POOR DOCUMENT

THE EVENING TIMES-STAR, ST. JOHN, N. B., TUESDAY, FEBRUARY 24, 1925

County Council Rescinds Fire District Order of January

COUNTY SECRETARY RAISES QUESTION

Matter of Legality of Motion Is Presented at Municipal Session.

The resolution passed at the January meeting of the Municipal Council by which it was proposed to make Beaconsfield part of the fire district to

Beaconsfield part of the fire district to be served by the Fairville fire department, was rescinded at a special meeting of the council vesterday afternoon and a resolution was adopted by which the former bounds of the two districts were restored. After the meeting had adjourned the county secretary said that he believed the city members of the council had no right to vote on the question and that both resolutions adopted were out of order.

A motion to appoint a committee to meet with a committee from Beaconsfield and discuss the whole matter of fire protection was made and seconded but when Councillor O'Brien said the Lancaster councillors would refuse to act on such a committee unless the consolidation of fire districts was restored it was withdrawn. Councillor Campbell said that as the council had ursuped the powers of the Lancaster councillors the only thing left for them was to resign.

- Boundary Restored.

It was then moved by Councillor Potts and seconded by Councillor Simpson that the resolution of January 20, 1925, consolidating the two fire districts in the parish of Lancaster be rescinded. Councillor O'Brien asked if the city members had a right to vote on this matter. The county secretary said if this motion passed the fire district was abolished and nothing was left in its place. If it passed there would be needed a second resolution re-establishing fire districts one and two

He also pointed out that rescinding the motion would not recall the warrant which had already been issued and must be collected for this year.

The warden ruled that the city members had a right to vote and the motion

Bruises



prevents blackening

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-kills pain!

BAD HEADACHES

"Fruit-a-tives" Completely Relieves



VALIQUETTE

"For over three years, I was troubled with very bad Headaches, Nervous Dyspepsia and Liver Troubles. Then, I began taking "Fruit-a-tives". Very soon my condition improved, and thanks to these wonderful fruit tablets I am once more entirely well".

The wonders of the famous Fruit Treatment are only revealed when you read a letter like this, which comes from Madame Valiquette, 1133 Notre Dame St. W., Montreal.

"Fruit-a-tives" is the juices of apples, oranges, figs and prunes, intensified and combined with tonics—and forms a complete fruit treatment for Stomach, Liver, Kidney and Skin Troubles.

25c. and 50c. a box — at dealers or sent by Fruit-a-tives Limited, Ottawa, Ont.

o rescind was carried by a vote of 13

Mas to resign.

Delegation Heard.

At the opening of the meeting a delegation from Beaconsfield, composed of Messrs, C. O. Morris, E. H. Cairns and W. L. Doherty was heard. Mr. Morris, who acted as spokesman, said they

ENO's for Constipa-tion, Indigestion, Heartburn, Nervous-ness, Impure Blood, Depression, Failing appetite, Liver Dis-orders, Sleeplessness,

BEACONSFIELD ENDED YEARS OF REBUILDING HER HEALTH FROM A SHADOW OF HER FORMER SEL

Montreal Woman Tells How She Overcame Nervous Dyspepsia and Bodily Exhaustion

From a shadow of her former self, Mrs. Eva Roy, 902 Laurier avenue, Montreal, is completely re-establishing her health, and how she is doing it she has just told for the benefit of countless men and women here who are suffering as she did.

"For many years I was a sufferer from nervous dyspepsia," Mrs. Roy explained in describing her condition, "This was followed by constipation, which further disturbed my system, and eventually I became so weakened and my nervous system became so affected that I fell a prey to insomnia.

"Suffering as I did and with energy exhausted, I became pale, weak and only a shadow of my former self. I was in this deplorable condition when men and women who had rebuilt their health with Wincarnis declared that I owed it to myself to try the safe Wincarnis treatment.

"How I regret that I did not heed them sooner. A change began to take place in my health almost as soon as I began to take wincarnis, "Oh, how encouraged I felt.

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Board Well Satisfied With Way Law Has Been Complied With.

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The same of the city members, be appointed to meet with delegates from Beaconsfield to consider fire protection and all previous resolutions passed at this meeting be repealed. This was ruled out of order by the chair and Councillor O'Bren announced that the Lancaster councillors would not have anything to do with any committee. The motion of Councillor Bullock was then withdrawn.

The council then adjourned.

JOHN MAHANEY WALKS.

Litle John Mahaney, the only boy of the famous quadruplets, is now walking "on his own." He can get around very nicely on his own sturdy legs without the help of any supported to take pedestrian exercises. The four babies are well and growing steadily stronger.

An automatic fire-extinguishing plant has been perfected for airships.

Those Approved.

The names of those who were approved at the last meeting have already been published. Those who were recommended for certificates last evening were as follows: Edward Shortis, C. H. Dunbrack, James T. Henderson, William Crosby, Percy Harrahan, B. C. Quinlan, Joseph O'Brien, John Leek, C. H. Oatey, L. K. Furze, Arthur Doyle, Frank Cuthbertson, George McAuley, H. B. Fairweather, H. J. Glow, A. Hinds, G. Penny, L. H. Hatfield, Frederick Farris, Joseph Doody, F. C. Frankland, F. J. Legere, C. R. Murray, Andrew A. Green, W. McKenzie, A. S. Cameron, J. M. Bard, S. Dupuy, B. A. Weatherby, F. T. Sharkey, W. J. Harrington, W. P. Coughlan, F. L. Donohue, J. A. Willis, J. J. Butler, P. Campbell, H. R. Weatherhead, E. C. Tufts, Henry A. B. Blake, Fred Ward, L. F. Lambert, Nell Connolly, J. Corbett, E. Lambert, Nell Connolly, J. Corbett, E. Lambert, J. R. Shaughnessy, A. P. Godin, H. J. Arsenault, W. A. Gallop, J. W.

Steeves, W. J. Coyne, John J. Hughes, perience.

oseph Fewer, A. R. Wetmore and L. PATIENT TURNED AWAY.

The board of examiners is made up as follows: Dr. G. G. Melvin, chairman, Fredericton; W. J. Crawford and Joseph P. Henneberry, St. John, and E. G. Scheid, secretary, Fredericton.

Several apprentices have registered Several apprentices have registered Several apprentices have registered several patients at times and several patients have been refused admission on the day on which it was hoped they would be received.

A fly itself is harmless but as a germ necessary at all times to have provision necessary at all times to have provision necessary at all times and several patients have been refused admission on the day on which it was hoped they would be received.

GIVEN Montgomery, H. L. Smith, J. H. Wilson, D. J. Donovan, W. G. Crowley, E. tion after they have had five years' extion has been so much in demand that

there has been a waiting list for patients at times and several patients

LAXATIVE

wrup Pepsin

Ten Million Bottles_

VERY year ten million bottles of Dr. Caldwell's Laxative Syrup Pepsin are bought by people who recognize the value of this great laxative as a builder of healthy bodies through the relief of constipation.

This tremendous popularity has been built on confidence. The formula originated and used so successfully by Dr. Caldwell in his own practice has never been changed.

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Lowest Grain Rates in the World

ANADA possesses the greatest railway mileage per capita of any country in the world.

Operating and construction costs are as high or higher in Canada than in any other country.

Costs of materials and supplies of all kinds are as high or higher in Canada than in any other country. Railway wages in Canada are practically on a level with those

of the United States. Canadian Pacific rates on grain are the lowest in the world.

And 55 per cent of its western traffic is grain. Compare these rates on grain with those in the United States:

Calgary to Vancouver..... 641.7 miles 22½ cents per cwt. Nyack to Seattle 643 " 32 Edmonton to Vancouver..... 765.4 " 22½
Shelby, Mont., to Seattle..... 765.8 " 32 Viking, Alta., to Vancouver ... 844.2 " 25 Vaughan, Mont., to Seattle ... 852.9 " 32

These rates, applying on the Canadian Pacific, have been adopted by the Railway Commission as the standard rates for all roads from the prairies to the coast.

The rates quoted above are for west-bound grain traffic. A comparison of rates on east-bound traffic shows even greater disparity between Canadian and United States rates, in favor of the Canadian shipper, as the following shows:—

Winnipeg to Fort William 420 Leeds, N. Dakota, to Duluth 417	miles 14 " 19½	cents per	cw "
Maple Creek, Sask., to Fort William1013 Galata, Mont., to Duluth1014	. 23 " 43		"
Calgary, Alta., to Fort William . 1243 Rexford to Duluth	" 25	" "	"

In 1923, with a huge grain crop, Canadian Pacific earnings per ton per mile on its western lines were .89 of a cent, while its eastern lines earned

Tons per mile handled on western lines in 1923 amounted to 1,788 as against 3,636 on eastern lines.

Advocates of "equalized" rates take into consideration only one factor—grades. Cost of construction, return on in-

vestment, increased operating expenses due to longer mileage, density and character of traffic—all these are left out of the reckoning.

If these items must be left out of consideration in fixing grain rates from the prairies to the coast, how are they to be provided for?

Is the loss on grain traffic to be made up by higher rates on other commodities? Is it to be charged on traffic in some other part of the country or is the government to collect it in taxes from all the people?

The Canadian Pacific cannot avoid paying its capital obligations. It must earn those charges out of its business of transporting traffic.

It asks only a fair consideration of the situation by the people of Canada. There is no mystery about railroading. It is a business of cost and profit just as is any other business, grain growing or manufacturing. There is only one way to meet operating expenses and capital charges-by earn-

CANADIAN PACIFIC

It Spans the World