

MUNITION WORKER'S BADGE



This is being worn by the men and women shell workers of England.

May Organize Division Here

Rumor That Troops Will See Training Carried Further in Canada; Canadians Mentioned in Despatches; News of Our Soldiers

It is reported that the militia department is considering the advisability of giving up the piecemeal method of sending troops across the Atlantic and that new divisions will be recruited, trained and equipped in Canada, and be almost ready to take the field on arrival on English soil.

The following despatch appeared in the London Times of June 15.

War Office, June 15.
The following despatch has been received by the secretary of state for war from General Sir Douglas Haig, G.C.B., commander-in-chief of the British forces in France:

General Headquarters, April 30.
Sir—I have the honor to forward herewith the names of those under my command whom I wish to bring to notice for gallant and distinguished conduct in the field. I have the honor to be, Sir, Your obedient servant,

D. HAIG,
General Commander-in-Chief of the British forces in France.

In the list which contains 4,800 names is found: Canadian artillery—Lieut. Colonel W. O. H. Dods, Major S. B. Anderson, Major G. E. Vansettart, Capt. H. W. Taylor, Temporary Lieutenant H. B. Garland and Lieut. O. A. Mowat. The latter is Lieut. Ollie Mowat, of Campbellton (N. B.), and well known throughout the province.

To Join Kilties.

Another returned hero is coming back to join the staff of the 23rd kiltie battalion, in the person of Private Robert Hagans, son of the late Staff Sergeant

Instructor Robert Hagans formerly of the Royal Canadian Regiment. He is coming back from the front to be medical sergeant in Colonel Guthrie's new battalion.

To avenge his brother's wounds received on the western front, Lieutenant R. R. Vets, a prominent civil servant at Ottawa and private secretary to Sir Thomas White has enlisted in the 20th Battalion, "McLean's Athletics."

Word was received from Major Malcolm McKay, of the 104th Battalion, by friends in the city that the battalion is now safely encamped at Caesar's camp, Folkestone, England.

Nine Recruits.

Nine recruits were secured on Saturday at the recruiting office in Prince William street, and nine at McAdam for the construction corps.

JOHN SCOTT, St. John (N. B.), No. 1 Construction.

JOSEPH P. AMBERG, St. John (N. B.), No. 1 Construction.

ROBERT ATKIN, St. John (N. B.), No. 1 Construction.

WALTER M. HOYT, Norton (N. B.), No. 1 Construction.

FRANK GARDNER, St. John (N. B.), No. 1 Construction.

WILLIAM KIRKPATRICK, Rothery (N. B.), No. 1 Construction.

CHARLES LAWTON, St. John (N. B.), No. 1 Construction.

McAdam Recruits.

The men secured on Friday night at McAdam were:

ARTHUR MAYE, Hoyt (N. B.)

CECIL MAYE, Hoyt (N. B.)

HAROLD MACDONALD, McAdam (N. B.)

THOMAS GIBSON, St. John (N. B.)

MAX ESTABROOKS, McAdam (N. B.)

CARL SPEDDY, McAdam (N. B.)

JOE PURDUE, McAdam (N. B.)

Casualties.

The names of nine New Brunswick men appear in the midnight casualty list. Wounded—Andrew Walls, New-

castle, killed in action, Irvine Long, Watkin's Lake, died of wounds, T. Peir, Bathurst, died, Earl Morris, Kill-

rie, Bathurst, died, Earl Morris, Kill-

burn, killed, Charles L. McQuoid, St.

THE really particular among cyclists have learned to appreciate the attractiveness of Goodyear "Blue Streaks."

Blue Streak White Diamond Tire—an aristocratic tire of white rubber—the All Weather Tread as strong as it is handsome—the bicycle tire of luxury.

\$3.00

GOODYEAR
MADE IN CANADA
BICYCLE TIRES

Andrews; wounded, Lewis R. Sheldon, Fredericton; Corporal Kenneth Cosseboom, St. Stephen; Edward Keating, St. John and Harold Englehart, Wyers Brook.

James A. Barter, ex-president of the Carleton County Liberal Association, has returned after an extended trip through the west. He has four sons and one grandson in khaki, James and John of the 14th, William of a British Columbia battalion, Samuel of the 140th, and a grandson who is at present in the trenches.

Corporal Aylene Y. Clements, son of Mrs. W. H. N. Clements, of Claremont, York county, who was before whose name is a prisoner of war in Germany.

The wedding of Sergeant James J. Jones, of the front line, to Miss Jane Challenger of Fredericton, will take place at St. Demetrius church this afternoon.

The ceremony will be performed by the Rev. F. L. Carney of Fredericton.

William Scherry, of 53 Broadview street, given a wrist watch by his fellow employees of the Norton Griffiths Company on Saturday. The presentation was made by Fred Quin. Mr. Scherry has joined No. 1 Construction corps and will leave the city at an early date.

PROBLEMS THAT FOLLOW THE WAR

Sir Rider Haggard Again Visits Canada

To Consult Government

Famous Novelist Now Regarded as Greatest Popular Authority on Agriculture in the Empire

(Toronto Mail and Empire)

Rider Haggard, author of "She," "Jesse," "Allan Quartermain" and other African classics and before whose name belongs a "Sir," and an "H," is now in Canada on his way to Ottawa to discuss the "men" of the Canadian government with the latter after the war is over. British soldiers may be brought back to the land, how best the Empire may become a nation of farmers. The land, as he says, is the nurse of nations, the cities are their depositories, Rider Haggard has been assured of a sympathetic audience. He will find members of the Canadian government ready to co-operate with him fully because Canada wants men on her land as much as British soldiers want land.

There is a mutual necessity and what applies to Canada applies also to Australia and South Africa, countries, like Canada with immense natural resources, and needing only settlers of the proper kind to develop them. Rider Haggard will see all of the British dominions before he goes home, and will report upon what each has to offer.

Novelist by Chance

In the past year our distinguished visitor has come to be recognized as the greatest popular authority upon agriculture in the British Empire. He began his career with the ambition to become a lawyer. He was then in Africa in the civil service and his destiny was accidentally decided one night when he began to criticize some novels.

A friend said that he could not write one himself. He had no idea probably that he could, but in order to refute his friend he sat down and produced "She." In its day this story had quite the vogue of "Tribes" later on, Haggard followed the vein and in a few years had turned out a creditable number of stories of adventure and had made of Allan Quartermain a character who might almost be compared with Sherlock Holmes and "Raffles" as popular favorites.

His success with his novels obliterated his visions of fame as a lawyer and it was not long before he was able to adopt the vocation he really desired, that of gentleman farmer. For some years past he has been an experimental farmer and has made deep study of agricultural problems. He has written convincingly on the subject. He has been on Royal Commissions. Now he comes to Canada, his object being to discuss what arrangements can be made by this country for welcoming to the soil the British soldiers who will want to become farmers or ranchers at the end of the war.

In the course of an interview with

Edward Marshall, an American newspaperman who looks for the Chicago Herald to have some notion of his mission. He did not get down to details for he can decide nothing without consultation with the dominion authorities, and it seems that he has no cut and dried scheme. He merely speaks of the need

of a sound policy of emigration and the absolute necessity of the British Empire becoming an empire of farmers. As he says, it is not so much wealth that matters in great world crises, but men, women, families and homes that are happy even if they are more or less humble. He contends that the nation which is not a nation of farmers or that has not behind it the solid support of men who are developing the land cannot endure, Rome declined when she gathered her best into the cities. In England for generations the tendency has been for men to flock to the country to go to the cities. The tendency is an unhealthy one from an imperial point of view. After the war it must be changed.

Cities No Place for Babies

"What happens in the cities?" he asks. "The birth rate goes down. There is little room and smaller joy for children there. A hotel, however fine is no place for babies, and the streets are worse. In the cities have been set up living standards to which few can attain. If the mother must wear smart clothes and spend money upon herself in many ways not vital where it is to be found the money for the children's frocks. Of what use or comfort are children to the city dweller anyway. Hence race suicide. The finer and more prosperous folk may be, the less inclined they surely will be to produce large families, and the poorer they may be the less able they surely will be to properly support and rear large families. But on the land children very quickly grow to be of service to their parents and doing this they soon become props of the state.

Back to Nature

"Another thing which must be remembered is the fact that in England the high wages which the war has brought to pass cannot be maintained in general after the war ends. The trades unions will not like to see them sink. This inevitably will mean trouble, and it may mean very great trouble. The only real refuge from this trouble will be found in a return to the more primitive conditions that are in touch with nature. We cannot get safely away from Mother Nature—nor long at any rate. He who does she will catch up, throttle and throw aside as of no further use to her eternal purpose, and what is true of her treatment of individuals is no less true of her treatment of peoples. For what is Nature? I say that although it is often veiled and often bloody it is the hand of God."

Stephen Ducas Smith, aged ninety-three, of South Kingston, has been busy the last few days pruning the trees on his place and felling some of the timber. With the exception of several months spent in Taunton Mr. Smith has lived in South Kingston.

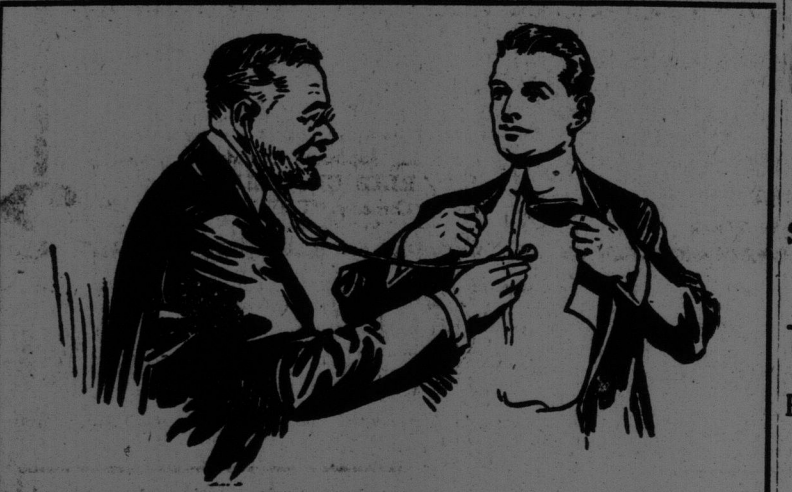
NO QUITTING ON THE HILLS

Polarine
FRICTION-REDUCING MOTOR OIL

enables your motor to deliver every ounce of power that its maker built into it.

THE
IMPERIAL OIL COMPANY
Limited
BRANCHES IN ALL CITIES

WE SELL
Premier
Gasoline
MOTOR OIL



What the Doctor Asked

One of the questions the examining physician for life insurance is apt to ask the applicant whose heart is skipping beats or is fluttery is—

"Do you use tea or coffee?"

The reason tea and coffee are suspected is because the physician knows that the drug, caffeine, in tea and coffee disturbs the nervous system, races the heart, and is responsible besides for conditions which often become serious.

It's a good thing to stop when one reaches the danger zone. It is better still to safeguard health and avoid trouble by quitting both tea and coffee and using the famous pure food-drink

POSTUM

This delightful beverage is made of finest wheat, roasted with a little wholesome molasses, and while it has a delightful snappy taste, it contains only the nourishing goodness of the grain—no drug—no harmful ingredient whatever.

There are two forms of Postum. The original Postum Cereal must be boiled. Instant Postum—a soluble powder—is made in the cup with hot water—instantly! Both forms are equal in flavor, and cost about the same per cup.

Thousands of people have found the way to renewed health by a change from tea or coffee to Postum. There are no tea or coffee "questions" in Postum.

"There's a Reason"

Canadian Postum Cereal Co., Ltd., Windsor, Ont.

10,000 Mile Goodyears

Four Times Across Canada

Goodyear Tires Have Traveled the Equivalent to Four Times From Halifax to Vancouver

10,000 miles from one tire! It is an achievement that any motorist is proud of. But the Goodyear achievement far exceeds the producing of an occasional tire that gives this excess mileage. There are hundreds of Goodyear tires that have gone 10,000, 10,000, or even 12,000 miles. We publish here the names and addresses of some of those motorists whose Goodyear tires have averaged around 10,000 miles.

One factor has entered into this unusual performance. Goodyear Quality—a quality that is maintained regardless of price, and to which the lower price of Goodyears is only an incident.

Not Just in Isolated Cases

Any tire maker can cite cases where a tire has given great mileage. Here and there a Goodyear tire has gone 20,000 miles or more. But one tire will not much affect the average mileage given by a brand of tires. But hundreds of Goodyear tires giving excess mileage have raised the average of the whole. What hundreds of motorists have done, any motorist can do.

Not Just on Good Roads

Note especially the addresses given here. We could have selected a few tires which had run on good roads and reached a far higher average than 10,000 miles. But the names were selected throughout the entire Dominion of Canada from coast to coast. We want to show that a great many Goodyear tires can average 10,000 miles on all kinds of roads. The deep-rutted, grinding, clay roads of Quebec. The winding rocky mountain roads that tear and pull on the fabric. The almost invisible prairie trails—water, sand, stones, holes, full of tire enemies. The hard tread-wearing roads of Ontario. Goodyear tires are built to give mileage under the worst conditions. When the conditions are improved the mileage is greater.

You, Too, Can Get This Mileage

Your tire can give you greater mileage. If you will equip with Goodyears, take proper care of your tires, allow the Goodyear Service Station Dealer to help you, your mileage should be far in excess of that you would reasonably expect. The Goodyear organization stands ready to make good on this claim. Such mileage makes your decreased tire-cost-per-mile offset your increased gasoline-cost-per-mile.

GOODYEAR
MADE IN CANADA

ONTARIO

ARNHEIM—J. R. Byrne, Prop. Royal, 12,000. BRIGHT—W. E. Leonard, 38x44, 10,000. EMBURY—R. A. J. Pilon, 11,000. FAIRBANK—J. P. Little, 20,000. GUELPH—A. H. Dinkwater, 15,000. PRESTON Taylor, 4,000. HAMILTON—S. Adison, 9,000. M. Cummings, 9,000. T. Collins, 12,000. Gibbons & Yellowless, 8,500. Stanley Hills, 7,000. Mr. Hustable, 9,000. W. Jones, 11,000. G. M. Lynn, 8,000. H. MacCormack, 8,000. Ritchie Cut Stone Co., 9,400. J. J. Scott, 8,000. H. Stevenson, 14,000. A. G. Secord, 11,500. Mr. Stewart, 12,000. LONDON—Ed. Shees, 18,000. OTTAWA—T. J. Carter, 7,000. E. A. LeSurier, 4,000. E. G. B. McKay, 9,700. STRATFORD—Frank Copus, 7,200. Miller Bros., 7,000. Dr. Lorne Robertson, 7,000. TRESWATER—A. Lammetts, over 8,000. TILLSONBURG—John House, 10,000. TROUS. Taylor, 15,000. TORONTO—R. Bigler, 9,472. J. C. Coombs, 8,000. A. L. Gouley, 8,000. Dr. Guisance, 12,000. A. O. Hurst, 12,000. A. O. Hogg, 11,000. C. W. B. MacKenzie, 9,000. W. Parry, 9,000. Mr. Spaulding, 9,400. White & Co., 11,000 and 18,000. WINDSOR—Wm. J. Gilmore, 20,000. WOODBINE—Lieut. Jas. Dent, 7,000. W. Gould, 7,500 miles. M. S. Schell, 7,500.

SASKATCHEWAN

CARLEVALE—J. O. Sullivan, 15,000. CRAIK—Frank Parks, 10,500. 12,200, 13,300. QU'APPÉ—P. L. W. A. Caswell, 8,000. REGINA—J. P. Bole, 9,600. Frank Clark, 8,500. W. Parlier, 8,500. Dr. C. E. Partridge, 8,000, 8,000, 13,000, 13,000. Police Patrol, 7,500. 8,500. W. N. Ester, 9,000. Geo. Speers, 7,844. 8,947. Stockton & Mallison, 14,000. J. M. West, 8,500, 8,500, 9,000, 11,109. SASKATCHEWAN—E. Stokewey, 4 tires, 15,000 each. C. D. Underwood, 8,000. E. TRIE GARYA—Wm. Seed, 10,000. WINTERTON—Dr. T. H. Agave, 9,600.

ALBERTA

ANDREW—Ed. Coney, 32,724. 27,465. 18,000. 18,000. BENTLEY—P. E. Thorpe, 8,030. 8,000. 14,000. CALGARY—H. B. Pearson, over 10,000. CAM. ROSE—H. J. Young, 9,000. 9,000. CHAMPTON—F. Smith, 15,000. EDMONTON—A. Ames Brick Co., 7,500. Capital City Taxi, 7,200. W. P. J. Grismond, 9,000. 7,500. P. S. Harding, 12,000. 12,000. 7,000. 7,000. G. W. Maslin, 9,400. 9,400. McDonald & Cooper, 8,500. 8,500. J. J. McLaughlin Co., 11,000. J. M. Payant, 9,000. Somerville Hardware Co., 8,000. 9,000. Twin City Transfer, 22,000. 17,000. 14,880. 14,000. LETHBRIDGE—Dr. P. M. Campbell, over 10,000. MILK RIVER—Smith Bros., 4,30,000. ST. ALBERT—L. Levesque, 9,000.

BRITISH COLUMBIA

NEW WESTMINSTER—R. M. Bradshaw, 15,642. R. Clarke, 18,101. T. C. Colclitt, 15,000. POINT GREY—J. M. Bowell, 8,300. VANCOUVER—C. E. Berg, 21,250. L. Bassan, 14,532. 15,322. H. N. Clements, 21,250. Mr. Edwards, 18,500. R. Hutchison, 9,500. S. W. Hooper, 18,500. J. H. L. Klees, 10,000. A. C. Lawson, 11,960. A. Matheson, 12,500. E. Moran, 12,500. E. Moran, 10,000. H. M. Priestman, 11,500. Dr. Turnbull, 10,000. Terminal City Motor Co., 10,500. T. J. Whiteside, 9,000. VICTORIA—J. W. Blackwell, 15,000. Walter Dandridge, 20,000. J. R. Hamlin, 15,000. James Kennedy, 12,000. James Morgan, 14,000. J. W. Orr, 12,000. C. F. Wood, 12,000.

MANITOBA

MORRIS—T. Drought, 4 tires 10,800 each. WINNIPEG—Harrison Taitak Co., 18,000. C. S. Judson, 10,200. J. Y. Mason, 14,000. J. A. Matthews, 18,000. C. F. Thompson, 10,000.