

ABLE TO DO HOUSEWORK NOW

Sick a Year. Got Great Benefit from Lydia E. Pinkham's Vegetable Compound

Bloomington, N. S.—"I took Lydia E. Pinkham's Vegetable Compound for pains and headache, also for nervousness, sick headache and sleeplessness. I was troubled in this way for over a year, and a friend told me about the Vegetable Compound and induced me to take it. I must say I have received great benefit from it and am able to do my housework now. I recommend the Vegetable Compound myself and am willing for you to use this letter as a testimonial."—Mrs. WILLIAM MORSE, Bloomington, Annapolis County, N. S.

Do you know that in a recent canvass among women users of the Vegetable Compound over 220,000 replies were received. To the question, "Have you received benefit by taking this medicine?" 98 per cent. replied "Yes." This means that 98 out of every 100 women are in better health because they have given this medicine a fair trial.

HIGHGATE

HIGHGATE, N. B., June 8—Mrs. Maria Olmstead has returned home after visiting friends and relatives in Hartland, East Brighton, Somerville and other places.

Beecher Stewart, Road Supervisor, has been working on the road at Coldstream during the past two weeks.

Tommy Clark is engaged in hauling lath for Ben Clark, Mainstream.

Mrs. Darold Stockford is visiting Mrs. Thomas Stockford of this place. Among those who attended the play, "A Poor Married Man," at Hartland last Tuesday evening were Ruby Slipp, Lulu Stewart, Wendell Stewart, Hartley Stewart and Harley Stewart.

Harry Stewart and Miss Margaret Hopper were calling on Mrs. Beecher Stewart Thursday evening.

Mrs. Raleigh Britton, who has been visiting her parents, Mr. and Mrs. Beecher Stewart of this place and Mr. Britton's parents, Mr. and Mrs. Geo. Britton, Hartland, returned to her home at Sussex, on Saturday last.

Edwards Williams, Cloverdale, was recently calling on friends in this place.

MORE FAITH.

There appears in these columns two short reports, each of which pertains to projects in which the residents of this county in general and the farmers in particular, should be interested. The one, by far the most important, refers to the unsuccessful attempt to amalgamate the potato shippers interests into one large marketing organization, the other, which to a smaller degree, perhaps, contributes to a bettering of marketing methods, draws attention to a recently adopted policy for the marketing of eggs and poultry in this province.

The greater of the two, confronted with bigger obstacles, met with failure in its initial attempt to effect organization. The smaller project though one capable of bringing about material benefit to those to whom it caters, is meeting with an attitude unfavorable to successful and widespread organization, because of a stipulated small assumption of responsibility by those who subscribe to the constitution in question.

In both cases, however, we do not believe that the responsibility assumed by the co-operators is the paramount obstacle to organization. In the background, but ever present, there is that colossal barrier to human achievement to whose credit or discredit must be attributed the greater proportion of failures—the lack of faith in one another.

If we could but cast aside our distrust and pool our faith, resources and ability, there is much that we can accomplish to improve our own conditions and those surrounding our neighbors. No other single factor has contributed more liberally to the impediment of progress in this or any other country than the suspicion and consequent discord, with which is viewed by too many projects promulgated to best serve the interests of the country.

Opportunities correspond with almost mathematical accuracy to the ability to use them. Opportunity to better our conditions are daily afforded us. Why then can we not see in the other fellow that honorable, courageous and intelligent character with which we firmly believe ourselves to be endowed and join with him in promoting plans intended to be productive of prosperity to our country. There is no defeat except from within. There is really no unsurmountable barrier save our own inherent weakness of purpose. Let us get into the habit of looking for the silver lining of the cloud and haying found it, continue to look at it rather than at the leaden gray in the middle—Sentinel.

People who use "Red Rose" are usually those who like tea of extra good quality

RED ROSE TEA "is good tea"

The ORANGE PEKOE is extra good. Try it!

to claims, have not only been convinced but actually sold through intelligent presentation.

"I will cite an instance, one of a well known music teacher, who did not believe in reproducing pianos. I happened to have a record made by one of her favorite pupils and concocted a situation wherein she was enabled to hear the reproduction.

"I know of only one person who can play that piece as it was played, but I am sure that you do not know her, for she is miles away," she said. "The lady mentioned the name of

her pupil and I simply rewound the roll to show the young lady's name clearly printed thereon."

The reproducing piano opens up wonderful educational possibilities in the whole field of piano literature for the musician or the amateur or the lover of music. It sets new standards of accomplishment and is invaluable for comparison of the playing of the greatest pianists of the present day.

OBSERVER ADS BRING RESULTS

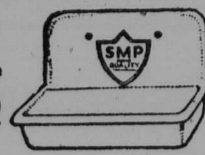


WARNS ABOUT EARLY ELECTION?

It is reported that Hon. E. J. McMurray, Solicitor-General, has advised his executives in Winnipeg to prepare for an early election. This same report has also alarmed the Progressives and Robert Forke, M.P., their leader, is said to have advised his Western friends to stand to arms as an election was in

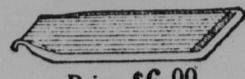
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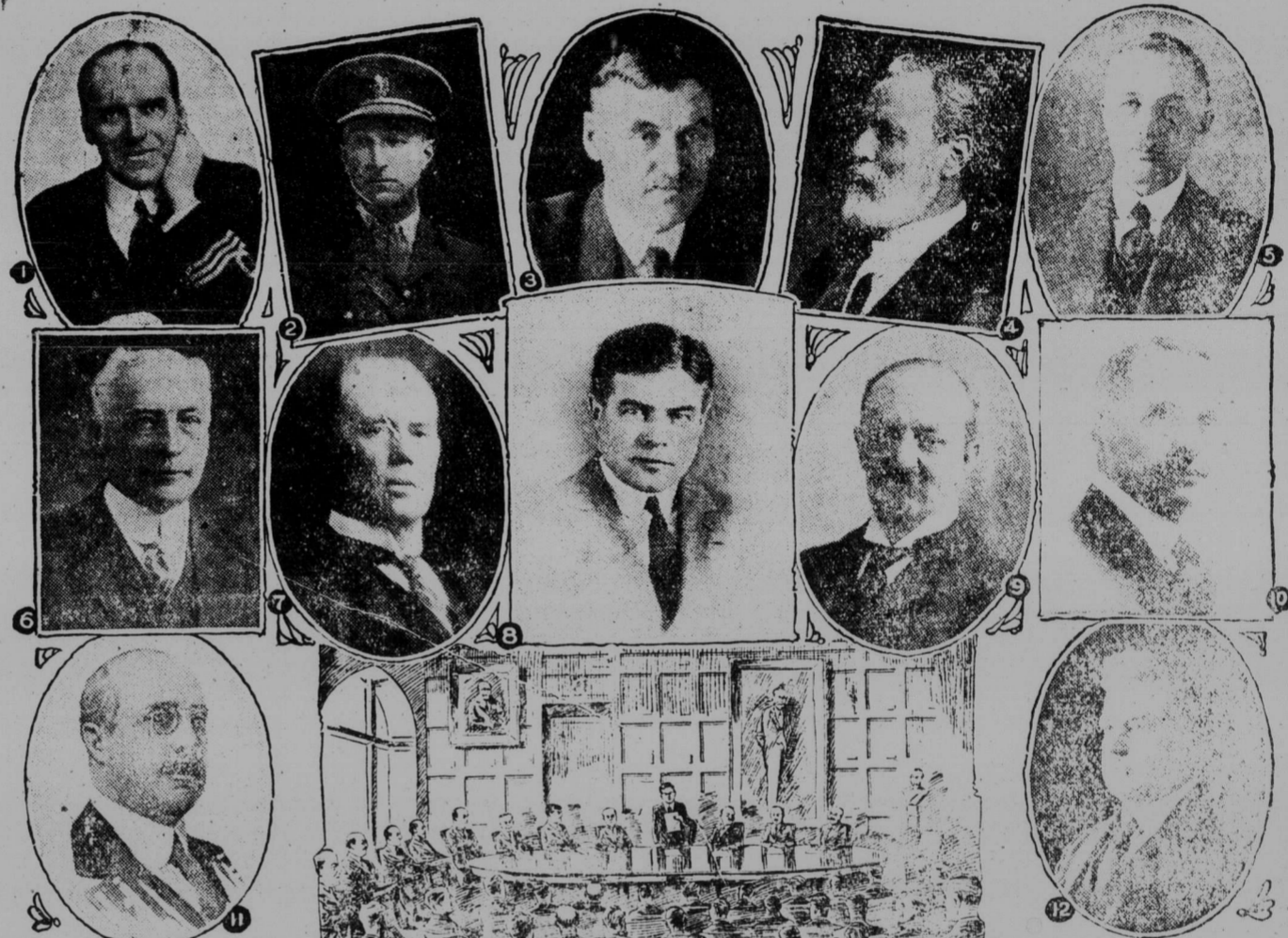
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If the next war is to be fought in the air, as predicted, it will have to wait until the last one gives it up.

Canada's Affairs Discussed at Railway Meeting

President of great National Institution Tells of Country's Business Conditions and Discusses General Railway Situation—Immigration Shows Signs of Coming Improvement.



- 1 J. K. L. Ross, Director.
- 2 Rt. Hon. Lord Shaughnessy, K.C.
- 3 Grant Hall, Vice-President.
- 4 Hon. Frederick L. Beique, K.C., Director.
- 5 W. H. Curie, K.C., general Solicitor.

- 6 John Leslie, C. apted.
- 7 Sir Herbert S. Holt, Director.
- 8 E. W. Beatty, Chairman and President.
- 9 L. G. Ozden, Vice-President.
- 10 Ernest Alexander, Secretary.
- 11 F. W. Molson, Director.
- 12 W. N. Tilley, K.C.

A glimpse at a corner of the big room in which Canadian Pacific Shareholders gather to hear the annual address of Chairman and President E. W. Beatty on national business conditions and the Company's affairs.

The annual shareholders' meeting of the Canadian Pacific Railway is one of the important financial events of the year as naturally follows from the position held by that company as a great national institution the activities of which touch every branch of Canadian life. On the first Wednesday in every May the shareholders gather to hear the president tell of the company's past year and to elect directors to carry on its great work. At these meetings are always to be found many of the country's leaders in industry, commerce and finance representing all parts of the Dominion, and the president's report is looked upon as an epitome of business conditions throughout the whole of Canada. Of course, all the shareholders cannot attend, they are far too many and they are too widely scattered, particularly in recent years when the holding of Canadian Pacific stock or bonds has greatly grown in popularity among the small investors of the country. If all were present the gathering would be a great mass meeting and the country towns, villages and even the farming districts of Canada would be represented to a surprising extent.

The meeting was this year held on May 6 and the chairman and president, Mr. E. W. Beatty, drew attention to the company's lessened earnings during 1924 which had resulted from a decrease in the movement of manufactured articles and a smaller crop movement for the year. These conditions, he said, had continued during the first three months of the present year, but during the month of April the decrease in gross earnings were appreciably less which gave ground for the belief that conditions were slowly improving. With a good crop, particularly in Western Canada, there was cause for confidence that the results of the year's operations

would be reasonably satisfactory. He pointed out, however, that neither rail nor ocean traffic had reached normal proportions and that until they did so the company's expenditures for capital, maintenance and general operation must be curtailed so far as may be without impairing the high standard at which the property has always been maintained. Mr. Beatty referred to the government proposal to subsidize a line of freight steamers on the Atlantic under the proposed Petersen contract, and pointed out that particularly during the past 2 years Atlantic shipping operations have been conducted with very unsatisfactory financial returns. He said the companies felt they had been placed on trial and therefore were making the fullest disclosures of the traffic conditions and of the results of the operation of the Canadian Pacific Steamships, Ltd.

Attention was drawn to the need of an aggressive immigration policy and the unsatisfactory results so far this year when 10,792 immigrants came to Canada as against 23,880 during the same period of the previous year. Mr. Beatty pointed out there was nothing fundamentally unsound in Canada's immigration laws, but there was an apparent lack of concerted and definite policies in Great Britain and on the continent. There was encouragement in the fact that emigration from the British Isles was becoming more active, enquiries from the United States were becoming more numerous and the continental field showed considerable promise.

In this address Mr. Beatty felt impelled by the prominence which the general railway situation has recently been accorded in parliament and through the country generally to make some references thereto. He noticed and welcomed an awakening of public interest quite contrary to the disinterested apathy heretofore

displayed by Canadians towards transportation matters. Mr. Beatty drew attention to the statement often heard that the present railway situation in the Dominion was due to the failure in former years of private undertakings, the inference being that defects of private ownership and administration resulted in the establishment of public ownership. Mr. Beatty pointed out that the principal causes of the present unsatisfactory conditions "was undoubtedly the formation from time to time of policies of extensive new construction and duplication of existing lines, in most, if not all cases by the government or with government assistance and in anticipation of a much greater development than the country has enjoyed."

Failure was almost inevitable, Mr. Beatty continued, since the undertakings were so far in advance of the country's existing or immediate future requirements, and it did not seem material whether the over-ambitious projects were launched by the government of the day or were conceived by individuals or companies. In each case these undertakings received the financial support of the government and the approval of the people of Canada, without which they could not have been completed, but in neither case could their break-down be attributed to private ownership.

In consequence of the existing conditions, there was, said Mr. Beatty, a general and deep-rooted desire for railway economies, for the elimination where possible of intensive competition and duplicate services and the utilization where feasible of joint facilities. In this connection the president of the Canadian Pacific Railway pointed out that the position of his company was unique. He stated that many of the lines of railway now forming the National System were not constructed as part of one

railway conception, but were conceived and designed to compete with each other as separate transportation units, while each of them, in addition, was in competition with the Canadian Pacific system.

The consolidation of the National System had, he said, brought, in consequence under one administration, lines which were originally designed to be competitive and in no sense part of a unified system. On the other hand, the Canadian Pacific Railway had been conceived and constructed as one system, had been a single system, each part of which was planned to support the other. There had further been heavy expenditure of public monies with a view to bringing the national system lines to a higher state of efficiency, in particular by the addition of much modern equipment and power. Since little new traffic had been developed in Canada in the last five years and a very moderate amount of new territory opened, the expenditures were aimed to take from the Canadian Pacific Railway as much as improved service and large expenditures could accomplish.

As to the larger question of the future relations which the two systems would bear to one another, Mr. Beatty said: "We propose to work in the greatest possible harmony with the National Railways consistent with the interests of your property and of its owners. I am convinced that the vast majority of Canadians, especially the business interests of the country, do not desire to see the company either absorbed or menaced. I should add, too, that no proposals of any kind from the company to the Government or from the Government to the company have been made save those to do with the question of reducing economic waste through the elimination so far as possible of duplicate services."

CORNS

Lift Off—No Pain!



Doesn't hurt one bit! Drop a little "Freezone" on an aching corn, instantly that corn stops hurting, then shortly you lift it right off with fingers.

Your druggist sells a tiny bottle of "Freezone" for a few cents, sufficient to remove every hard corn, soft corn, or worn between the toes, and the foot calluses, without soreness or irritation.

ROOFING

I have a first class roofing paint for both steel and cedar shingles, or any other kind of roofing. It is called ASBESTOLINE and is guaranteed on cedar shingles for seven years, on steel shingles ten years. If it cracks or peels it will be replaced free of charge.

When you want real roof protection at low cost—use ASBESTOLINE. It also gives you a cheaper rate of insurance.

I have it in five gallon cans and ten gallon cans. A good stock of oil and white lead on hand. Call at

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