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Pastes for Black, Tan, Oxblood, Brown Leather Shoes
White Cake and Liquid for White Shoes

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Newcastle, N. B.

High Cost of Railroading

At the annual meeting of the shareholders of the Canadian Pacific Railway, held in Montreal, Mr. E. W. Beatty, President of the Company, stated that the annual report reflected vividly the situation prevailing in respect of the increased cost of operation.

The gross earnings were the largest in the Company's history, exceeding those of 1918 by \$19,351,362, yet the net earnings were less by \$1,669,251. The large increase in working expenses showing a total increase since 1917 of \$28,152,706 is a striking example of the effect of the increased cost of wages and material.

While it is gratifying that even with these exceptional costs the Company had during the past two years earned fixed charges and usual dividends, nevertheless the relation between earnings and expenses must now receive most careful consideration. The upward trend in costs of the last two years has not been equalized by increases in the gross earnings and operating economies. The extent of the rate increases fixed by the Dominion Railway Commission has not equalled the increased costs recently forced on all Companies. Between 1914 and 1919 the working expenses of the Company had climbed from \$87,383,000 to \$144,000,000, an increase of 64 p.c. Within the same period the increases in freight and passenger rates amounted in actual fact to 30 p.c. in freight rates and 10 p.c. in passenger rates. Thus during the past five years the percentage increase in operating expenses was double the percentage in tolls accorded to the Railway Companies.

Owing to the parity of conditions existing between the United States and Canada, the Canadian roads during the war had to accept the high wage scales made effective under Government control of American roads and also to continue operating under similar tariff tolls. These tariffs were entirely inadequate as results in the United States clearly demonstrated. Recent legislation has assured American carriers of rates which will return fixed percentage on the value of the undertakings used in the public service. This will mean a reconsideration of, and increase in the rates now current in the United States. No doubt the necessity of rate adjustments will be given earnest consideration by the Government and the Dominion Railway Board. Such readjustment is fully warranted both on the ground of the value of service rendered by the carriers and the cost to them of performing such service.

The rates in Canada should be determined having regard to the cost and value of services, and the legitimate needs of the railway companies. The properties of the Canadian Pacific are in excellent condition and at the time in its history has it been better equipped to perform its important public services or to play its full part in the advancement of the transportation future of Canada.

The irrigation project in Alberta has developed 243,526 acres by means of 2,809 miles of irrigation ditches, at a construction cost of

\$15,186,348 and operation costs of \$1,761,268. Success of the irrigation block will, it is hoped, lead to the expansion of irrigation projects under Federal or Provincial Governments, thereby diminishing the danger of crop failure in irrigated districts.

The value of any enterprise depends on the ability to progress and on the maintenance of high credit necessary to the development. Railways must be enabled to keep pace with the progress of the country, by expanding the facilities, constructing necessary new lines and supplying the public with adequate efficiency and comfort in service. The railway net earnings of the Company for 1919 represent a return of only four per cent. on the actual cash invested in the railway itself. A nominal surplus of \$344,249 has been placed in reserve to meet the special taxation imposed by the Dominion Government. The fixed charges and interest on the preference stock of the Company are low and the dividend of seven per cent payable on the common stock from the railway earnings is moderate. Any corporation conducting so extensive an enterprise must have reasonable surpluses. Yet the surplus after the deduction of the fixed charges and the dividends amounted to less than half of one per cent of the gross earnings. Revenues, therefore, during the past two years were obviously inadequate. Rates should be established which represent a fair return for the service rendered. Profit earned by a Company's efficiency and economy and by the character and extent of the equipment and facilities, should not be confiscated, nor should the revenues accruing to one Company from service well performed be taken to supplement the revenue of a competitor less successful. The theory that the rates be not increased, but that the deficits be met from general revenues of the Company is economically unsound and discriminating against the public in favor of those using railway facilities. The Company's equipment must issue of \$12,000,000 was secured at highly favorable interest rates. The amendment to the Company's Charter permitting the increase of the number of the Directors from fifteen to eighteen is purely empowering.

Immigration to Canada is anticipated on a large scale, and while retrenchment and financial conservatism are wise, the Company's Directors have the same implicit faith in the future growth and the prosperity of the country as before, and the same confidence in the Company's ability to play an important part in its development and prosperity.

Four retiring directors, Sir John C. Beaton, Mr. Grant Hall, Sir Vincent Meredith, Bart., and Sir Augustus M. Nanton, were re-elected.

At a meeting of the Board subsequently held Lord Shaughnessy was elected chairman, E. W. Beatty, president, Grant Hall, vice-president, and executive committee appointed as follows: Richard B. Angus, E. W. Beatty, Grant Hall, Sir Herbert S. Holt, Sir Edmund B. Osler, Lord Shaughnessy.

Soft Or Piebald Wheat

It is well known that, when grown on certain soils and especially in certain seasons, wheat instead of being dark and translucent, is pale or spotted with patches of light color. If this condition is very marked the wheat is called "soft", and if it is less evident the term "piebald" is often used. In Kansas and some other States the phrase "yellow berry" is employed to designate the same condition. There is considerable misapprehension in regard to softness in wheat. Some varieties, such as Prelude for instance, are extra hard in their nature and very seldom produce soft kernels, such as White Russian, which are essentially softer. Most of the popular sorts, though usually hard in character, become soft under special conditions of soil and climate. Even the extra hard wheats of the Durum class, such as Wild Goose, sometimes show softness.

Soft kernels of wheat contain a lower proportion of gluten and a higher proportion of starch. The interior of a hard kernel is horny and translucent, while the interior of a soft kernel is whitish and opaque. As bran also is translucent, the soft kernels are paler than the hard ones. The bran itself, however, does not change color when the wheat becomes soft and the term "yellow berry" is quite misleading. A soft sample of a so-called red wheat (which is really reddish-brown, rather than red, in colour) is not yellowish but paler reddish-brown. The popular idea that Red Fife wheat turns into White Fife when it becomes soft is entirely erroneous; the difference between these two varieties lies only in the colour of the bran. White Fife is just as hard a wheat as Red Fife though of a different colour; yellowish rather than reddish.

Softness is the outcome of peculiar soil conditions especially in regard to soil structure and the quantity of moisture present. Land from which trees have recently been cleared is particularly liable to produce soft wheat. It is also well established that in countries where the summer is rather long and where the temperatures are moderate the wheat is usually softer than in districts where the summer is short and where great extremes of temperatures occur. A full explanation of the causes of softness has not yet been arrived at.

It is generally believed that soft wheat is inferior in quality to hard wheat for bread making; this is usually true, provided the samples compared belong to some hard ones. For milling purposes hard wheat is preferred as it is easier to handle and it usually gives better satisfaction to bakers who desire to make extremely light bread. For pastry and cake, flour from soft wheat is better. Hard wheat being more in demand usually brings a higher price than soft wheat. As a rule, therefore, farmers who wheat is soft suffer a financial loss on that account. Such wheat, however, (if of a usually hard variety) is perfectly good for seed purposes, because the softness is not inherited.

Not much is yet known as to the best way to overcome the tendency of any soil to produce soft wheat. To a certain extent this is doubtless beyond control, but it appears probable that cultivation and especially the ploughing under of sod will produce harder wheat. This could be expected particularly if the land under tillage were formerly covered with trees.

Glasgow Friends Send Greetings on Jubilee Appeal

Hats off to the Salvation Army! An Organization that after fifty years of work emerges from its war activities as strong as ever demands our admiration. There is no social sore that it does not attempt to heal, it does a work that no one else will undertake. It has, of course, some critics but what are they compared to its hosts of friends.

The Church too, has paid its tribute. Spurgeon declared that "If The Salvation Army were wiped out of London 5,000 extra policemen could not fill its place in the repression of crime and disorder."

And what is the secret of The Army's success? Nothing but earnestness. Its workers live quiet, modest lives. No one can say that they benefit financially by their association with the great Organization. They get no more than a mere living wage. The Army is wedded to poverty. It lives from hand to mouth. It practices perhaps the most genuine Socialism that the world has ever seen. Renunciation is the watchword.

And what tragedy and pathos lie behind its activities. Its Officers tackle the roughest proposition in the foulest surroundings. They arrest the would be suicide, they train the tramps' children for honest work; its women do not hesitate to tackle the wife-beater; they are not afraid to enter public-houses. It provides cheap meals, "poor men's hotels," it clothes the slum families. It has midnight patrol parties to search for the homeless, it waits to help at the police-court and at the jail-gates; it has homes for Dr. Criminals, Drunkards' Brigades, Homes for Inebriates, Homes and Workshops for Fallen Women, See Missions. It

has had nearly 100,000 women and girls in its Maternity and Rescue Homes. Good Work? Of course it is. Critics may pick flaws, but the answer to all criticism should be another question—Would you care to see The Army wiped out?

UNDERHILL SCHOOL STANDING
Grade B.—(a) Josephine Underhill 1; (b) Alton Underhill 1; Christina Underhill 2.
Grade IV.—(a) Emerson Smith 1; Harry Pratt 2; Ethel Vickers 3.
Grade IV.—(b) Millet Jardine 1; Eileen Underhill 2; Page Corney 3.
Grade III.—Annie Warren 1; Elsie Coughlan 2; Alice Coughlan 3.
Grade II.—(a)—Helen Smith 1; Helen Connors 2; Lottie Jardine 3.
Grade II.—(b)—Doris Underhill 1; Greta Vickers 2; Janie Vickers 3.
Grade I.—James Underhill, Lucy Jardine 1; Ward Corney 2; George Coughlan 3.

Use only three level tea-spoonfuls for five cups

RED ROSE

TEA "is good tea"

Sold only in sealed packages



New Standards of Value \$1465 GRAY-DORT

F.O.B. CHATHAM
WARTAX EXTRA

Gray-Dort has brought peace-time standards of value to the motor car business. Greater value than the light car has heretofore offered. \$1465 brings you a car comparable with those costing several hundred dollars more.

LOOK FOR THESE THINGS IN THE CAR YOU BUY

The Gray-Dort motor is big enough for its job—not stunted—3½" bore and 5" stroke—with big water jackets and a big, honeycomb radiator. The crankshaft is husky—many pounds heavier than other builders of light cars think necessary. The pistons are extra-light and three-ringed. Special design prevents valve-warping. High-carbon steel gives toughness to moving parts.

The carburetor is a Carter-improved this year. Westinghouse starting and lighting. Connecticut ignition (newly improved). The whole chassis parallels the motor in quality. Heavy frame of channel steel. Husky rear axle, Chatham-built. Long springs, cantilever in the rear, and built here under our inspection. The big brakes now have Thermoid lining. A new steering gear, 50% larger and stronger than the light car standard.

The Gray-Dort is as pleasing to the artist and to the driver as it is to the mechanic.

The smooth lines of the body are restful after so much of the extreme in present-day cars. The Gray-Dort finish, development of 60 years' coach-building, will win your instant, and lasting approval. Add the smartness of French-pleated upholstery, and a new top, tailored in our own shops.

The big gasoline tank is now in the rear—for good looks and convenience. As in big cars, the emergency brake is on a lever, the side-curtains open with the doors. A shorter, smarter cowl gives more room in the driving compartment. The new hood, with its many long, narrow louvers has a touch of European smartness.

AND YET THE PRICE IS \$1465

(PLUS WAR TAX)
You know that such a car as the Gray-Dort will be in heavy demand at \$1465. We have doubled our production this year. But there is likely to be a shortage. See the Gray-Dort dealer now.

PRICES

The Gray-Dort 5-passenger car, finished in Gray-Dort green and black with standard equipment is \$1465 f.o.b. Chatham. War tax extra.

The roomy 2-passenger roadster is the same price.

THE GRAY-DORT SPECIAL

For the man who wishes something a little extra in his car, we have built the Gray-Dort Special. Maroon body, with brown raynite top. Plate glass rear window. Gipsy curtains. Rookie tan wheels. Monometer. Tilting steering wheel. Red leather upholstery. Mahogany instrument board. Just the touches which lift this car above the ordinary. \$150 extra on the standard.

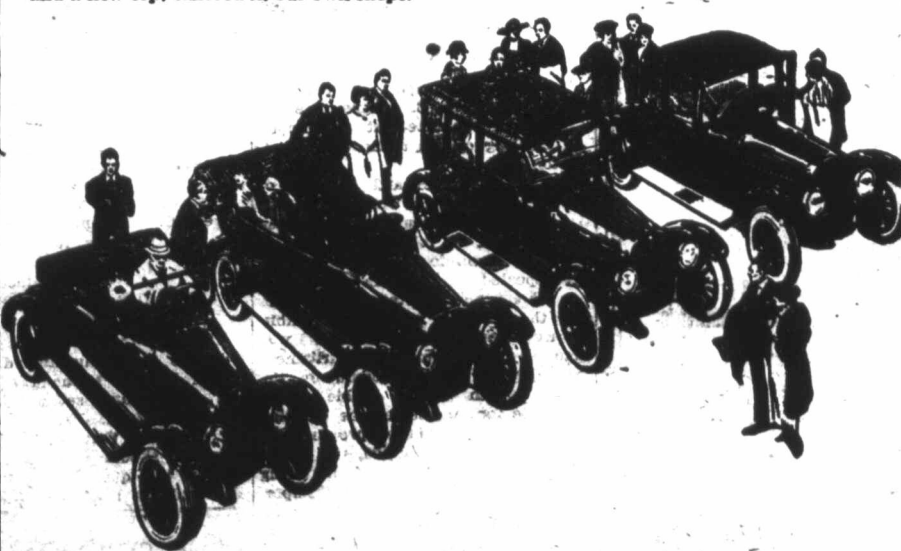
AND THE ACE!

The Gray-Dort Ace—the most beautiful light car of to-day. Sapper green body with handsome California top to match.

Trouble Lamp and bull's-eye flashlight. Electric cigar lighter. Rear-vision mirror. Plate glass windows. Oversize, grooved-tread tires. This is the deluxe car for the man who does not wish to pile up a tremendous operating cost. \$255 extra on the standard.

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