

EMPIRE FOREST CONFERENCE TO VISIT NEWCASTLE

The Empire Forest Conference party in its tour of the Maritime Provinces is scheduled to reach St. John on the morning of August 1, at six o'clock. The members of the party will proceed by motor to the property of the Pejescot Company at Great Salmon river at 8 o'clock, remaining there until 6 p.m. when they will return to the city. During the evening they will board their private car, which leaves for Fredericton at 7 o'clock the next morning. The local committee, which will be in charge of their entertainment here, has been called to meet to-day at noon to arrange for a programme.

The itinerary of the party in New Brunswick has been announced by On North Shore Col. T. G. Loggie, D.S.O., deputy minister of lands and mines.

The party will arrive at Metapedia, P.Q. early in the morning of Monday, July 30. The anglers of the party will have a chance to whip some of the fine pools of the Restigouche as guests of the Restigouche Salmon Club, while the others will go on to Campbellton, where the mills and other features of the lumber industry will be inspected. Those who will remain at Metapedia will have luncheon there.

After the party reunites it will leave Campbellton about 2 p.m. for Bathurst, where the pulp and paper plant will be visited by motor and an excellent opportunity for bathing will be given there.

Motors sent from Chatham will take the party, next morning, July 31 to Chatham via Newcastle. En route the Ked Pine lookout tower of the Department of Lands and Mines will be visited. A short distance from there a shanty luncheon will be served at one of the depot camps of J.B. Snowball & Company. The remainder of the journey south will be made via the Russell Road. The pulp mill of Fraser Comanics Limited, will be inspected at that stage.

Sail On Miramichi

The party will then proceed to Newcastle and the journey across the bridge there will afford an excellent opportunity of viewing the lumber industries that exist in that vicinity. Next Chatham and the various mills there will be visited. A sail on the Miramichi River will be a feature of the visit.

The party will leave Chatham by train at 11 p.m., reaching St. John at 6 a.m. Aug. 1st.

To Fredericton

The party will leave for Fredericton early the next morning reaching there at 10 a.m. Motors will be at the disposal of the visitors on their arrival. There will be no luncheon owing to lack of time. The stay in Fredericton will be from 10 a.m. to 1 p.m. and the time will be occupied with visits to points of interest. Places which will be visited are to be University of New Brunswick, Mitchell boom, Fredericton golf links, Marysville, Dominion experimental station and Robert Long's Hotel.

From Fredericton the party will proceed via McGinney Junction to Grand Falls, where the undeveloped water power will be viewed. From Grand Falls the party will proceed west again.

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We have rendered our subscription accounts and would respectfully request each subscriber to remit us the amount due.

RICH IN VITAMINES



MAKE PERFECT BREAD

Will Pay 25 Cents For A Newspaper

"Within the lives of those present will pay 20c or 25c to a newsboy for a copy of a daily newspaper because of the limitation of pulp as a result of forest wastage through fire," declared Mr. Ribson Black manager of the Canadian Forestry Association, in a timely address before the Lions Club at the Chateau Laurier yesterday.

"If any one is waiting for cheap lumber, he is destined for a long long wait, because the day of cheap lumber is gone," he continued. "In fact, it has been the cheapness of shingles and the cheapness of other products that has made many think lightly of forest resources."

Pointing out that timber lands belonged to the people to the extent of 85 per cent., Mr. Black declared that since Confederation 10 times as much timber had been destroyed through fire as has been hewn for industrial purposes.

"The citizen, not the lumberman is the main beneficiary of a protected forest," he said. "Out of every \$5 taken out of a log, wages and merchandise absorb \$4 and the lumber company provides the remaining dollar with the Government in taxes. Sacrifice the forest and we can count on a steady exodus from the affected districts after a 10 year period."

To oppose passage.... At a meeting of the executive of the Presbyterian Church Association held in Toronto, a statement drawn up by legal council was adopted setting forth that it would oppose by every means in its power the passage of the church

parliament and the Provincial Legislatures. The statement registered its objection to a circular sent out by the general board of the Presbyterian church asking for donations to meet the expenses of the union committees.

The committee took definite steps to secure a Dominion organizer. It also decided to redomend to the Women's league the appointment of a lady organizer.

Here and There

In 1922 Canada produced minerals estimated to be worth \$180,622,000, an increase of practically \$6,000,000 over the previous year.

A British silk manufacturing firm has decided to establish a large plant near Quebec city for the manufacture of artificial silk yarn.

A train nearly a mile long and drawn by a single locomotive recently carried 165,000 bushels of grain over the Canadian Pacific western lines.

Almost sixteen and a half million bushels of wheat were exported from the port of Vancouver during the period September 1, 1922, to May 31 of the present year, according to figures issued by the Merchants Exchange.

Among the large number of unaccompanied women on the last westward voyages of the Canadian Pacific liners "Montclair" and "Melita" were twenty-three who were coming to Canada to be married in various parts of the Dominion.

An official in charge of the cattle shipments from the Port of Montreal recently stated that nearly 40,000 head of store cattle would be shipped from the port this year. He declared the rush seasons would be the months of August, September and October.

On her last eastward voyage the Canadian Pacific liner "Empress of Canada" established a new trans-Pacific record of 8 days, 10 hours and 55 minutes from Yokohama to Vancouver. The previous record, 8 days, 18 hours and 21 minutes, had been held since 1914 by the "Empress of Russia" of the same line.

If public deposits in banks and loan companies can be taken as a fair indication, the Canadian is the world's richest man, according to a statement made by F. A. Hatch, retiring president of the Ontario division of the Canadian Manufacturers' Association. These deposits amount to more than two billion dollars, or \$250 per capita.

According to a report of the Dominion Bureau of Statistics, 62,273,169 tons of railway freight originated in Canada in 1922, and 26,581,631 was received from foreign connections, making a total of 88,854,800 outgoing. Also 62,546,578 tons terminated in Canada and 25,438,906 were delivered to foreign connections, making a total of 87,985,484 tons.

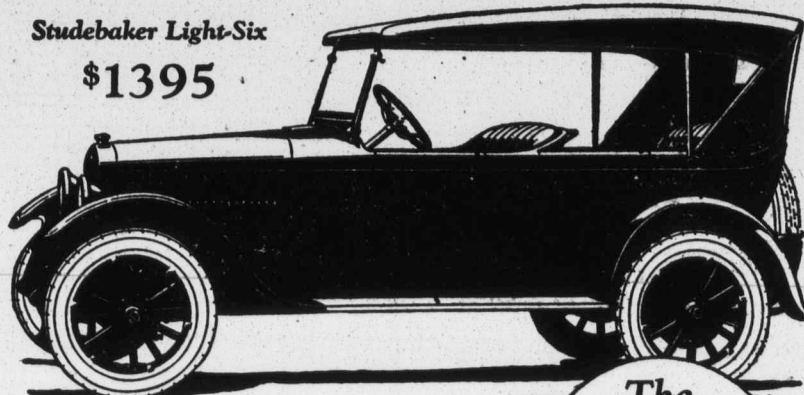
A distinct type of sheep, adapted to prairie range conditions and said to possess superior wool and sheep qualities, has been developed by R. C. Harvey, an Alberta sheep raiser. It will be known as the "Romnellet," and has been evolved after eight years' experimenting with crosses of the Romney-Margh with the Romnellet. As evidence of the wool production from this species, Mr. Harvey's annual clip is 120,000 pounds.

That Canada was gradually becoming more and more of an industrial country, and that Canadians themselves were not truly aware of the fact, was the opinion expressed before the Winnipeg Rotary Club by Prof. R. C. Wallace, of the University of Manitoba. He stated that during the past twenty-five years the population of Canada had increased 80 per cent., the railway mileage 120 per cent., while the industrial life of the country increased 700 per cent.

St. Hyacinthe, Que., has the distinction of having developed the world's largest organ plant, and by native invention and improvements evolved an instrument which receives praise from the world's first artists. An organ recently shipped by Casavant Freres of that place to Paris, France, is absolutely the first to leave the American continent for Europe, the movement having hitherto been in the opposite direction, and was so shipped because the purchaser desired the finest and most up-to-date instrument that could be secured.

STUDEBAKER

Studebaker Light-Six
\$1395



The Studebaker Light-Six

STUDEBAKER'S vast resources are utilized to manufacture (not assemble) the Light-Six complete in the newest and most modern large automobile plants in the world.

Resources, consisting of \$85,000,000 of actual net assets and \$45,000,000 of plants, make it possible for Studebaker to offer a six-cylinder car, at less than \$1500, that is emphatically superior in design, construction and performance to any car within hundreds of dollars of its price.

By complete manufacture, Studebaker not only guards the quality of each part, but saves the middlemen's profits, with the result that no other make of car ever built, by anyone, at any price, represents so great a dollar-for-dollar value as the Light-Six.

Evidence of its mechanical superiority is found in its practical freedom from vibration. This is accomplished by the perfect engine balance secured through machining the Light-Six crankshaft and connecting rods on all surfaces. This requires 61 precision operations. No other car in Canada selling for less than \$3,500 follows this practice.

It is significant, therefore, that the sale of more than 80,000 Studebaker cars during the first six months of this year broke all records. Buyers are justified in expecting more for their money in a Studebaker than in any other car.

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Coupe-Roadster (3-Pass.) 1775	Coupe (5-Pass.) 2775	Coupe (3-Pass.) 3475
Sedan.....2225	Sedan.....2950	Sedan.....3750

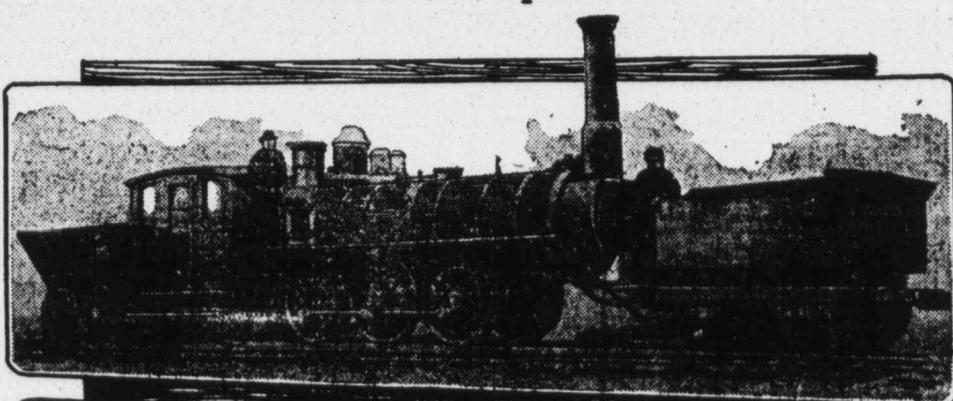
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THIS IS A STUDEBAKER YEAR

Just a Comparison.



The First Locomotive in America and the Latest.

THIS picture might almost be entitled "Ancient and Modern." It shows the "Sampson," first locomotive in America which was first used at Albion mines in 1839, and one of the new Pacific type locomotives which have been placed in commission by the Canadian Pacific Railway on all main lines, and which are chiefly responsible for this company's "on time" feature of service. The Canadian Pacific Railway have now definitely adopted this design for their heavy main line service, as representing the most desirable and efficient locomotive for economy and reliability of service, as this particular design reduces to a minimum, consistent with capacity, the number of moving parts which is essential for reliability of service under the most exacting and severe conditions.

The capacity and weight of these locomotives rank them among the biggest of their type in the world, and the largest of this design in operation in Canada. The haulage capacity of the 3300 series is 42,600 lbs., which is obtained with 200 pounds boiler pressure, cylinders 25 inches in diameter, 30 inch stroke and with driving wheels 75 inches in diameter. The weight on the three pairs of drivers of engine is 150,000 pounds and the total weight of the engine and tender in working condition is 495,000 pounds, the tender having a capacity of 8,000 gallons of water and 14 tons of coal.

The design of these locomotives was given very careful study, a trial order of engines constructed in 1899 having been made, with tests under all Canadian conditions, which fully justified all expectations for reliability and economy of operation. The boiler has been carefully proportioned and the inter-relationship of grate area, fire box volume, heat absorption capacity of different lengths of tube and gas areas more carefully thought out than is usual in most designs, which coupled together with an extremely accurate distribution of steam by an improved type of Walschaert valve gear, has given exceptional economy for a locomotive of this size.

Potatoes!

Here, at last, is the Potato Pot in SMP Enamelled Ware. All up-to-date housewives are getting them. So handy, so easy to manage. Note the strainer spout for pouring off water. Note the upright handle which locks the pot cover on when straining. Insist on SMP Enamelled Ware, smooth as china, and as strong as steel. Just say

SMP Enamelled WARE

Three finishes: Pearl Ware, two coats of pearly grey enamel inside and out. Diamond Ware, three coats, light blue and white outside, white lining. Crystal Ware, three coats, pure white inside and out, with Royal Blue edging.

A Handy Pot
This splendid pot is invaluable for boiling potatoes and can also be used for cooking other vegetables, steaming meat, etc. A very handy dish.

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