

POOR COPY

FLEET FOOT
for Summer Wear
at Work and Play

Don't work in heavy, leather boots this summer. Wear "Fleet Foot" Shoes. They are honest and sturdy enough to stand the farm work.

Easy and comfortable—light—sensible—and so much cheaper than leather.

When you go out in the evening, wear "Fleet Foot" White Shoes. There are plenty of different styles and shapes, for every occasion, day as well as evening—and they are far less expensive than leather boots.

Next time you go to town, be sure to see the "Fleet Foot" Shoes for summer wear.



In the Balance

"In acute disease or sudden injury the steady, constant drinkers' chances of recovery are diminished 50 per cent."—Professor Gilbert Darling, F.R.C.S., Vice-Chancellor of Birmingham University.

It was at the bedside of a very sick man. The physicians gravely watched the struggle between Life and Death. All depended upon the heart. Could it cope with the crisis? Life hung by a thread. The thread snapped. The newspapers said he died of pneumonia, and so he did. But the physicians remarked, "Too bad he used alcohol, or he could have passed the crisis."

Yet this man was no drunkard—just a moderate drinker; he could "take it or leave it" alone just as he liked; and all the rest of it; was a highly respected citizen, and a staunch supporter of "British Liberty" (to have his drop when he wanted it).

Here's the tremendous significance of his case: He always voted true to his convictions. Moderate drinkers form a large proportion of the vote upon which the Traffic depends for existence. In fact, in many communities the moderate drinkers hold the "balance of power."

Help to Enforce Prohibition

When, after the vote, the people vote for or against permanent Prohibition, the moderate drinker may turn the scale as he will.

Prohibition is on trial. The moderate drinker of the class mentioned is needed in the fight for vigorous enforcement—the means to permanent victory—and who is more likely to be indifferent? Would not all the moderate drinkers in New Brunswick could thoroughly realize the seriousness of even slight acquiescence with John Barleycorn, Prohibition would be assured forever!

In the name of common sense why will intelligent men vote for such a curse? Think of thousands of good citizens being the Traffic's main political support by voting "wet."

Will the moderate drinkers take the responsibility of killing Prohibition after the war? We think decidedly not. But we want their help now to enforce the laws and thus make freedom a certainty.

Use your influence with every moderate drinker you know. Help to enforce Prohibition.

Dominion Temperance Alliance

NEW BRUNSWICK BRANCH

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Fredericton, N.B.

A Consumptive who Strengthens will surely Recover.

Diseases of the respiratory organs, owing to the loss of flesh and exhausting effects they entail quickly lead to Anemia, general and nervous Debility. It is then that Tuberculosis begins its work of destruction. Those who are subject to chest diseases should protect themselves by using.

VIN MORIN

CRISO-PHATES
THE PULMONARY TONIC

This precious tonic wine, composed of tonic elements combined with phosphates and crescents cures by diminishing the duration of the attack, by reducing the intensity of the symptoms and warding off possible complications, by repairing the losses of the organism.

Dr. Ed. Morin's Cardinal Pills purify and enrich the blood.

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GRAPHIC OFFICE

EXTRA PROFIT FROM SELECTED COWS.

One remarkably satisfactory result of keeping simple dairy records, yields of milk and cost of feed, is the knowledge gained that cows of good dairy type do repay the cost of extra feed.

One example may be given. Not far from St. Hyacinthe, Quebec, one hundred cows produced 104,864 pounds of milk more during 1916 than one hundred did in 1915. The 1916 records showed that ten were not paying so they were beefed, and again in 1916 eleven were sent to the block being replaced by better milkers. Better feedings contributed largely to the above noted big increase in milk yield; more corn was fed, more clover and a little higher meal ration.

The value of the extra feed was \$60,500, this produced more milk to the value of \$1,977.66, so that the extra clear return was \$1,917.16, and the cows were in much better condition.

Dairy records help to select good cows and to ensure larger profit. Write the Dairy Commissioner, Ottawa, for form and feed record system.

C. E. W.

HON. P. J. VENIOT'S BILL FOR PERMANENT HIGHWAY

By Funding Automobile Fees Every Year, Money Will Be Available For Expenditure on Provincial Highway.

Fredericton, N. B., June 1.—The Provincial Legislature met yesterday afternoon at the usual hour.

After considerable routine business, during which one or two bills were advanced a stage, the bill relating to the establishment of permanent highways was taken up.

Mr. Smith (Carleton) asked if the hon. minister of public works would kindly say just what he intended by the expression "permanent highway".

PERMANENT HIGHWAYS

Hon. Mr. Veniot said that if his hon. friend did not already understand the meaning of the word "permanent," he feared he could not help him very much. He (Smith) had used it quite a lot around election time. With regard to the subject matter of the bill no one would suppose for a moment that with only half a million dollars to work with, he could construct permanent roads over the province. He could only begin the work with such a comparatively small amount as that. The idea was that by funding the automobile fees every year a certain sum would become available which could be used to make roads as permanent as was possible in view of climatic conditions in the province. He had already outlined the programme which it was proposed to follow, but he had not been able in the short time which had elapsed since he took office to make as complete plans as he could wish, but he had been able so far to commence the work of having profiles of each leading road made by competent engineers, which, when completed, would be open for inspection to anyone who would care to see them. These profiles would show the nature of every section of the various roads, showing the differences in the condition in which they happen to be so that the department would be able to get complete knowledge of what they had to deal with, and when any report came in that any part of a road was out of repair, they would, by turning to the profile, be able to find out just exactly where the spot was. Three crews would be at work this summer making these profiles, and at the same time they would be doing any necessary repairs to the roads they were working on as they went along.

Mr. Smith, (Carleton) said his hon. friends must admit that at any rate he had given him a good start.

Hon. Mr. Veniot replied that he feared time would show that he had done quite the opposite and that the course he took before leaving office had retarded rather than helped on the road question. He hoped, however, despite these little set backs that the province would have in a few years' time some good trunk roads which would no longer be a disgrace to the government and the people as they now were.

Mr. Smith (Carleton) said he did not want to criticize his hon. friend because the policy which he had just been laying down had his (Smith's) hearty approval, but still he would like to know what was meant by permanent roads. Would the minister describe a macadam or gravel road as permanent?

Hon. Mr. Veniot said that by a permanent road he meant such roads as would at least last the life time of the bonds, which were to be floated to pay for them. He would in building them use gravel and concrete culverts, but by gravel roads he did not mean the sort of gravel roads the province had been used to in the past. There were several fine pits in the province, the gravel from which partook somewhat of the nature of cement and a road made of that material properly put down should last for twenty or twenty-five years at least.

Mr. Tilley expressed his approval of the minister's plans.

Mr. Putt, Baxter, McGrath, Guptill, threw out some suggestions respecting road improvements.

Mr. Magee said it was impossible to make a permanent highway. A highway built of the so-called semi-

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"MORE BREAD AND BETTER BREAD"



ment would be good for 20 years, but an ordinary road with the automobile traffic there was would not last half that time. Under present financial conditions the method of providing the money by funding the auto tax meets with unanimous approval, as it would easily provide for the bond issue of half million. That would be sufficient to take care of the worst parts of the main roads, much of which was semi-permanent already and there would be money available for much larger expenditure on the ordinary roads. As to the gravel they had in Westmorland a gravel pit that was already being taken out and was giving good satisfaction on the St. John streets and he was glad to know that the minister was coming down to his county to inspect it with a view of using it in the work which he proposed to take up.

BIG DEFICIT FOR PROVINCE

Results of Operations of Late Government.

Fredericton, June 4.—The statement of receipts and expenditures of the province of New Brunswick prepared and submitted by the provincial secretary-treasurer to the legislature, is not an encouraging one.

The statement covers transactions for the first six months of the fiscal year, since November 1st last, five months of which the affairs of the province were in charge of the Clark Murray-Baxter government.

In that six months the expenditures of a reached the large total of \$768,957.84, while the receipts were only \$492,804.84, of a deficit for that period of \$277,153.

The question arises, if there is such a deficit in the first six months of the fiscal year, what will the deficit be at the end of the twelve months? That there was a tremendous deficit on October 31st last year, had the accounts been all in and paid,

can no longer be doubted. The public works department by a stroke of the pen transferred \$72,000 from "ordinary expenditures" upon roads to "special improvements," with the idea of bonding it as permanent expenditure and paying the amount out of the \$500,000 to be raised by an issue of serial bonds. That was the plan of ex-Minister, B. Frank Smith who, after October 31, had governor's warrants issued increasing this "special improvement" account to over \$103,000, very much of this expenditure being to the year 1916, but was wiped out of ordinary accounts in a order to show a small surplus.

Many accounts that had already been paid out of ordinary revenue in August and September were "disallowed" by the minister, and were transferred to "special accounts."

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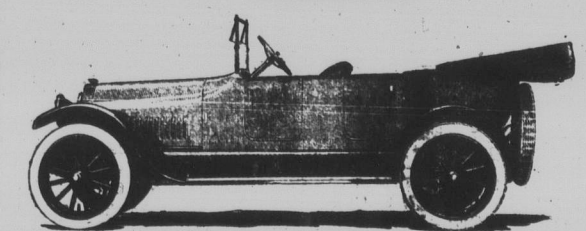
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Extra safety means the extra feature of strength which takes the strain of the shock which wrecks the small cheap car.

Extra power means smooth, vibrationless operation, not the jarring, jerking, racking strains of over exerted power.

Extra low upkeep is the sum of the advantage mentioned above, and it is the sum of economy, and that is why Studebaker believes it is better to put a little more money and a great deal more quality in manufacturing a car like the Series 18 at \$1375, and at the same time give you genuine leather upholstery and the same quality of fittings and equipment that you find in cars costing more than twice as much as the Studebaker Four.

We repeat that the Studebaker Series 18 is the most economical four in the world.

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