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## Come In and Hear these new Amberol Records!

Just look over this list of Amberol Records for June! The best music of the month is represented here, and whether or not you own an Edison Amberola Phonograph, come to our store and ask us to play these for you. You are cordially invited!

**Royal Purple Records**

29076 By the Waters of Minnetonka, *Lieurance*; and Lullaby, *Lieurance*. Soprano Frieda Hempel

29077 Nina. *Pergolesi*. Baritone, in Italian, orch. acc. Mario Laurenti

**Regular List**

4242 Bright Eyes—Fox Trot Orlando's Orchestra
4243 Mazie—Fox Trot Orlando's Orchestra
4244 Sally—Medley Fox Trot Harry Raderman's Jazz Orchestra
4245 Humming—Fox Trot Orlando's Orchestra
4246 Do You Ever Think of Me—Fox Trot Harry Raderman's Jazz Orchestra
4247 Na-Jo—Fox Trot Max Fells' Della Robbia Orchestra
4248 Strut, Miss Lizzie Al Bernard
4249 Little Crumbs of Happiness Lewis James
4250 The Debutante—Caprice Brillante Edna White
4251 Rebecca (Came Back From Mecca) Jim Doherty
4252 I Never Knew—Medley Fox Trot Max Fells' Della Robbia Orchestra
4253 Will You Love Me When I'm Old Elizabeth Spencer and Mixed Chorus
4254 Dew Drop Al Bernard and Frank M. Kamplain
4255 Arabia—One-Step Green Bros. Novelty Band
4256 There's a Little Bit of Irish in Us All Aileen Stanley
4257 Mother of Pearl George Wilton Ballard
4258 Honey Olive Briscoe
4259 Danse Arlequin, Banjo Shirley Spaulding
4260 Way Down Barcelona Way Fred Hillebrand
4261 Honey Babe Criterion Quartet
4262 Light of the World Is Jesus Metropolitan Quartet
4263 June 14th March Conway's Band

**French Records**

27202 Aimons-nous (Let Us Love). *Saint-Saëns*. Baritone, orch. acc. Torcom Bezazian
27203 Si Vous L'Aviez Compris! (Had You But Known). *Denza*. Baritone, orch. acc. Torcom Bezazian

**German Records**

26212 "Schon Roschen" Polka Oberbayerische Bauernkapelle
26213 "D' Jagerlieb'" Polka Oberbayerische Bauernkapelle

If you own an Edison Standard, Home or Triumph phonograph, ask your dealer about equipping it with a combination attachment for playing Amberol Records.

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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.

### ATLANTIC HIKERS ARRIVE AT CANSO

Canso, N. S., May 17—The Atlantic hikers arrived here from Hakesbury last evening at 7.30 in a strong breeze of wind and moderate sea. They made good headway across Chebucto Bay. Their little sixteen-foot sloop, the Pictou, is built of the lightest material and weighs only one hundred and fifty pounds, with no covering of any kind to protect them. These three men, Scott, Malloney and Campbell, are confident of reaching Panama. They are being entertained by W. F. Bigelow, of the Wilmont Hotel, and will be guests of the Ideal Theatre tonight, where an opportunity will be given them to allow the public to buy their picture cards. They leave for Halifax via Whitehead and intermediate ports tomorrow morning.

### MAKE THE MOON SHINE

A mountaineer of one of the back counties of North Carolina was arraigned with several others for illicit distilling. "Defendant," said the court "what is your name?"

"Joshua," was the reply.

"Are you the man who made the sun stand still?"

Quick as a flash came the answer, "No, sir; I am the man who made the moonshine."

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## DEVELOPMENT OF WESTERN CANADA

### Col. J. S. Dennis, of C.P.R., Tells An Interesting Story

The more or less monotonous proceedings of the Grand Trunk arbitration Board held recently in Montreal in connection with the valuation and acquirement of the Grand Trunk and Grand Trunk Pacific Railways by the Canadian Government, were enlivened by the examination of Col. J. S. Dennis of the Canadian Pacific Railway. Called as witness to the history of the Canadian West, Col. Dennis—who perhaps, has a wider and more personal knowledge of its growth and development than any other man told an interesting story covering a period of nearly fifty years.

During the course of over one day's session, the witness, replying to direct questions, described graphically, the changes that have taken place in that great Western territory from the time when a young man, in 1872, he first went West in the employ of the Department of the Interior until the present day—its early settlement and struggles, the method of land survey, first transportation lines, its agricultural beginnings, commercial extensions, mineral resources, etc.—showing by tabulated statements and maps, the steady increase that has resulted during the period under discussion, and under cross-examination, giving his opinion of the future that lies before it.

A very great deal of information was elicited from Col. Dennis during this examination, which was frequently interrupted by questions interjected by members of the Board.

Col. Dennis then went on to tell of the development of the West. He gave figures showing the increase in population for various periods; the growth of bank clearings at principal points; the increase in elevator capacity; the total land acreage and the acreage under cultivation; the land tributary to existing railway lines available for settlement; the suitability of land for settlement; the growth of the railways; a description of the Peace River country; the amount of grain produced; the value of a settler to the railroads and the country; irrigation development and extension; mineral output and the prospect of the Alberta oil fields.

Before cross-examinaion by the Government council, and after a brief description of the proposed work of the Western Canada Colonization Association, the witness was asked to give his opinion of the outlook for future development of Western Canada.

"Very briefly, then" said Col. Dennis, "my opinion with regard to the development of the Western Prairie Provinces is conditioned on one fact only. We have, as I have shown, at the present time, thirty-two million acres of land being cultivated and made productive. We have adjacent to the railway lines that serve the present productive area, an area equally large that is absolutely unproductive. If in the near future we can make this two or three million acres of land that lie within fifteen miles of existing railway, productive of settlement, it is a fair estimate that it will more than double the productiveness of the country, because, if the thirty-two million acres that we now have under cultivation produces the traffic we have at present, the colonization of the additional thirty-three million acres will produce a great deal more than a similar amount."

"Now," he continued, "whether we can colonize it or not depends upon the government. If the government—in view of the present railway situation,—are going to impose restrictions with regard to colonization, of course that means a lengthened time within which development can be carried out. Assuming, as is suggested, that we have the door opened to the character of colonization which brought about the settlement of the thirty-two million acres and the development of the country from what it was forty-nine years ago to what it is to-day, which resulted wholly and solely from the settlement of the country—there was not anything else which brought about this development—my opinion is that a very rapid development can be produced within the next few years, and the future of the Grand Trunk Pacific absoutely depends upon it."

To sum up, I will say that if all interests take hold of the matter intelligently and agressively and the Government will consider the interests of the National Railways and not bar the door, it is my opinion we should have a very marked movement of people to Western Canada, in fact, I will be disappointed if our immigration does not double within the next five years."

### UNCLE EBEN

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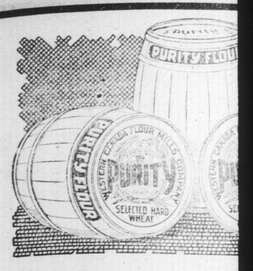

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