell them at a profit which under present conditions they are unable to do.

It is even a greater question than that of production; for the production of a surplus is of no benefit to us if we are prevented by transportation conditions from placing the same on the markets of the world at a price that the consumer can afford to pay and one that the same time will give a reasonable margin of profit to the producer.

Our land values depend not on a productive soil; not on economy of production nor upon improved marketing conditions; but upon accessibility to markets. We may produce large crops of wheat and other grains and meat and wool enough to feed and clothe the world but what does it net us when the railroads take their toll for hauling it to the seaboard.

Railroad transportation has been tried but it has signally failed, because it was not equal to the task imposed upon it by the rapid development of the country and the immense amount of freight required to be handled, particularly in that part of the country between the Rocky Mountains and the Alleghenies, properly called the "heart of the continent."

If we leave out cotton and tobacco (distinctly southern products) this section produces the surplus of wheat corn and other grains, cattle, meat and dairy products, also wool and the products of the mines. To be more explicit statistics show that this section produces 75 per cent of the wheat, 65 per cent of the corn and 100 per cent of the flax.

It has more than 50 per cent of the dairy cows, other cattle and swine, 60 per cent of the horses, and produces more than half of the butter, cheese and eggs, half the potatoes and more than half of the sugar beets.

Its mineral production includes 85 per cent of the iron, 39 per cent of the copper, 74 per cent of the zinc, a goodly share of the gold, silver, lead and oil and 72 per cent of the country's measured coal reserves. The great resources of this section are capable of almost limitless development; but in order to do so must have cheap and adequate transportation facilities to carry its varied products to market.

The railroads cannot now and have not for some years been able to properly carry the load; the principal reasons are the immense first cost of increasing their facilities to carry and the enormous cost of upkeep caused by the wear and tear incident to handling such great tonnage of freight. Consequently this great Midland empire will have to look elsewhere for relief and fortunately for us when the God of nature formed this continent. He provided a way which with a little enterprise on our part will satisfactorily solve the question.

The solution is the opening of the St. Lawrence route from the head of the Great Lakes to the sea which will enable ocean going vessels up to 8,000 tons capacity to load at Duluth and other lake harbors for any port in the world.

The agricultural development of our country depends upon three things, improved farming methods, improved marketing organization

and cheap transportation but without the latter improved farming and marketing methods would be useless. The development of our mines and manufactures also depend upon cheap transportation.

The opening of the St. Lawrence route will enable the west to expand its grain growing, stock raising, dairying and other branches of agriculture to the limit of its productive capacity and enable us to take full advantage of all our natural resources.

The opening of the St. Lawrence route to the sea will make every lake port and ocean port and confer on all the states bordering the lakes the advantages of a maritime country, open the markets of the world to western American enterprise and create innumerable new industries which cannot now be operated without loss.

Amongst other benefits to the farmers and manufacturers would be the great home markets that would be created by the growth of the various cities by the lakes particularly the greater Duluth which combined with Superior would soon under the conditions thus created rival New York in population and wealth.

Just think of the saving in freight by shortening the actual distance to northern Europe five hundred miles and also the saving made by using instead of 1,000 miles of railroad with all its expensive upkeep, 1,000 miles of waterway that keeps itself in repair. "The scars in the water heal behind the vessels' furrowing keel."

Who can measure the potentialities of such a trade highway. To give you some idea I will state that before the war we had average railroad rates of 7 cents per ton mile, average canal rates of 2 and 3 cents per ton mile, average ocean rates of 1 cent per ton mile and average lake rates of seven-tenths of one cent per ton mile, so you can see that before the rise in freights caused by the war and other reasons the average rail rates were ten times greater than the average lake rates.

Gov. Blaine of Wisconsin says, "The waterways of the world have been the tracks of civilization from the earliest time and the possibilities to be derived from a waterway that gives an outlet by ship to the raw and manufactured products of the northwest are beyond the conceptions of the human mind."

Once this waterway is completed and every lake port literally becomes an ocean port the United States and Canada will wonder why it did not provide that very thing years ago.

Now in regard to the feasibility of the scheme I will say that there is no engineering problem, this is the verdict of the most eminent engineers both in this country and in Canada who have examined the data.

The attention of the U. S. congress was called to the desirability of opening the Great Lakes for ocean going ships, in the diver and harbor act passed March 2nd, 1919, at which time congress passed a resolution establishing in connection with the Canadian government an international joint commission to consider the advisability of opening the Great Lakes for ocean going ships; and the appointment of engineers to make preliminary surveys and reports.

This commission held hearings in the principal northern and western cities of the United States and in Canadian cities and made a favorable report to congress on July 8th, 1921, putting the cost at \$252,728,200 while maintenance costs were put at \$2,562,000 per year and reported that this cost both of construction and upkeep can be met wholly by rentals of the hydro-electric power that would be developed and which has been estimated as follows: International section 2,000,000 h. p. Canadian section 2,000,000 h. p. which would bring a rental of \$15 per h. p. per year equal to \$40,000,000 each year.

All that the governments of the United States and Canada would have to do would be to underwrite the project at say \$250,000,000 by issuing bonds that would be liquidated in fifty years by the revenue received for the rental of the power generated.

This could be done even if they only charged \$10 per h. p. per year Canada is already acting and is

RICH IN VITAMINES

MAKE PERFECT BREAD

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Now that the international commission has reported favorably on the opening of this route it is the duty of every "farm bureau," "chamber of commerce," "business or labor organization" in this great Midland empire to at once urge upon the federal government the imperative necessity of taking immediate action to make the Great Lakes-St. Lawrence waterway a reality. It is by far the greatest development prospect before the American people today. Do not delay, "act, act" in the living present hearts within and God's head.

This is the only project now in the course of construction or in contemplation or in fact known to exist for the material and permanent lessening of transportation costs thus bringing to the farmer a larger return for his products and which will enable him to continue his business at a profit and thus benefit the nation as a whole, for every person knows that the farmer is not a hoarder but is the country's greatest purchaser of the commodities.

Theodore Roosevelt who is one of the greatest outstanding characters in the permanent history of this country paid this tribute to the farm and farmers: "We are founded as a nation of farmers and in spite of the great growth of our industrial life, it still remains true our whole system rests on the farm, that the welfare of the whole country depends upon the welfare of the farmer, the strengthening of the nation."

President James A. Gareld, one of America's noblest statesmen paid tribute to farm and farm life in the following words: At the head of all science and arts, at the head of all civilization and progress stand, not militia, the science that kills, not commerce, the art that accumulates wealth, but agriculture the mother of all industry and the maintainer of life.

Business is beginning to realize, the fact as never before that our present business depression is in a great part due to the full prosperity will not come back until the buying power of the farmer has been re-established.

We cannot afford to protect our foreign commerce without giving attention to the development and production of our agriculture and the cheap transportation of its products to market both home and foreign.

The opening of the St. Lawrence route to the sea is absolutely necessary for the welfare of every resident of this great inland empire, whether they be farmers, miners, manufacturers or laborers.

It would add from eight to ten cents to the value of every bushel of grain raised and add to the value of all other products, whether agricultural, mineral or manufactured in the same proportion and also reduce the costs of our necessary imports in the same ratio.

Last, but not least, the benefits conferred upon Montana by the added impetus given to the development of her natural resources would soon make her in fact as well as in name the veritable "Treasure State" of this great American union.

Mr. Scofield is a Blackville boy, who left some years ago for the west and has been most successful. Mr. D. G. Scofield of Blackville is a brother and he is well known by the name of the older residents of the Miramichi.

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WHEN USING WILSON'S FLY PADS
READ DIRECTIONS CAREFULLY AND FOLLOW THEM EXACTLY

There is only one way to kill all the Flies

This is it—Darken the room as much as possible, close the windows, raise one of the blinds where the sun shines in, about eight inches, place as many Wilson's Fly Pads as possible on plates (properly wetted with water but not flooded) on the window ledge where the light is strong, leave the room closed for two or three hours, then sweep up the flies and burn them. See illustration below.

Put the plates away out of the reach of children until required in another room.

The right way to use Wilson's Fly Pads

QUALITY SERVICE**Everything in Spruce or Pine Rough or Dressed**

WRITE OR PHONE US FOR OUR PRICES

Douglas Fir Sheathing, Hardwood Flooring, Windows, Doors, Finishings, Etc.

GEO. BURCHILL & SONS
Phone 268-6 Nelson, N. B.

PLUMBING**Hot Water and Steam Heating and Electric Wiring**

I have taken over the store recently vacated by Mr. Geo. M. Lake, and am receiving daily my stock of up-to-date Plumbing and Electrical Supplies. I am now in a position to attend to your wants in any of the above lines, guaranteeing prompt service and good workmanship. It will be my endeavor to treat my customers with perfect satisfaction and would solicit a share of your patronage. Estimates on all jobs cheerfully given and Repair Work promptly attended to.

Daniel J. Donavon
Phone 161 Newcastle, N. B.

Summer Goods

Refrigerators Ice Cream Freezers
Fly Screens Dairy Pails
Butter Moulds Ice Cream Cups

CREAMERS (our Own make) with Galvanized Band Bottoms which will not rust like a wired bottom

GARDEN HOSE bought especially to stand the pressure used here—in 1-2 inch and 3-4 inch size.

PUMPS—we also carry a complete stock of both Myers and Bratty PUMPS

STOVES RANGES PLUMBING
B. F. MALTBY,
Phone 121 Newcastle, N. B.