

Always Had Headaches

Liver Was Torpid and Bilious Spells Brought Sick Headaches—Lost Much Time, But is Now Completely Cured.

Here is convincing evidence that however much you may suffer from liver trouble and consequent biliousness there is cure in the use of Dr. Chase's Kidney-Liver Pills.

Overeating is the most common cause of sluggish liver action. You lose your appetite, have distressing bilious spells, usually accompanied by headache and vomiting, the bowels become irregular, constipation and looseness alternating, digestion is upset and you get irritable and downhearted.

No treatment so quickly awakens the action of the liver and bowels as Dr. Chase's Kidney-Liver Pills. For this reason this medicine is wonderfully popular and has enormous sales.

Mr. Charles R. Tait, Newtown, N.B., writes: "I was nearly always troubled with headache, and would often have to stop work for a day or two. I lost many a night's sleep every month with bilious sick headaches, and although I tried doctors' medicines, and also many other patent medicines, it was without success. When I had these headaches I would vomit, and could keep nothing on my stomach."

"I purchased a box of Dr. Chase's Kidney-Liver Pills from G. M. Fairweather, druggist, of Sussex, N.B., and after taking one box I was so much relieved that I continued to take them until I am now completely cured. My advice to anyone suffering from sick headaches is to try Dr. Chase's Kidney-Liver Pills and be completely cured."

Mr. A. S. Mace, J.P., endorses the above statement, and says:—"This is to certify that I am personally acquainted with Charles R. Tait, and believe his statement in every way to be true and correct."

Dr. Chase's Kidney-Liver Pills, one pill a dose, 25 cents a box, all dealers or Edmondson, Bates & Co., Limited, Toronto. Substitutes will only disappoint. Insist on getting what you ask for.

THE FIRST WEEK IN SEPTEMBER

Is the beginning of our busy season, but suits can enter at any time, and it is well to get the "lice broken" before the rush begins.

Tuition Rates and full information mailed to any address.



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War Time economy and your own good sense, will urge the necessity of buying none but **EDDY'S MATCHES**.

CHEAPEST because there are more perfect matches to the sized box than any other box on the market.

Great Flyers Have Been Developed on Both Sides In the Struggle in Europe

IN the London Aeroplane Mr. C. G. Grey, the editor, writes interestingly about some of the greatest flying men of the war, and explains how they won renown. The first to attract international attention was Roland Garros, not because of his particular exploits, because he was brought down and made prisoner before he could run up a big score, but because of his daring and the great fame he enjoyed as a birdman in the days of peace. Then came the first of the great German flyers, Immelmann with the Fokker, but whether the Fokker made Immelmann famous or the pilot made the machine famous is a moot point. From the point of view of the expert designer of flying machines, the Fokker was more or less a joke, but it was admirably adapted for its own purpose, and had advantages over British machines that helped the Germans for some time to claim mastery of the air. The Fokker was light, and it had a good engine, and as a defence machine was hard to beat.

Being lighter it was swifter and could mount more rapidly than the British machines, built for voyages over the German lines, had to carry enough gas for four and a half hours flying. The Fokker, operating always behind the German lines, carried only enough fuel for two hours flying. In his Fokker, Immelmann used to sit up at an altitude of 10,000 feet and swoop down like a hawk upon the British planes flying at 7,000 feet. It is not to be wondered at that with this advantage in position and in machine he should have made a formidable score, but even so, Mr. Grey notes, he has never heard any R.F.C. man say that the German was not a great air fighter. He had a letter from a crack British flyer when Immelmann's fame was at its height, and he said: "I had a scrap with Immelmann the other day. He flies a monoplane, fires through his propeller and flies beautifully. We got off drums of ammunition on one other, apparently without results, except plenty of holes in my machine."

Boeckel was another Fokker flyer, and a contemporary of Immelmann's, though he did not rise to fame as soon. To him is said to belong the credit of developing the German system of training a number of airmen to fight in regular formation, on the lines of what later on came to be known as a "circus." His circus became famous. One of his pilots was Richthofen, probably the finest of all German flyers, who was killed by a Canadian a few weeks ago. Richthofen would appear to have had all the qualifications for success as an airman. He was a cavalry officer by training, a horseman, and a game shot by family tradition. When given command of a squadron of his own he developed the "circus" to a remarkable degree. His men were not only aviators, but gymnasts. Their machines were painted in all sorts of baroque colors. They moved from place to place along the front, and when the weather was favorable they always gave two performances a day, one in the morning when they were all together, and one later in the day, when the survivors gave solo stunts.

Richthofen's circus flew Albatross biplanes, but shortly before the German spring offensive began, Richthofen, who had been in Germany, presumably training new pilots, returned to the front, and he and the men under him were equipped with Fokker triplanes, which are said to be badly made copies of the British Sopwith. Their engines, however, were good, and the men expert flyers, and when Richthofen was being brought down he could console himself with the reflection that he had done his bit, and done it with a chivalry that is rare among Germans. So much has been written about Guynemer, the French ace, whose name will never be forgotten, and whose single-handed exploits have never been surpassed, that no tribute to his skill and bravery is needed. He flew apparently, by instinct, like a bird flies. Nor does Capt. Ball stand in need of any eulogy. He was a mere boy, quite as modest as the mechanic who looked after his plane, and the veritable D'Artagnan of the skies. He loved best to go off alone, scouting over the German lines, looking for adventure, and whether the enemy was one or ten it made no difference to him. When he fell it was in a great battle against odds.

Equally gallant, but of a different mental type was Major Hawker, an engineering officer, who was learning to fly when the war broke out. He was the first British flying man to win the V.C., a soldier of rare gifts as a leader and administrator and inventor of new "stunts." His fighting abilities and his knack of training and inspiring those under him had much to do with the British supremacy of the air in 1918. He died in a duel with Richthofen, when a west wind drove the combatants far behind the German lines, and Hawker had the option of landing and surrendering or fighting to a finish. He chose the latter course.

Major Bishop, the great Canadian ace, is to be reckoned among the best flying fighters the war has developed. His nerve and his mastery of machine guns—in the latter respect he is not surpassed, if indeed, he is equalled, by any man who ever drove a plane—are his chief characteristics. He has won all the British honors bestowed on Ball and Hawker, and he survives as the commander of a squadron to add new laurels to his magnificent record.

Aerial Effects.
Sleepy Sam—Dry as dat steady dripplle o' water'll wear away a stone.
Wideawake Bill—Jos' t'ink, den, wot happens t' a man's stomach if yourin' glassfuls injer it.

Via Canadian Government Railways to Western Canada

Excellent Through Train Service from Maritime Provinces to Winnipeg and Pacific Coast

Via the Canadian Government Railways to Western Canada is the route now extensively followed by many travellers from points in the Maritime Province, splendid through service being afforded via Canadian Government Railways through Quebec to Winnipeg.

Through the vast section of Northern Quebec and Northern Ontario, the traveller enjoys all the delights of a quick and comfortable journey through a new country abounding in great lakes and rivers, a territory glowing with the lively promise of Canada's great future.

From Maritime Province points passengers may journey to Levis by the "Ocean Limited" or by the "Maritime Express," the latter train affording the most convenient and direct connection with the "Western National" which leaves Quebec at 6:30 p.m. on Tuesday, Thursday, and Saturday of each week. Thus a passenger leaving Halifax on Monday, Wednesday or Friday will reach Levis at 1:20 p.m. the day following and by taking the "Western National" from Quebec the same afternoon, will arrive in Winnipeg on Thursday, Saturday or Monday evening at 6:00 p.m.

A pleasing feature of travel via this route is the personal attention given passengers by train officials. At Levis a special representative meets the trains and attends to all details of the transfer to Palais Station, Quebec etc.

At Winnipeg convenient connection is made for points west and including the Pacific Coast via Canadian Northern Railway, Grand Trunk Pacific Railway and Canadian Pacific Railway, according to destination.

Via the Canadian Government Railways is the quickest and most convenient route between Eastern and Western Canada, through a country of marvelous scenic beauty and over one of the finest and smoothest roadbeds in America.

Full information regarding fares via this route and reservation for sleeping car accommodation may be made on application to the nearest local ticket agent of the Canadian Government Railways—37-2.

TO LOCATE IN REGINA
Mr D Leo Dolan of Sydney, formerly of Fredericton is going to Regina where he will take a position on the rectorial staff of the Post. Mr Dolan has been engaged in newspaper work in both Fredericton and Sydney for some years. Recently he has been with Cooper Bros. contractors at Sydney.

A man who gave his name as Corbeau was arrested at the railway station on Monday by Chief Constable He was on his way from Montreal to Halifax, but missed his train at Newcastle and came to Chatham by mistake. He had been drinking and when his grip was examined it was found to contain four tins of liquor for the carrying of which he was obliged to pay into the courts \$55—World

Proof that Some Women do Avoid Operations

Mrs. Etta Dorion, of Ogdensburg, Wis., says:
"I suffered from female troubles which caused piercing pains like a knife through my back and side. I finally lost all my strength so I had to go to bed. The doctor advised an operation but I would not listen to it. I thought of what I had read about Lydia E. Pinkham's Vegetable Compound and tried it. The first bottle brought great relief and six bottles have entirely cured me. All women who have female trouble of any kind should try Lydia E. Pinkham's Vegetable Compound."

How Mrs. Boyd Avoided an Operation.

Canton, Ohio.—"I suffered from a female trouble which caused me much suffering, and two doctors decided that I would have to go through an operation before I could get well."

"My mother, who had been helped by Lydia E. Pinkham's Vegetable Compound, advised me to try it before submitting to an operation. It relieved me from my troubles so I can do my house work without any difficulty. I advise any woman who is afflicted with female troubles to give Lydia E. Pinkham's Vegetable Compound a trial and it will do as much for them."

—Mrs. MARRA BORD, 1421 5th St., N. E., Canton, Ohio.



Every Sick Woman Should Try
LYDIA E. PINKHAM'S VEGETABLE COMPOUND
Before Submitting To An Operation

LYDIA E. PINKHAM MEDICINE CO. LYNN, MASS.

Pridham-Whitehead Wedding at Chatham

A very interesting event took place at the home of Mr. Ann Whitehead, Chatham on Wednesday morning, at 11:30 when Rev. Dr. Wylie officiated in marrying his daughter Miss Isa Whitehead, to Mr. Frank Tappin Pridham, of Alberton, P. E. I.

The bride who was unattended was becomingly costumed in blue pussy willow Taffeta, and georgette crepe with hat to match and carried a bouquet of sweet peas and maiden hair fern.

Only the immediate friends and the contracting parties were present at the event, and Mr. and Mrs. Pridham left on the Ocean Limited for a short honeymoon trip to P. E. I. Mr. Pridham was for some time the efficient assistant at Messrs. Harve's Studio, but now proprietor of the Harvey Studio, Fredericton, and one of the Capitals rising young business men.

Their many Miramichi friends extend congratulations to which the Union Advocate is pleased to join.

Miss Ruth Henderson of Douglasville, left Tuesday for Baltimore where she will enter Johns Hopkins Hospital as student nurse.

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Everjet Elastic Paint

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Stormproof and Stormking maximum value in Rubber Roofings. Ready to apply with Nails and Cement

STORMTIGHT made in Liquid and Plastic can be put on by anyone. Can be applied in all weathers. Not affected by heat or cold. The only material that will repair all roofs including Galvanized, Iron, Gravel and Shingles. Also for Waterproofing Walls and Foundations. In Black, Red and White.

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