

The Economy of Fine Quality

"SALADA"
TEA

is always fresh and of full strength. It therefore draws more richly in the teapot. Try it.

Fire Destroys Blackville Home

About 7.30 Thursday evening fire broke out in the home of Charles Schaffer Blackville burning it to ashes. The building was a new one having been built during the past summer. The only furniture saved was the piano, kitchen cabinet and part of the dining room set. All their bedding and clothes were burned. Mrs. Schaffer is at present in Montreal visiting her mother.



Apply Minard's every day and rub it in well with the finger tips. It penetrates and heals. Removes inflammation.

A remedy for every pain.

**"Child's Eyelids Inflamed Stuck Together and Bled"**

Mr. E. P. Kimball, Entwistle, Alta., writes:

"Our little girl from birth was troubled with inflamed eyelids and in spite of several remedies, grew worse until at the age of sixteen months her eyes could not be opened after sleep without bleeding, a waxy discharge sticking the lids together and adhering with great tenacity. The child's grandmothers were consulted by mail, and both responded with a little sample box of Dr. Chase's Ointment. These were used as directed, and lasted until we could obtain a further supply from Edmonton. Improvement was very marked from the first application. The waxy discharge was easier removed and did not reappear. Inflammation subsided and has not returned."

Dr. Chase's Ointment

60 cts. a box, all dealers or Edmanson, Bates & Co., Ltd., Toronto

More Eggs, pratts.

Plenty of eggs, winter and summer; don't let your hens loaf or just be boarders. We GUARANTEE your hens will lay more eggs, or your MONEY BACK from your dealer. We will send you a copy of PRATT'S POULTRY BOOK FREE. Write for it TO-DAY.

Poultry Regulator

PRATT FOOD CO. OF CANADA, LTD., TORONTO

The court of neighbours

The friends you ask to meals—all who eat in your home—pass judgment on your baking skill.

If you want to be known as a good cook, use Quaker Flour. It makes bread, cakes and pastry that win sure approval in any company.

Quaker Flour

Always the Same—Always the Best

Deal with the dealer who sells Quaker Flour. If you do not know his name, write us and we will direct you.

A Product of The Quaker Mills, Peterborough and Saskatoon

ANNUAL MEETING OF CHATHAM HOSPITAL AID

The annual meeting of the Chatham Branch of the Miramichi Hospital Aid was held in the Town Hall on Tuesday, Jan. 20th.

Reports of the year's work were read and showed the Society to be in a flourishing condition. In addition to supplying articles necessary for the maintenance of the Baby's Room and the Emergency Operating Room, for both of which this Branch has assumed responsibility some articles were provided for use in other departments of the Hospital and a cash donation of \$500 was made to the Nurses Home.

The Society has suffered the loss of three valued members during the year—Mrs. J.B. Snowball, Miss Snowball, and Mrs. W.H. Snowball. Another matter for regret is the retirement from office after six years of efficient service of our President, Mrs. F.M. Tweedie. As a token of appreciation of her work she was unanimously elected Honorary President and member of the Executive.

The offerings received during the Week of Prayer were handed to the Treasurer by Rev. J.H.A. Anderson and amounted to \$23.74. The Society is grateful to those who thus made contribution to the work. The day and hour of the society's regular meeting was changed from the first Friday of each month at 3 o'clock to the second Friday at 3:30 o'clock.

Officers for this year are:—Honorary President—Mrs. F. M. Tweedie

President—Mrs. F.E. Jordan
1st Vice Pres.—Mrs. G.B. Fraser,
2nd Vice Pres.—Mrs. A.J. Loggie
Secretary—Miss Muriel Ellis
Treasurer—Miss Alice Logie
Auditor—Mr. R.A. Logie
Buying Committee—Mrs. F.M. Tweedie (convenor) Mrs. A.J. Loggie
Miss Pierce.

Work and Cutting Committee—Mrs. D. Sadler (convenor) Mrs. H. Magger, Mrs. Wm. Scott, Mrs. J.C. Godfrey, Mrs. A. W. Waiters

COLD AND HUNGRY—PEASANTS OF ERIN / FACE PESTILENCE

Dublin, Jan. 30.—Eye witnesses to the distress and suffering in Ireland due to the failure of the potato crop brought word to Dublin today that underlying conditions in the blighted areas were indeed worse than in the black year of 1847 when thousands eventually died by the roadside, of starvation.

Conditions in the present famine have not yet advanced to that extreme but those who saw friends in Connemara and Donegal this week

After Every Meal

Pass it around after every meal. Give the family the benefit of its aid to digestion. Cleans teeth too. Keep it always in the house.

"Costs little—helps much"
WRIGLEY'S

declare fatalities of 1847 will be exceeded unless relief measures are immediately augmented.

Ill clad women and children deprived of warmth and food through excessive rainfall of the last few weeks, are living in shivering hovels with practically nothing to eat. Their men are in despair with the potato crop blighted and fuel well nigh unobtainable.

On the western and northwestern coast, housing conditions are normally exceedingly poor; they are now appalling. Besides the ravages of heavy rains, fierce gales have whipped the roofs from many cottages in Connemara.

As one passes from town to town along the western seaboard signs of genuine famine are very apparent. Children with sunken cheeks, lie in sodden beds of clay huddled together for warmth and crying for food.

Nurses are busy throughout the stricken areas, fighting first signs of pestilence, while an army of male volunteers in trying to get fuel to the sufferers. The Free State Government is co-operating in an attempt to organize coal distribution.

In normal times the peat-bogs furnished fuel to the west, but now the cut peat still lies in the bogs, rain-soaked unfit for fuel, while the people pick up what wood they can find. In Kerry they are burning rail road ties, which are cut up and distributed; hoarded and burned to the last ember.

County Athlone where farmers normally are self sustaining was laid by eye witnesses to be in frightful condition, unparalleled within the memory of the oldest inhabitants. Here, where the land is normally dry, the continuous rain fall has soaked everything. At that conditions are far better than in Connemara where even in the best of seasons the land yields only a bare living.

To make matters worse the River Shannon famed in song was flooded and devastated farms along its banks carrying away hay mows and forcing many farmers to leave their submerged houses.

N. B. Potatoes are Wanted in Ontario

New Brunswick potatoes find a ready market in Ontario and many more could be handled there if properly advertised according to C. D. Devlin.

He was eating potatoes from this province this winter because he had become acquainted with the quality and went after them and got them in the Toronto market.

Why the potato growers did not insert a small ad in the Toronto papers advertising their wares as the best produced in Canada he could not understand. The price was 10 or 15 cents a bag higher than the Ontario potato but the difference in the quality more than made up for the difference in the outlay, was his idea.

JANUARY WAS COLDEST MONTH IN FIFTY-TWO YEARS

January of 1925 passed away one of the most severe winter months experienced in many years. The statistics of the weather prepared by Dr. C.C. Jones at the Dominion Meteorological Station, show that the month was marked by fine weather but very cold with more bright sunshine than usual, no rain and not much snow. The coldness of the weather is indicated that the mean temperature was 8 degrees below the average for fifty two years.

The statistics follow:—Mean temperature, five degrees below zero; mean temperature for preceding January thirteen degrees above; average mean temperature for fifty two years, thirteen degrees above.

Highest temperature was 33 degrees above on the 4th and 5th; in January 1924, 49 above on the 11th. Lowest temperature 35 degrees below zero on 19th; in January 1924 21 degrees below on 27th.

No rainfall was recorded in the month. Snowfall totaled 24.5 inches. Total precipitation 2.5 inches. Total precipitation for January 1924, 3.2 inches. Average total precipitation, 3.9 inches.

Hours of bright sunshine were 125 compared with 120 for January 1924 and an average of 111 for 52 years. Wind mileage for the month was 6,013.

RAIN BADLY NEEDED

Drought conditions which have caused trouble in rural sections for some months past are still aggravated and heavy rains would be a great boon. Precipitation has been below the average for the past summer and autumn with result that springs and streams have been reduced to a minimum. During the winter conditions have been made worse by the extremely cold weather and absence of thaw. The fall of snow has been about the average but as there has been no opportunity for it to melt those depending upon springs and streams for water for domestic and stock purposes have not been aided.

It is reported that in the higher sections of Central New Brunswick farmers have been hauling water for five miles for their cattle and for use at home. Any stream with sufficient water and any lake within reach is a centre of attraction.

Remarkably low level in streams which ordinarily have a considerable flow at this season of the year is reported.



Zam-Buk

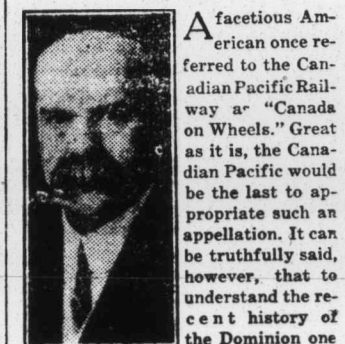
"A fiery irritable rash on my hands turned to eczema," says Mrs. H. McDonald, of Oyster Ponds, N.S. "After medical treatment failed, I tried different salves and blood-purifiers. But my skin got steadily worse, and became one dreadful mass of eczema."

Quickly Ends
"After a year's suffering I was persuaded to get Zam-Buk. I shall never forget how it soothed the fiery pain and itching. Day by day, as I persevered with Zam-Buk, the sores lessened and died away, until in time my skin was thoroughly purified and healed."

Of druggists everywhere see box. Proved best for all skin troubles.
FIERY ECZEMA

**NEW BOOK MAKES ROMANCE OF HISTORY**

Tells Story of Canadian Pacific Railway and Building of Dominion



A facetious American once referred to the Canadian Pacific Railway as "Canada on Wheels." Great as it is, the Canadian Pacific would be the last to appropriate such an appellation. It can be truthfully said, however, that to understand the recent history of the Dominion one

R. G. MacBeth must know that of the Canadian Pacific. Now at last comes a volume, well illustrated with photographs, which presents that history in its most palatable form—that is, in a form emphasizing the human factor—"The Romance of the Canadian Pacific Railway," by R. G. MacBeth (the Ryerson Press, Toronto, \$2.50).

The author, who has a number of historical works to his credit, is singularly well equipped. Apart from his literary skill, he has the advantage of having lived in the Canadian West all his life. He has always been in close touch with the Canadian Pacific, though he is careful to point out that he has never been connected with it and has written and published his book independently.

Mr. MacBeth here traces the amazing story of the company's development into the world's greatest transportation system; of the steamships, of the telegraph and express; colonization; irrigation; hotels and bungalow camps; of its war service and of all its activities, with a wealth of interesting detail which illustrates the brilliant administrative and organizing ability of its executive.

Canadians should be proud, as Mr. MacBeth reminds them, that their country approved the construction of this pioneer transcontinental when the population was only 4,000,000, though the United States had not dared to undertake a similar road till she had ten times that number. The frightful difficulties, political, technical and financial, through which the company's sponsors and founders fought their way to victory are well summarized. For instance, it is recalled that sections of the line north of Lake Superior cost \$500,000 a mile to build, and a muskeg east of Winnipeg swallowed seven tracks before it was conquered. The author shows that the triumphant accomplishment of the work was especially creditable because it took place in a period of immense depression.

Sir William Van Horne, general manager and later president, that man of tireless energy, vision and determination, is the central figure in the volume and there are many anecdotes illustrating his versatile character. But all the other great men of the company—Mount Stephen, Shaughnessy, Beatty, Angus and a host of others—receive their due. Lord Shaughnessy's fine words: "The shareholders and directors of the company have always been impressed with the idea that the interests of the company are intimately connected with those of the Dominion and no effort or expense has been spared to help in promoting the development of the whole country" are amply backed by the company's deeds. And the author makes a statement which is very a propos when he says: "The country and the railway, in such a case as this, must stand or fall together. Each is necessary to the prosperity of the other. Hence for one to attempt the destruction of the other is practically a roundabout but effective way for that one to commit suicide."