



HOLIDAY TIME CALLS FOR FLEET FOOT SUMMER SHOES

CAN'T trust yourself to slippery leather, in canoe, sail boat or yacht. And, of course, you have to have Fleet Foot Shoes for tennis, baseball, golf and lacrosse. Fleet Foot Pumps or low shoes are the proper accompaniment of Summer apparel. And Fleet Foot Summer Shoes cost so much less than leather, that it is real economy to wear them.



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Now three flavours

Chew it after every meal



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Sealed Tight—Kept Right!

MADE IN CANADA

The Flavour Lasts

"Wherewith Shall We Be Fed"

Continued from page 6
gone to the cities by millions. The cities might have retarded this emigration by paying a tithe of the attention to the sources of their food supply that they have paid to their water supply.

One of the recent sensations of the cities was a sudden rise in the price of onions to twenty cents a pound, about six times the usual price. If the cities had gone to the source to see how much of this rise went to the onion grower they would have found that he was receiving five cents a pound, a rise in price of about fifty per cent. Secretary Houston says: "A full and satisfactory explanation of prevailing prices is not possible on the basis of existing knowledge." If one wishes to know just what he means he may judge by the fact that about that time the Federal Trade Commission asked of Congress—and failed to get—an appropriation of \$400,000 to pay the expenses of an investigation of the production, ownership, manufacture, storage and distribution of foodstuffs. "It is only recently," said the Secretary, "that agencies have been created in the country to study food production, and we have not the necessary facts to enable us to arrive at the truth." That is, the Federal Trade Commission has inquisitorial powers and may examine books. "Where the food supply is located, who owns it, what may be the difficulties of securing it, whether the local conditions are due to car shortage, whether there is artificial manipulation or control no one can state with certainty." The Secretary of Agriculture wanted that investigation by the Federal Trade Commission in order that these facts might be uncovered. Until they are we shall not know whether it is the farmer who is the food dictator or someone near or the public square.

The supply of meats is under suspicion by the livestock men—even under bitter accusation. One Virginia cattleman, with fifty thousand acres of mountain blue grass in pasture, states that he made no money in the three years prior to 1915. One of the proprietors of the greatest cattle feeding station in Nebraska told me that he was going out of business because it does not pay. In spite of the high prices the output of meat products last year was only ten per cent above the average for the past five years. Stockmen have been afraid to go into the business or stay in it because they were afraid of the market conditions. That makes meat higher for everyone.

Last year the fruit growers—some of them at least—got prices good enough so that they paid off the losses they had suffered through several years of bad prices. The only staple fruit that showed an increase in output over the average for five years was oranges, a branch of fruit growing in which the growers have secured control of market conditions and deal the cards themselves. Most other producers were dealing blindly with people who saw every move from the inside. They will not deal so on a scale adequate to the new situation. Dairy products increased a little but not much, with their increased volume of production they will be ruined by bad distribution.

As things now stand, the food heroes must pay the farmers enough to induce them to produce; but the suspicion of shady things lying between the middleman and the farmer still persists.

A Cure Possible

The farmers will need to be financed as a war measure on the basis of higher prices for seed and labor and the need of machine power to make up for lack of manpower. The Federal Farm Loan Board can do a good deal to accomplish this, but

After Doctors Failed

A Well Known Resident of Port Hawkesbury is Restored to Health and Strength.

One of the best known men in the town of Port Hawkesbury, N. S., is Mr. William Duff. He has been a member of the municipal council for 15 years, chairman of the school board, and held other responsible positions. Mr. Duff works, therefore, can be taken as coming from a man who has the esteem and respect of his fellow townsmen. He makes no secret of the fact that he believes Dr. Williams' Pink Pills saved his life, and that they restored him to good health, after several medical men had failed to cure him. Mr. Duff tells of his illness and cure as follows: "About four years ago I was attacked with a grippe which left me in a condition difficult to describe. I was attacked with general weakness, and a constant dull pain in the stomach. I became so weak that I could not walk a hundred yards without sitting down to rest. The food I ate continually soured on my stomach. My nerves were all gone, and palpitation of the heart and a fluttering sensation all through my chest, especially at night was almost unbearable. I was finally compelled to go to bed, and called in a doctor, who said my heart was affected, and treated me for that trouble. After three months attendance, and feeling no better I called in another doctor. His treatment also failed to help me, and I tried a third doctor. This one said there was nothing wrong with my heart, that the trouble was due to my stomach. After treating me for a time he advised that I go to the hospital at Halifax. On a previous occasion when I had an attack of rheumatism I had been cured by Dr. Williams' Pink Pills, and I decided that rather than go to a hospital I would again try this medicine. I got a supply of the pills and began taking them. In a few weeks I could feel my strength returning, my stomach was giving me less trouble, the palpitation of the heart disappeared, and after a further use of the pills I felt as well as ever I did in my life. I can truly say that I feel more thankful than words can express for what Dr. Williams' Pink Pills have done for me."

You can get these pills from 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. (adv.)

Last week spring tomatoes caused the deaths of more than one hundred persons in the central west states. The injury of several hundred more and property damage which cannot be estimated because of serious loss in growing food crops.

most of the needs are sudden, short-time needs and must be met by quick mobilization of money. Much new land may be thus worked. Iowa alone has probably two hundred thousand acres of land now wasted in her too-broad highways and railway rights of way, and other states in proportion. Enough new land might be put in kaffir corn in the West and Southwest to bring that crop up to two hundred million bushels probably instead of forty millions. But it takes machinery, men and quickly available money. These things must be given us: The farmers must be given guarantees as to minimum prices on all staples. The factories work on a guaranteed basis, and the food makers must be given the same assurance. The Government must build up at least secure control of the perishable cold storage for the perishables like fruit, eggs, potatoes and cabbage. It is the fall glut in these which makes production hazardous. The country must be combed for labor for the farms, and an organization must be perfected to train that labor and see that laborers are properly treated on the farms. And above all, unnecessary profits of middlemen between farm and consumer must be cut out and honest markets provided. The chief obstacle to any sudden extension of production in any but staple lines lies in the fear and suspicion with which the farmer regards the machinery at the city end for handling his specialties. Doubtless the President's Proclamation of April 15, with its promise of Federal cooperation will have a powerful effect in bettering some of the conditions described.

It is too bad that the cities have waited so long to take some interest in a good understanding with the people who have been feeding them. This is a bad time in which to be obliged to waste efforts in reform; but if we are to mobilize our food supplies it must be done. We are like a friend of mine whose dentist told him that he had a bad tooth that needed treatment, an old snag that was always threatening to act badly. "Yes," said my friend, "one of these days, when I have time, I'll come in and have it attended to." He never had time; but finally he was attacked by grippe, and at the time of his highest fever and greatest prostration the dentist was called by the physician to come and dig out the old tooth. The suppurating tooth of a bad marketing system, a primitive marketing system, a root-rotted marketing system, a devil-take-the-hindmost marketing system, has needed attention for a long time. Now we are in the midst of the fever of a great war, and the thing must come out. Otherwise the food riots which we have had will seem as nothing to what may happen. Good faith, friendship, close, direct relations with the farmers—all these must be established by the cities. Let them take as their motto: "Let Heaven bless and not die; and let not his men be fed."

More Ships to be Built in Canada

Bounties the Probable Form of Assistance to the Industry

Ottawa, May 22.—Shipbuilding in Canada was the subject of keen discussion in the commons this evening and Hon. J. D. Hazen made an important statement on the question. He said that before the war the chief difficulty in connection with shipbuilding in Canada arose from the fact that we could not compete with the British builder. Labor was cheaper in the old country and there were other conditions which made shipbuilding in Great Britain easier than on this side of the Atlantic. Besides ships could be brought in complete, duty free. When the war broke out practically all the ships doing business with Canada were on the British register. The great majority of these were commandeered by the admiralty.

Canada Will Benefit

Mr. Hazen said he was by no means sure that the British shipbuilder would possess the same advantage over the Canadian builder after the war. Wages in the old country had gone up and it was not likely that they would come down to the old level. Canadian yards were getting on their feet as a result of the war. The shortage of shipping in Great Britain is due to the fact that more vessels were being sunk by German submarines than it was possible to replace. Besides England has to help her allies. Several hundred ships were required alone in connection with the Saloniki expedition. The shipping department of the British government was very busy trying to supply the deficiency.

Mr. Hazen told the house that while in England he had pointed out to Sir Joseph McLaughlin that a good deal might be done in Canada. At the present time, he said, shipyards at Quebec, New Glasgow, Toronto, Collingwood, Port Arthur and on the Pacific coast were busy turning out a large tonnage of both steel and wooden vessels. The biggest ships being produced were from seven to eight thousand tons. The controller of shipping for the British government had expressed a desire that in the future vessels of three thousand tons should be built. Of wooden ships they did not want ships of less than 2,500 tons. Mr. Hazen said he had pointed out that many private yards in Canada could produce a smaller type of vessel. He had been informed that 48 vessels of from fifteen hundred down to 150 tons are being built at the present time by private individuals and companies in the maritime provinces. Under present conditions of freight rates these vessels would pay for their cost in two or three voyages.

Activity Needed

Mr. Hazen repeated that after the war, competition between British and Canadian shipbuilding firms would be on more equal terms. Even if the war should come to a close this year which is regarded as unlikely, he believed it would take several years for the ship yards of the world to catch up with the deficiency in shipping. Many ships would be needed, for the transport of troops from the scenes of action. Ship builders in Canada should be alive to these conditions.

Mr. Hazen agreed that it was desirable to have Canadian vessels under the Canadian register but this was not always possible. He said that a considerable number of Canadian vessels had been requisitioned by the British admiralty. A number of these had been torpedoed, which had added to the shortage which at the present time is affecting the coal trade, and other Canadian industries. Sir Thomas White in reply to Mr. E. M. Macdonald made the important statement that there would be no further proposals regarding the tariff this season. He threw out the suggestion that there might be financial proposals regarding shipbuilding. Sir Thomas said the Imperial munitions board, for the British government had placed orders for twenty or twenty-two steel ships in Canada totalling upwards of 150,000 tonnage. By reason of that the shipbuilding yards of the country would be full to capacity well into 1918.

The Imperial government had also sent a representative here to inquire into the possibilities of wooden shipbuilding in Canada, which would be suitable for the purposes of the British government. A certain design had been determined upon. Sir Thomas said he had interested himself in this question of shipbuilding, and realizing the difficulties which the exchange situation had created for the British government he offered to provide ten million dollars as a loan to the Imperial government.

So far as shipbuilding was concerned after the war, he said he would favor the granting of bounties. Sir Thomas said that because of the shortage in steel plates a large steel shipbuilding industry could not be established in Canada at the present time.

THE KIND CANADA WANTS

(St. John Globe)
The kind of conscription Canada wants is the kind that will compel military service by Canadians best suited for military service, and work on supplies by those who can add to the country better by working at home than by donning a uniform. This kind of conscription, to be efficient and satisfactory, must be enforced without regard to any interest but the national interest, and without thought of what particular particular organizations or particular individuals want and do not want.

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