

THE UNION ADVOCATE

A WEEKLY NEWSPAPER
Established 1867

Published every Tuesday afternoon, at Newcastle, New Brunswick, by the Miramichi Publishing Co., Limited. Subscription price in Canada and Great Britain \$2.00 a year; in the United States and other foreign countries, \$2.50. All subscriptions are payable in advance. Single copies 5 cents each.

ADVERTISING RATES

The Rates for Transient Advertising in The Union Advocate, Effective January 1st 1921 are as follows

Per inch, first insertion75c.
Per inch, second insertion40c.
Per inch, third insertion35c.
Per inch, each subsequent insert, 25c.
Per inch, Card of Thanks75c.
Per inch, Engagement Announcement75c.
Per line, Reading Notices10c.
with minimum charge of 50c.
Births, Deaths or Marriages75c.
In Memoriam75c.
Poetry, per line10c.
Caps and Black Face Readers 15c per line minimum charge 60c.
All prices above are for Cash.

Persons having no account with this paper will oblige by a remittance with the copy of advertisements. Contract Display Rates on application.

All kinds of Job Printing. Address all communications to MIRAMICHI PUBLISHING CO. LTD. NEWCASTLE, N. B.

TUESDAY, JANUARY 17, 1922

MR. CRERAR SPEAKS

From his standpoint, Mr. Crerar, has given his first important utterance as to what the Government should do for the country.

In so far, as the King Government carries out what the National Progressive party demands, the Liberal party will have their support.

Mr. Crerar has declared himself as "willing to work with anyone, seeking to establish in the public administration the measures which the country requires." Of course that means, such measures, as his party thinks the country requires.

On the Railway question he comes out strong. He says frankly that he is suspicious of certain interests operating in Montreal, but gives them to understand that Montreal is not all Canada, nor even Quebec. "He is fully aware that certain public men, newspapers, and interests are opposed to the principle of National Railways, particularly to the adding of the Grand Trunk System to the National System, and advocates the bringing in of the Grand Trunk system, early as possible, as a vital element to the success of our National Government system. Notwithstanding the fact that we have too much Railway for our population, he looks upon our National system, as a sound asset, which in due time, as population increases, will by wise administration become more and more valuable in every way."

He promised that the whole influence of his party, would be thrown into the effort to lower freight rates, etc. and concluded by a call for a reduced tariff and wider markets; a wise encouragement of Immigration, and the adoption of Proportional representation voting in Federal elections, which he hoped to see, for the cities at least.

It is well to add that notwithstanding the above expressed willingness to work with any one, where agreement is possible, the Progressive Party will maintain their own complete identity and independent organization. As to Mr. Crerar's Railway policy above expressed, it is not very far different to that expressed by Mr. Meighen, in his public utterance here, during the campaign.

"A FULL AND FAIR TRIAL"

In treating of our Railways, the expressed intention of the Liberal Party is to give "National Ownership a full and fair trial."

They have commenced the operation by appointing a man to be Minister of Railways, who has only been in the House since 1917, and whose energies have been devoted to the oil and gas business. We are not aware that he knows anything more about Railways than any other business man, or man of the street, who finds Railways very convenient when occasion requires.

The Toronto Globe is our authority for saying that this new Minister, the Hon. W. C. Kennedy has "executive ability." This is a wonderful thing, not possessed by every business man, and possessed by other business men in this Canada of ours who have a much superior knowledge of National Railways, than anything we know of in the case of the New Minister.

As it is, while he is giving—as far as he knows how—this "full and fair trial." It is possible when he learns the business, coached by others who have Railway experience, that he will be able to show good administrative work, but we can believe it was quite within the power of the Government, to have found a man already equipped with sufficient knowledge of all our transportation affairs, to make from the very start a more efficient Minister, than Mr. Kennedy can make for some time, we think that even Westmorland Co. could have furnished an able Railway minister, in the person of Mr. A. B. Copp, who has been "shunted into the position of Secretary of State." To say the least of it, Mr. Copp, understanding the Maritime point of view, on the Railway question, well enough, for administrative purposes to satisfy the East, and give general good all round service, in fair proportion; to every part of the Dominion. At any rate, we think, and we hope we are right) that Mr. Copp as Railway Minister, would oppose to the utmost any attempt of Montreal or Toronto, to "hog the whole affair" but we can form no opinion as to what Mr. Kennedy, may have to say about it—however he is on trial.

MOTOR CARS FOR
BRANCH LINE PAS-
SENGER TRAFFIC

The demand for more frequent service on branch lines where passenger traffic is not heavy is something the railways have long had to contend with. The heavy expense of running frequent trains to accommodate a limited number of passengers on branch lines has given railway men much food for thought. The Canadian National Railways, on its Brockville & Westport Division has for some time been experimenting with motor driven railways cars. Instead of the regular engine and heavy train of passenger coaches, the Canadian National Railway has adopted equipment much like a motor bus which runs on the regular railway tracks.

It is operated by one man, gives a frequent service and so far appears to be extremely successful. If continued use proves satisfactory, the plan will be adopted on other Branch lines of the Government Roads.

A GOOD APPETITE
GREATLY DESIRED

The Occasional Use of a Tonic
Ensures a Good Appetite
and Good Health

Loss of appetite is a common trouble, and indicates that the digestive system is out of order. Lacking a healthy appetite many people go too long without food, or eat sparingly because food seems to distress them, and it is no wonder they complain of being constantly tired and unable to stand any strain. All this simply means that the digestive system is not doing its proper work and that the nutriment that should come from the food is not being distributed to the various organs of the body. In other words, the blood is growing thin and watery. It such cases what is needed is a tonic and among all medicines there is no time can equal Dr. Williams' Pink Pills. Take a short treatment with these pills and note how promptly your appetite returns and your power to digest food improves. The value of Dr. Williams' Pink Pills in cases of this kind is shown by the experience of Mrs. William Bennett, Cleland Corners, N.S., who says: "For a long time I suffered severely from indigestion. I could hardly eat, and anything I did eat disagreed with me. The result was I became badly run down. I suffered greatly from headaches, and often passed sleepless nights. I had taken a great deal of doctor's medicine with very little benefit, and having read much about Dr. Williams' Pink Pills I decided to try them. My digestion is now as good as ever; I sleep well at night, and have gained in flesh, and now when anyone in our family is ill this is the only medicine I take."

The best time to begin taking Dr. Williams' Pink Pills is the moment you feel the least bit out of sorts. The sooner you do so the sooner you will regain your old time energy. You can get Dr. Williams' Pink Pills through any dealer in medicine, or by mail at 50 cents a box or six boxes for \$2.50 from The Dr. Williams' Medicine Co., Brockville, Ont.

L.O.D.E. WOMEN TO
GIVE PRINCESS FURS

Thirty-five thousand Daughters of the Empire in Canada are uniting to present Her Royal Highness Princess Mary with a magnificent gift of the finest Canadian fur on the occasion of her wedding to Viscount Lascelles. The kind of fur that will be chosen and the form which it will take has not yet been decided, but it is certain that the garment presented will be the most regal example of the furriers' art.

The project of a national gift from the Imperial Order of the Daughters of the Empire in Canada was decided upon at a meeting held at the headquarters of the Order in Toronto on Thursday last.

JOHN Groat DEAD
AT ADVANCED AGE
OF OVER 92 YRS.

In his usual good health despite his advanced age of 92 years Mr. John Groat, one of Chatham's most highly and esteemed citizens passed the last day of his earthly existence, and on Friday evening after he had had his supper he retired to his room for his customary nap. Not coming down stairs again as usual a little later in the evening one of the members of the household went to his room and discovered that he was peacefully and quietly passing away into his last long sleep.

Mr. Groat was born in Wink Boot land, in 1829, about seven miles from John O. Groat, a point of Scotland celebrated in fiction and history, so

THE Big January Clearance

at Creaghans' is the banner saving event of the season. All articles of winter merchandise are reduced from 15 to 50 p. c.

J.D. Creaghans & Co.
LIMITED

that he could trace his lineage back to a very ancient family. He and his wife came out to Canada and went first to Prince Edward Island, from there to Chatham and fifty years ago he entered the employ of the present J. B. Snowball Co. in the time of the earlier business life of its founder, the late Hon. Jabez B. Snowball. It is a remarkable fact that from this time to practically the time of his death he was identified with the same concern, a period of almost fifty years.

The deceased was a life long Liberal in politics and always took a deep interest in all public matters. There survive besides his wife a grown up family of seven children, six sons George and John of Chatham Joseph of Spencer Mass, William of Chatham, James of Marlboro Mass, and Edward of Chatham and one daughter, Mrs. W. P. Damery also of Chatham.

The funeral was held Monday afternoon service at the house commencing at 2 o'clock and the funeral leaving for Riverside Cemetery at 2.30. Rev. Mr. Littlejohns officiated

"BUY AT HOME"

Inventors Who Were Snubbed.

There are many tragic stories of men who made great discoveries before their time. Their inventions perished, only to be rediscovered and used in later ages.

Archimedes, who lived more than two thousand years ago, designed and made a steam engine which really worked. His idea did not catch on, and the world had to wait twenty centuries until steam, raising the lid of a kettle, led James Watt to rediscover an old invention.

Both electricity and magnetism were known to the Greeks, who failed to harness the one or use the other for the mariner's compass. The Chinese were using the compass before the Christian era began, and explorers brought it back with them from the East in quite early days. The old salts of the time condemned it as a useless toy, and it was not re-invented for hundreds of years.

The first submarine on record made several successful dives in the Thames in the reign of Charles II. No one realized its possibilities, and the invention languished until the French revived it only a few years ago.

Breech-loading field guns were used at the Battle of Crecy in 1346! They fired brass cartridges almost exactly like those used for the most up-to-date guns. They did not please the artillery experts of the time, however, and clumsy muzzle-loaders were the only guns used until seventy years ago, when, after a lapse of five hundred years, the breech-loader was re-invented.

Most wonderful of all, wireless telephony was discovered and used more than half a century ago by a scientist who could get no one to realize the value of his invention.

Ever-Sharp Pencils

Look for the name on the Pencil and take no other

Christmas demands cleared out our stock. We wish to announce that we have now replenished it and are prepared to fill all orders.

Popular Prices—From \$1.00 to \$5.00

A full stock of extra Leads at 25c a box

H. WILLISTON AND CO.

Jewellers Newcastle, N. B.

'Kenora' A Summer's Idyll



Regatta Day - Kenora

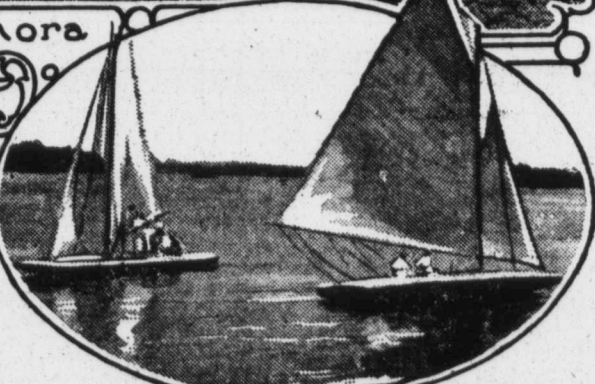
There are some places which never lose their charm as holiday resorts, and which as the seasons pass attract visitors as a magnet does the needle. Such may be claimed for Kenora and the Lake of the Woods. This lovely spot is within easy access to all, situated as it is on the main line of the Canadian Pacific Railway in the beautiful Province of Ontario.

The Lake of the Woods is a perfect earthly Paradise, thronged in its thousands of islands, most of which are owned by private Canadian citizens who spend their summers there leading the simple life.

A splendid way to see the beauties of the Lake of the Woods is to make a stay at Kenora, and from there hire a motor launch and go sailing among the islands. The Lake is studded over by a perfect archipelago, the islands numbering several thousand, some mere islets of jagged rock, others being several miles in extent on which are built pretty bungalows and camps.

Most of the islands are thickly timbered, the trees growing to the water's edge, and in the early summer months water lilies, both golden yellow and pure white are found everywhere. Blueberries and other wild fruit also grow abundantly on most of the islands, hundreds of pounds being picked by the Indians and shipped to the different cities for consumption.

Kenora itself is a pretty little town built on the lake front commanding a splendid view of the lake. It has a large number of stores, a Public Library, and is lit by electricity. The Tourist Hotel, in the Main Street, gives tourists every comfort. There are camps on several of the



Kenora, Ont. - Out for a Spin

larger islands run by the Y.M.C.A. and the M.L.A. of Winnipeg, where the tourist can have accommodation at reasonable rates, while on Coney Island there is a fine sandy bathing beach, and pavilion for dancing. Happiness seems to be the dominant note at Kenora and its vicinity, everywhere one meets parties of young people on pleasure bent, boating, bathing, or picnicking, and the stillness of the air is broken only by merry laughter, or the song of the birds.

The district is much frequented by artists, photographers, and sportsmen, each finding a wide field for his particular bent. The lake is a perfect angler's Paradise, many a trout being landed before break of day to provide breakfast for the campers. Here too in their season are to be found moose and bear, as well as other big game. A short distance out of Kenora is

an Indian Reserve, which is a never failing source of interest to tourists who wish to see the Red Men in their native woods.

A few miles out of Kenora are the little towns of Norman and Keewatin, both of which are within walking distance, the one winding on the hillside affords an uninterrupted view of the lake, every bend opening up new beauty spots.

Who can ever forget the glorious moonlight on the Lake, the intense stillness broken only by the dip of an oar or the throb of a motor boat, when the shadows deepen on the islands, and "when the moon sees her unwrinkled face reflected" in the blue water? Kenora is redolent of romance, is indeed like a tone poem of perfect music where there is no discordant note, and where as each evening closes one can say, we have come to the end of a perfect day.

RED ROSE TEA is good tea

Keeps Fresh and Fragrant in the Sealed Package