O MAKE EVERY
T HARVEST TIME

nt then to be sure of getting the h, rapid, uninterrupted work is a cutting. Every delay due to a slow, you of a part of the reward you

g the ground—sowing the seed—
run any risk of making valueless at reparing for it.
McCormick.

der will pick it up quickly and bind

meet the requirements of the Cana- so as no other machine does. It the test of time. Its light draft, d uniform good work will permit all your grain with the least labor rt.

McCormick line embraces a large number of other machines just as valuable as the binder, such as drills, tillage implements, gasoline engines, cream separators, wagons, hay presses, manure spreaders and motor vehicles.

Every McCormick ma- pert designers and skilled workmen. e what you need to properly handle al dealer or write direct for further l insure your getting all the profit

of America at Brandon, Calgary, Edmonton, Hamatoon, St. John, Winnipeg, Yorkton.
OMPANY OF AMERICA CHICAGO U S A
rporated)

THE
H-C LINE

ate of Sarah Jane Wall, late of the ish of Botsford, at $700 and John E. ownell, late of Botsford, at $250, were admitted to probate.

Moncton, N. B., May 17.—At the annual eting of the board of trade tonight re was one of the most representative herings of the year, in anticipation of agreement for leasing the city's light plant to the Moncton Tramway & Elec- Company, which would be submitted plebiscite of electors on May 27, com- up. The board unanimously passed a olution endorsing the agreement as pre- red by the city council and expressing opinion that it should be favorably sidered by the citizens generally.

The board elected the following officers the year: President, Hon. C. W binson; council—J. H. Harris, F. V mner, E. C. Cole, R. Clark, A. E. Wi ms, C. H. Boudreau and J. F. Edgett. The board passed a resolution on the ath of King Edward.

Michael LeBlanc, an employe of the G. R., was brought to the Moncton hos tal this afternoon and was operated up for a serious case of appendicitis.

The body of L. R. McLaren, drowned Murray River (P. E. I.), February 8 t, was brought to Moncton this after on by his brother, C. R. McLaren. The neral will take place from his late resi nce tomorrow afternoon.

ST. MARTINS

St. Martins, May 17—Mr. and Mrs. E. Richardson, who have been guests at e home of Mr. and Mrs. Aubrey nghan for a number of weeks, left on ednesday for their home in Boston.

Miss Annie Rommel returned from visit g friends in St. John.

Miss Hannah Vail returned from Am rst on Friday, and is the guest of her other Mrs. Lydia E. Vail, for the sum er.

Fenwick Brown left on Monday for aine, where he will remain for some time.

Mrs. Isaac Melvin and daughter, Hazel, turned from Upham on Monday.

Miss Lila White, who spent a couple of ys at the home of Mr. and Mrs. A. I. hite, has returned again to her school Tynemouth.

Crawford Love is the owner of a hen hich lays an egg which will be hard to at. The eggs are on exhibition at the ug store. Two of them weigh 10 ounces, d one over 5 ounces and measures 8 3-4 ches by 7.

After a lingering illness of consumption, seph Hopey passed peacefully to rest at e home of his brother Clarence. Deceas d was in the 24th year of his age, and as a general favorite with all who knew m, and will be much missed. He is sur ived by his father and four brothers—larence, Leonard and Ira, who reside ere, and James, who resides in Maine.

The schooner James Barber, Captain Walter Gough, which has been on De ong's block for the past week, sailed on onday for Two Rivers, where she will ad for St. John.

The schooner G. H. Perry, Captain Al. cDonough, arrived here Monday, bound r up the bay.

SALISBURY

Salisbury, N. B., May 18—Hon. C. W. obinson with a party of friends motored p from Moncton yesterday afternoon, took upper at the Depot Hotel and returned ome in the evening.

Mrs. Lemuel A. Wilmot, of Boundary reek, who is suffering with a serious case f blood poisoning in one of her hands, is eported as some better this week.

A couple of husky looking foreigners eading a brown bear are doing the rural istricts in this locality.

The recent fine weather has enabled the armers in this locality to start the seed ng operations and the work is now being ushed forward with considerable vigor.

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MANY MILLIONS OF LUMBER HUNG UP

Van Buren and St. John River Companies Both Have Large Quantities Stranded—Harry Waugh, Klondike Explorer, a Suicide—Other News of the Capital.

Fredericton, May 18—John Kilburn arrived in the city tonight from the scene of his driving operations on the upper river. He reports that the outlook is not promising, but that with rain every stick now hung up at Black River Rapids, will come out.

He estimates that between 10,000,000 and 12,000,000 feet which himself, Choinard, Morrison and W. J. Noble were bringing out is at Black River. The jam at that point is solid. Messrs. Kilburn and Noble had crews picking on it for four days and then gave up, Noble going back to Seven Islands. The other two operators are still working putting through hole in the jam and building a front so that in the event of rain it will be easy to handle the lumber. The jam is only four days drive from corporation limits.

Mr. Kilburn says this spring was the most remarkable in his experience. The Van Buren Lumber Company's drive on Little Black River is hung up and on the Allegash things are uncertain. Randolph & Baker's drive on the Grand River came out safely yesterday on Green River. The St. John Lumber Company's drive is likely to be hung up. The presence of long lumber among the other is said to have caused the jam at Black River Rapids.

The Torrey Meetings.

Dr. Torrey addressed large congregations again today. Tomorrow afternoon he will discuss, at a meeting in the Methodist church, the amusement problem. An interesting address is expected. May 31 will be a day for clergymen. Pastors of churches in all parts of the province will be invited to attend.

Clarence Sansom, who graduated from the U. N. B. in 1903, is now superintendent of schools at Medicine Hat.

Miss Bertha Russell, who is leaving for her home in Chatham to be married, was given a linen shower by her friends last evening and was also given a silver fern dish by the St. Paul's church choir and $50 in gold by A. F. Randolph and Sons, by whom she was employed as stenographer, and a set of silver by her fellow employes.

Fredericton will pay a tribute of respect to the late king on Friday by observing the day as a public holiday. Memorial services will be held in the Methodist church at 11 o'clock and in the cathedral at 3 p. m. In the Methodist church service will be conducted by Rev. Dr. Smith, J. W. McConnell, J. H. McDonald, and A. A. Rideout, and in the cathedral Dean Schofield will officiate, assisted by Sub-Dean Street, Canon Smithers and Cowie, and several other clergymen. It is expected that service will be attended by Governor Tweedie and staff, members of the executive, judges of the supreme court, representatives of the city corporation, the university and the Normal School, the Masonic fraternity and South African Veterans.

Miss Kathleen Oldham, daughter of ex-Alderman John Oldham, was united in marriage to Robert Anderson, formerly of this city, this evening, at Christ Church Cathedral. Rev. Dean Schofield performed the ceremony. The bride was given away by her father. The happy couple left for

Harry Waugh a Suicide.

The Gleaner has announced the death of Harry F. Waugh at Chicago on Sunday, and since then the following despatch from Chicago has been received, dated May 16: "Harry F. Waugh, of Seattle, Washington, prospector and member of the Arctic Club, and leader of the Waugh sledge expedition to the delta of the Mackenzie River, hanged himself at a rooming house here Saturday. Pawn tickets were found in his clothing."

Ernest Fenety and Lorne Wandlass left this evening for Regina, where they have secured situations. Last evening they were banquetted in Washington's cafe.

Chancellor Jones, of the U. N. B., left this evening for British Columbia. Professor Raymond will act as chancellor during his absence.

Fuller particulars than are contained in this despatch will be awaited with interest. Mr. Waugh left here two weeks ago on Saturday for Montreal, and the following Monday left Montreal for Chicago en route to Seattle. He is known to have had a large amount of money with him on his leaving Montreal. The fact that he was reduced to pawning some of his personal effects in Chicago would indicate that he had been the victim either of some pickpockets or a class of other designing men in that city.

Mr. Waugh had put all of his own personal resources into the enterprise in which he had lately been engaged on the Peel River, and with the assistance of friends got together some additional money. It was while on his way back to the Peel with this additional equipment that his funds disappeared at Chicago, with the result of suicide.

MR. BORDEN'S ARITHMETICAL NIGHTMARE

The leader of the opposition has indulged in some wild figuring regarding the cost of the National Transcontinental railway during the past four years. His lowest estimate is over $200,000,00 and his highest nearly $350,000,000.

"These be wild reckonings, my sanguine friend."

The same gentleman and his henchmen of the press are trying to distract attention from other issues by raising the cry of ruinous extravagance in connection with that railroad. The cry is also being raised that the said line is going to establish its Atlantic terminal in Providence (R. I.), instead of Halifax, and the howl goes up to heaven that this port is being neglected, to the great sorrow of Mr. Borden and his colleague. And this again is an attempt to enable those gentlemen to regain their lost ground, to re-establish themselves in public favor, to make the electorate forget, if possible, their wantonly and unpardonably anti-Halifax attitude in connection with the naval question. The aim is too obvious to be accomplished, as the two will discover at the next contest.

Hon. Mr. Graham, minister of railways, very effectively answered the contentions of Mr. Borden and his followers, in the course of a reply to Mr. Lennox in the commons a little over a week ago. After noticing that Mr. Haggart, the only railway authority in the opposition, estimated the cost at $120,000,000, the minister then dealt with the claim that $85,000 per mile—Mr. Lennonx's estimate—was an unheard of cost in railway construction.

"The honorable member figures out that this road will cost $85,000 per mile. Now, let us stop right there a moment. I do not concede that this estimate is correct. But, if it were correct, what about it? Has the honorable member the right to makes this the basis of abuse of every person who has to do with the road? I say, no. Let him look up the cost of building railways at a time when material was not so expensive or labor so high as at present. Let me give a few samples of what roads have cost in years gone by. In New South Wales, the roads have cost $64,000 a mile; in Germany, $107,000; in France, $126,000 a mile; in Italy, $109,000 a mile; in Russia, $83,000 a mile; in Austria-Hungary $87,000 a mile; in Great Britain and Ireland $272,000 a mile, and in the United States, with all their poor railways, with all their small branch lines where they have grades from one to two and a half per cent., where they have 67 pound rails, where they have no compensation on the curves or grades—the cheapest kinds of roads—and even there the roads have cost on an average of $58,000 a mile. And take the Dominion of Canada. My honorable friend will know that we have in the Dominion some very poor roads, improving it is true, but some of them even yet mere colonization roads with 50 pound rails, very little ballasting, and the cheapest of construction. If my honorable friend will look into it, he will find that the average cost of those roads in Canada, including cheaper colonization roads is $56,000 a mile. Take the Intercolonial—and my honorable friend will not complain if I use this as a comparison, for his friends had something to do with the construction of that line as well as ours—the Intercolonial has cost for construction $63,000 a mile. So, I say, if I stopped at that point, if I took the figures given by the honorable member, together with the quality and standard of this road from Moncton to Winnipeg, and assume that we have a road of that kind at a cost of $85,000 a mile, I say it will stand comparison with the construction of any railway system in the Dominion of Canada or on the continent of America.

Mr. Graham then gave the figures arrived at from the most careful returns and estimates of the Chief Engineer, Mr. Gordon Grant, which makes the probable total cost, terminals and all, $123,826,826; a very different figure from Mr. Borden's $300,000,000.—Acadian Recorder.

GAS ON THE STOMACH

Relieved at Once by Father Morrisey's No. 11 Tablets.

Many people find that no matter how carefully they watch their diet and deny themselves this, that or the other favorite dish, still after every meal gas forms in the stomach and everything seems to turn sour.

Besides causing great discomfort, this condition makes it impossible to get the full benefit from the food eaten, and the body is continually starving with a full stomach.

Father Morrisey's No. 11 Tablets promptly relieves this and other stomach disorders. Each Tablet has the power of digesting a pound and three-quarters of food, so that even though the stomach may be in a very bad or weakened condition one tablet taken after each meal will insure proper digestion and prevent sourness, gas in the stomach, pain or discomfort.

The case of Miss Maggie Leahy, of West Franklin, Ont., is a sample of what Father Morrisey's No. 11 Tablets can do. Writing on Jan. 5th, 1910, she says:

"Your No. 11 Stomach Tablets suit my case exactly, as I am ever so much better since using them than I had been for the last seven years. I could hardly eat anything that would not turn sour on my stomach, or cause gas. My Doctor said it was Catarrh of the Stomach. I had no pain, but gas after eating. The first tablet I took gave me relief, and I am still continuing their use."

If you happen to eat a little too much for dinner, or something that does not agree with your Stomach, just take a No. 11 Tablet and you will feel all right in a few minutes.

If you have been troubled with Indigestion or Dyspepsia a course of Father Morrisey's No. 11 Tablets will soon put your stomach into a healthy condition again.

50c. a box at your dealer's, or from Father Morrisey Medicine Co., Ltd., Chatham, N.B. 103

IN THE CITY OF MOURNING.

WESTMINSTER HALL
FROM THE QUEEN'S LONDON, COURTESY OF CASSELL PUB. CO.
ALL RIGHTS RESERVED

OUR NEW KING; HIS PERSONALITY

He Knows His People; Is Trained Imperially; a Student of Affairs and Devoted to Duty

FAMILIAR WITH EMPIRE

Has Visited Corners That No Other British Monarch Has Trod.

The personality of the new king is the theme of frequent discussion in every land at the present time. Will his reign add fresh lustre to the annals of British sovereigns, as the reigns of his revered father and grandmother have done? Of course, there are some carpers and croakers who take pleasure in answering both of these questions in the negative. They are the very men who said precisely the same thing—though in even more offensive form—about King Edward when he was called upon to ascend his mother's throne. His majesty acquitted himself well as heir to the throne. The position of Prince of Wales is a delicate and difficult one, for, though the second personage in the empire, he has in matters of government no locus standi at all. It is a position which calls for self-repression, and almost self-effacement, rather than for self-assertion. For there is not room in one realm for two kings, and should an heir-apparent show himself to the public as possessing the faculty of government in any remarkable degree, it is most probable that it would be found that he was exceeding his own and encroaching on the kingly office. Nevertheless, there are certain tests which may be fitly applied to a Prince of Wales, with the object of ascertaining whether he possesses the potentiality of a good sovereign.

HE KNOWS HIS PEOPLE.

In the first place, he has been trained for social service. He has a knowledge—a first-hand knowledge—of the "condition of the people" question such as few men can boast. It is the pride of Englishmen of all classes that their beloved royal family—and not least the king—know more of the lives led by the poor than any save the poor themselves. The betterment of the people is a subject that is very near his heart, and in this, as in other matters, he has, in the gracious lady who shares his throne, as he himself declared in his touching speech to his privy council, a constant helpmate. For of Queen Mary—our own Princess May—it may be said with almost literal truth, that, ever since the days of her girlhood, her name has been blessed in the humblest, as in the highest homes in the land. The princely virtue of social service has seldom been more worthily exemplified than by the august couple on whom our hopes and hearts are fixed today.

TRAINED IMPERIALLY.

Secondly, the King has been trained imperially. It would have been almost impossible for any grandson of Queen Victoria, or any son of King Edward, to take a mean or narrow view of life and affairs, or a light view of his own duty. But his majesty has sailed in seas, and he has trod on soil, where never one of England's sovereigns has sailed or trod before. "He has seen all his empire face to face, and fain would keep it one." Whatever else may be doubtful about his personality, his robust faith in the empire, and his sturdy confidence in its future are known to all. In some respects, indeed, his own frank, fearless nature seems to have more in common with those who dwell in his overseas dominions than with those who live a more cramped and complicated life within the narrow limits of the British Isles. He makes no secret of his enthusiasm for the courage, the perseverance, and the success of those of his subjects, who, thousands of miles from the motherland, and yet bound close to her and to each other by the golden link of the British throne, are building up a commerce and a civilization beside which the commerce and civilization of Great Britain herself will one day look but small things and poor. And, as all the world knows, he makes no secret, either, of his view that the old country needs to remember that her supremacy in every direction is being assailed, and with no small success. His "Wake up England!" speech was one which it required no ordinary courage to make. For the English nation does not, as a rule, love receiving—it prefers to give—advice, and especially advice to "wake up"—even from the popular prince. But his warning was taken in good part, though whether it has been heeded is perhaps another story.

STUDENT OF AFFAIRS.

Thirdly, the King has been a very close and attentive student of political affairs, though he has always studiously avoided all appearances of political partizanship. And he is said to have very decided opinions of his own. Indeed, it would be strange if he had not. For neither Queen Victoria nor King Edward—and certainly not his imperial cousin of Germany—were lacking in marked force of character. One who knows him well has said of him to the writer that he is diffident, but not self-distrustful, and that, though cautious in forming his opinion, he can be very tenacious of them when formed. Lord Rosebery—than whom there is no shrewder judge of men in the United Kingdom—has been honored with his friendship more than other politicians of the front rank, and, both in public and in private, he has more than once given expression to the high value he sets on his majesty's judgment and statesmanship.

WILL DO HIS DUTY.

And lastly, the King is animated—and nobody who has had the privilege of listening to one of his inspiring addresses can doubt it—by a very sincere and genuine desire to do his duty. It is in response to duty's call that his head has assumed the burden of the imperial crown. And his resolve to do his duty as a constitutional monarch was apparent in every line of the pathetic speech which, on the morrow of his heavy bereavement, he made to his privy councillors, and, the world. "Duty" was practically his loved father's last word. It was the inspiration of Queen Victoria's long reign. It was the signal of Nelson in the moment of his glorious death.

"Not once or twice in our fair island story
The path of duty was the road to glory."
—Toronto Star.

KING GEORGE V.

Late photo of King George V. and Westminster Hall, where the coffin containing the body of the late king will be placed.

ROYAL MOURNING TAXES PARIS DRESSMAKERS

Queen Mother Will Wear the "Little Widow's" Bonnet, and Wil Not Use Heavy Crepe.

Paris, May 15—The sudden demand for mourning in England has almost revolutionized the dressmaking trade of Paris for the time being. In many of the wholesale houses large stocks of materials in both black and white cloth, crepe de chene, chiffon, and so forth, have been practically depleted to meet the urgent demand from London.

From the great dressmaking establishments of the Rue de la Paix all the lovely and original combinations of color that were to compose the new summer models have vanished, and work is proceeding at high pressure on the mourning orders received from the various Courts of Europe and the private British patrons. The Rue de la Paix has, of course, made some of the mourning clothes of Queen Alexandra.

The English Queen-mother is adopting the Little Widow's bonnet, with the long, heavy veil entirely covering the face, that has from time immemorial formed the dress of the French widow. But into this headdress the Queen has introduced a novelty, inasmuch as she entirely repudiates the crepe which is obligatory here and substitutes net and taffeta for its sombre crispness. From beneath the little Marie Stuart bonnet of dull silk and voile de paque the folds of voile de soie fall in soft undulations.

In other respects also the Queen's dresses appear original to Paris dressmakers. Instead of woolen materials trimmed with immensely deep bands and borders of crepe the Royal widow's gowns will show the softness of ninon and the richness of faille and taffetas, while on some of them crepe de chene and crepe de soie will both be used.

Queen Maud of Norway departs from her mother's example, and will wear the regulation crepe, with woolen materials, while the Duchess of Fife will appear, like Queen Alexandra, without crepe.

Tommy (who has brought a bucket into the drawing room)—"Aunt Martha, kick this bucket." Aunt Martha—"Why on Earth should I do that, Tommy?" "Oh, just to please pa. He said he'd give ten pounds any day to see you kick the bucket."

KING GEORGE AS A SAILOR

Officer Tells How He Rescued Disabled Torpedo Boat

London, May 11—(By telegraph to Clifden, Ireland, thence by wireless)—The Times today prints a letter from a naval officer describing a specific act of good seamanship which King George performed while in command of torpedo boat 79, "where," says the writer, "he shared his small cabin and box of sardines with his sole messmate, the gunner.

"During the manoeuvres of 1889," he added, "a small squadron was sent to defend Lough Swilly, and as an attack by the enemy was hardly expected, three attached torpedo boats were sent to sea one night to reconnoitre directly after dark, with orders to return into the harbor at daylight. It was a tough night, and while returning toward the harbor just after daylight one of the three broke down and had to anchor close to the lee shore where a nasty sea was on.

"No. 79 immediately went to the rescue of her comrade, and the third boat returned to the harbor to report the situation, as the disabled boat was round a corner and not in sight from the senior officer's ship.

"Shortly afterward No. 79 returned, and reported that she had carried away her only hawser and had failed to tow the disabled boat out of danger. The situation was critical and immediately preparations were made for rescuing the disabled boat, but the commander of the 79 was so keen to have another try, notwithstanding the fact that he had been up all night, that it was decided to give the young sub-lieutenant a chance of winning his spurs, so he was provided with a brand new hemp hawser, and was sent out again to rescue his friend, which he did, and towed him safely into the harbor.

"It was a smart piece of seamanship, which would have done credit to an officer who had far wider experience in this sort of work than Prince George then enjoyed.

"There were no special correspondents of newspapers present, and it was well known that the modest commander was not one of those who play to the gallery, it being sufficient for him to know that he had done his duty, and done it well."

The writer of the letter signs it "The Senior Officer Present," and concludes:

"May one add, with all due respect, that perhaps his majesty will make none the worse king for being a good sailor."

WORDS OF THE WISE.

Condemn no one till his case has been your own.

No one knows as much about us that is unworthy as we ourselves, and yet no one thinks as highly of us as we ourselves.

If people were as satisfied with the degree of happiness they possess as they are with themselves, most of us would be quite happy.

How can we arrive at a knowledge of ourselves? Never by reflection, but readily by action. Try to do your duty, and you will at once know yourself. And what is your duty? That which the day requires of you.

Despondency leads to nothing; it is only the despair of offended self-love.

The manner in which a man accepts his fate is of even greater importance than the actual fate.

Even in winter do not close your window at night. Two inches at the top will keep the air pure. Open it the last thing before you get into bed on cold nights.

Remedies are Needed

Were we perfect, which we are not, medicines would not often be needed. But since our systems have become weakened, impaired and broken down through indiscretions which have gone on from the early ages, through countless generations, remedies *are* needed to aid Nature in correcting our inherited and otherwise acquired weaknesses. To reach the seat of stomach weakness and consequent digestive troubles, there is nothing so good as Dr. Pierce's Golden Medical Discovery, a glyceric compound, extracted from native medicinal roots—sold for over forty years with great satisfaction to all users. For Weak Stomach, Biliousness, Liver Complaint, Pain in the Stomach after eating, Heartburn, Bad Breath, Belching of food, Chronic Diarrhea and other Intestinal Derangements, the "Discovery" is a time-proven and most efficient remedy.

The genuine has on its outside wrapper the Signature R. V. Pierce M.D.

You can't afford to accept a secret nostrum as a substitute for this non-alcoholic, medicine OF KNOWN COMPOSITION, not even though the urgent dealer may thereby make a little bigger profit.

Dr. Pierce's Pleasant Pellets regulate and invigorate stomach, liver and bowels. Sugar-coated, tiny granules, easy to take as candy.

IT'S YOUR PRIDE.

You have a home and it should be your pride. Is it? Is it painted up just nicely? Why not give it a coat of that paint that has been tested out thoroughly—we mean

RAMSAYS PAINTS

You have no time to experiment, and so Ramsay's Paints have been experimented with, on thousands of homes. The quality is known and guaranteed. Anybody will tell you about Ramsey's Paints. Let us send you our beautiful Booklet telling about house painting. Write for Booklet A D We mail it free.

A. RAMSAY & SON CO.,
THE PAINT MAKERS, - - Montreal.
Est'd. 1842.

CHATHAM HOTELS NOT LIKELY TO CLOSE

None of Permanent Boarders Has Received Notice to Move—I. C. R. Division May Run Through Valuable Property.

Chatham, May 18—The expropriation for the branch of the I. R. C. from Nelson to Chatham will include several foundries, wharves and other valuable property. The spot selected by the engineers upon which to build the depot is a wharf owned by A. & R. Loggie between the river and Haymarket square. The spot is now used by the passenger steamer as a dock.

The latest route mapped out by the engineers will run directly through the plant of the Miramichi Foundry Company and also through that of the Miller Foundry Company. It will pass through the yards of the J. B. Snowball Company, the Miramichi Pulp & Paper Company and the Miramichi Lumber Company. The branch line will run between Water street and the Miramichi for practically the entire length of the town.

The dates of the horse races to be held here have been changed from the 29th and 30th of July to Thursday and Friday, the 28th and 29th.

that the local hotels will close because of

While it has been persistently rumored the action of the police committee in enforcing the laws governing the sale of liquor, there is no indication that the threats of this nature will be carried out. None of the boarders at any of the hotels have been notified to seek accommodation elsewhere.

A case which is to come before the exchequer court, which opens at St. John in June, is that of Moses Schaffer, of Blackville, against the Intercolonial Railway for $20,000 for injuries sustained on the 13th day of July last while on the train running from Marysville to Blackville. Mr. Schaffer was thrown between the train and the platform while alighting. He had several ribs broken, a leg broken and was seriously injured in other ways. Mr. Schaffer claims that he was thrown from the train which, instead of stopping, started forward with a jerk.

"Darling," he breathed rapturously, "I swear by this great tree, whose spreading branches bear witness to my sincerity—I swear that I have never loved before."

The girl smiled faintly and observed:

"You always say such appropriate things, George. This is a chestnut tree."—Everybody's Magazine.

"The wife of that trust magnate was unconsciously apropos about the shape of her drawing room."

"Why?"

"She told the architect she wanted it octopus shaped."—Baltimore American.

FARMERS HERE MORE OPTIMISTIC

Mr. Hibbard Finds Very General Spirit of Enthusiasm

THROUGHOUT PROVINCE

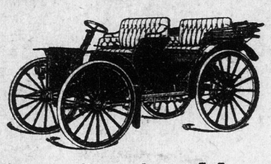
Large Number of Young Men Attended Agricultural Schools This Year, and Many Farms Offered for Sale a Few Years Ago Have Been Withdrawn from the Market.

W. W. Hubbard, secretary of agriculture, Fredericton, is in the city on business in connection with his department. Mr. Hubbard, in answer to a question from a representative of The Telegraph, said that he had noticed recently a very general spirit of enthusiasm among the farmers of New Brunswick. He believed this was significant and went to show that New Brunswick farmers are gradually, if slowly, acquiring greater faith in the possibilities of their own province. Mr. Hubbard also remarked that several farms offered for sale a few years ago had recently been withdrawn from the market, the owners, evidently, having become convinced that they could do better on their own farms in New Brunswick than in the west or in other parts of Canada. When asked in regard to the number of New Brunswick students in attendance at the agricultural colleges, Mr. Hubbard replied that more than forty attended agricultural schools this year, either for long or short courses. He believed that the effect on their farms in future of the knowledge they gained there would be of very great value. Several of these students had written to him, he said, telling him what they believed to be the greatest difficulties encountered by the farmers in their particular districts. These letters Mr. Hubbard found to be interesting, practical and very useful. While Mr. Hubbard deplores the great number of vacant farms in New Brunswick, he believes that the farmers of this province are rapidly becoming convinced that chances here are equally as good as in any other part of Canada.

The twins were giggling after being put to bed, and their mother asked them why. "Because," said Edith, "you have given me two baths and Alice none at all!"

I H C AUTO BUGGIES
For Business and Pleasure

YOU will find the I H C Auto Buggy the ideal vehicle for your use. It is the most simple car to operate, can be used by your wife or children with perfect safety—and when you want to make a hurried trip to town or to your neighbors—it is always ready.



The cost of oil and gasoline to operate an I H C Buggy is less than the cost of keeping one horse. It can be used when you would not dare to take a horse out and it never gets tired.

With an I H C Auto Buggy you can travel from one to twenty miles an hour over hills, through mud, snow—over any roads.

When you buy, get the car that has proved to be most—

Practical—Economical—Serviceable—

The one with the High Wheels and Solid Tires. You will find it the easiest riding and you will never have "tire troubles." A large wheel rolls over a bump or rut. A small wheel jumps over it. With solid tires you will never be delayed by punctures or blow-outs and you will save many dollars through not having to repair and replace worn-out tires. Solid tires are easiest on the roads. They do not flatten out and loosen dirt and gravel like inflated tires do.

There are many other advantages of the I H C Buggies that you ought to know about. They have full elliptic springs (36 in. long by 1⅝ in. wide) and a long base, insuring easy-riding qualities. The International Auto-Wagon has the same features of construction as the Auto Buggy and is a thoroughly reliable car for light delivery wagon purposes.

Ask your dealer to tell you all the facts, or, if your prefer write the International Harvester Company of America at nearest branch house for further information. Do it now—it's the first step toward obtaining the most satisfactory, money saving conveyance for business or pleasure.

CANADIAN BRANCHES: Brandon, Calgary, Edmonton, Hamilton, London, Montreal, Ottawa, Regina, Saskatoon, St. John, Winnipeg, Yorkton.
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