D. GOLDENBERG & Co.

FALL OPENING

LADIES' COATS

We show an extensive range of Ladies' Winter Coats in Velour, Duvetyne and Bolivia Cloth with Fur and Cloth Collars in the most desired Shades and Styles at popular prices.

HERE ARE TWO SPECIALS.

TWEED COATS
Made of Heavy Checked Tweed, new Swager Style, half lined. Special at $22.50

LADIES' VELOUR COATS
Made of Heavy Velour, Convertible Collar. Half lined. Special ..... $12.50 and $17.50

HOMESPUN
All Wool, 56 inches wide, self-coloring, heavy quality, for Dresses, Skirts and Costumes in a good range of attractive colors. Per yard $1.95

DRESS FLANNEL.
All Wool Dress Flannel, 56 inches wide, in Navy, Alice Blue, Dark Red, Bright Red, Green and Jade. Per yard $2.10

DUVETYNE.
In Fawn, Sand, Field-mouse, Taupe, Navy and Black, extra good quality

TRICOTINE
All Wool English Tricotine, 56 inches wide for Ladies Dresses. A good winter weight in Navy, Sand, Alice Blue, Brown and Belgian Blue.

PLAID AND STRIPED SKIRTING
Different Plaids and Stripes. These are All Wool Fabrics of superior quality, heavy weight, 58 inches wide.

SPECIAL
Navy Blue Serge 40 inches wide for Ladies' Dresses and Children's wear. Per yard ..... 75c.

STRIPED FLANNEL.
A splendid English, All Wool Flonnel that combines that most desired "warmth without weight" in four different stripes, suitable for women's blouses, men's sirts and pyjamas, 30 inches wide.

FLANNELETTE.
Ede Cloth imitation of Flannel for blouses, men's shirts and pyjamas, white ground, colored stripes in a good assortment of color.

CLOAKING
Heavy Check Back Cloth for coats in different shades.

LADIES HOSE
All Wool English and Canadian Cashmere Hose in the Newest and most wanted colors, also black. Heavy and medium weight, all sizes.

LADIES' VESTS
In Wool and Wool and Silk Mixture, low neck and no sleeves. Bloomers to match.

LADIES' COMBINATIONS.
Short and long sleeves, ankle length. Also no sleeves and knee length, different weights and quality.

CHILDREN'S REEFERS
Made of Navy Blue, Tax Serge, well lined. Brace Buttons and emblem on Sleeve, for $4.50

FLANNELETTE SHEETS
For Single, Double and Extra Wide Beds.

FUR CHOKERS
In Mole, Seal and Beaverine, very becoming styles to clear cheap.

WOOL BLANKETS
Red and White Woolen Blankets, all Sizes.

FLANNEL
White, Gray, Military and Khaki Wool Flannel.

FLANNELETTE
White, Gray, Striped and Checked, all widths.

MEN'S FALL OVERCOATS.
Made of Dark Gray Oxford Cloth, well lined, the right coat for this time of the year. Special price $12.75

MEN'S VELOUR HATS.
Extra good quality Velour Hats in Brown, Fawn and Green. Regular $6.50. Special Price $5.28

MEN'S HOSE
All Wool Men's Heather Hose in a good, medium and heavy weight for 60c

MEN'S UNDERWEAR
In Combinations and two pieces, medium and heavy weight at **Special Prices.**

BOYS' UNDERWEAR
In Combinations and two pieces, All Sizes at **Special Price.**

BOYS' SWEATERS
Boys' Jersey Sweaters, buttoned neck and shoulders for $1.25

Showing a complete Assortment of General Dry Goods Ladies', Mens' and Children's Ready-to-Wear etc.

Your Inspection Solicited.

Before Buying or Sending Away for Your Winter Goods, Call and Get Our Prices It Will Pay You.

D. GOLDENBERG CO. NEAR OPERA HOUSE

Railway News

Montreal.—Ike Liter and Abram Mayoff, who were arrested at Montreal on August 24th, charged with giving money to C. P. R. conductors on the Ste. Agathe Subdivision for not collecting fares from parties of passengers, appeared before Judge Perrault on September 21st and pleaded guilty to the charge, and were sentenced to pay a fine of $25 each and costs.

These are the first prosecutions made in Canada on this charge, which is covered by an amendment to the Criminal Code under section 413A, making it a criminal offence for giving or offering to give to conductors of any railway valuable consideration for not collecting fares from passengers travelling on trains.

Figures have been issued recently showing the accidents and casualties occurring on the Pacific system of the Southern Pacific Railway during the years 1918-1921. They are sufficiently impressive:

Ran on track in front of train, 1,890; killed, 185; injured, 569. Ran into side of train, 676; killed 13; injured, 253. Stalled or died on track, 327; killed, 7; injured, 41. Skidded into side of train, 89; injured, 17. Ran into crossing gates, 207; injured, 13. Ran into crossing flagmen, 20; killed, 2; injured, 18. Miscellaneous — (ran into cattle guard, warning signs, etc.), 46; killed, 1; injured, 8. Total accidents, 2,755; total killed, 208; total injured, 921.

If the danger to people driving automobiles recklessly was confined to such people one might be inclined to view the situation with comparative equanimity, but the reverse is very much the case. Railroads suffer heavily through careless driving.

Ottawa. — Apparently there are some automobile drivers who are wise enough to realize that it is better to run into a ditch than into a railway train. Another case of this kind occurred at Hull.

A resident of Val Tetreau, Hull, ditched an automobile he was driving on the Aylmer road one Saturday night, near the C. P. R. crossing when his brakes failed to function, and a train was coming along. His spill into the ditch probably saved the lives of his passengers, three in number, and his own, while his car was badly crippled.

An auto containing four persons was driving in to Hull from Val Tetreau, at a fair rate of speed. They had reached the Pontiac railroad crossing and were headed for the C. P. R. crossing, some yards ahead, when they were warned by the whistle of an approaching train, of danger ahead. The driver at once applied the brakes, but found they would not stop the car, which was being rapidly carried on to the crossing with the train only a short distance away. Realizing that he could not get over the crossing ahead of the train the driver adopted the only course possible and cutting off the gas he turned the car into the side of the road, and in doing so struck a telegraph pole, which snapped in two by the impact, fell, just missing the auto, which turned over on its side, the top just grazing the mail coach of the train as it swept over the crossing. Strange to say, despite the shock of the collision when the car hit the telegraph pole, and its capsizing, none of the occupants were hurt beyond sustaining a few bruises and cuts, and a bad fright.

Harry Matthews, 36 Sherbrooke street, Ottawa, the engineer of the train which was from Brockville and was due at the Central station at 6.50, warned by his fireman, Jack Finn, 41 Spadina avenue, that an accident had occurred, pulled the train up after it had passed over the crossing and helped. with other train officials, to extricate the passengers from the wrecked auto, who were taken in to Hull by a passing autoist. None of the party was in need of medical attention.

Toronto.—On the evening of September 19th, when yard engine with 17 cars of meat was crossing St. Claire Avenue, at West Toronto, a Willys-Knight touring car ran into the side of the twelfth and thirteenth cars from the engine, breaking both front fenders of automobile. Fortunately, the occupants of the automobile were not injured.

Banff. — Although the official opening of the Banff Windermere Automobile Road will not take place till Dominion Day next year, the last stretch has just been laid, and the chief engineer traversed the whole 104 miles, from Banff to Lake Windermere, for the first time in a motor car. The time taken was seven hours. The new road provides an important link on the All-Canadian motor trail through the Rockies, and is expected to bring thousands of motorists to Banff from the United States, as it connects with the great Columbia Highway through Spokane to Portland. This season the Canadian Pacific trains to and from the Rockies were heavily laden with tourists. The opening of the Banff-Windermere road will, if possible, make resorts in the Canadian Pacific Rockies more popular than ever, and the number of tourist visitors will be largely increased.

OBITUARY.

William McKnight.

A very sad death occurred in Napan on Friday morning when Mr. William McKnight son of Mrs. Samuel McMcKnight, who lives near Carmel Beach passed away.

Mr. McKnight was the sole support of the household of eight people and his removal is a terrible blow to them as well as a heavy loss to the community. He was held in the highest esteem by all who knew him. He was 47 years of age and unmarried. Surviving him are his mother, and four sisters, Mrs. James [illegible] Black River, Mrs. Robert McDiarmid, Centre Napan, Mrs. Fred McKnight and Jessie at home.

The funeral was held on Sunday afternoon with service at the house and Carmel church by Rev. Thos. Harrison. The attendance was very large and the mark of tribute to his memory very general. Interment was in Black River church cemetery.

CONSEIL DE COMTE DU DE BONAVENTURE

Une assemblée du Conseil de Comté du Comté de Bonaventure tenue à l'Hotel de Ville à New Carlisle, Mercredi, le 13 ième jour du mois de Septembre, 1922, à dix heures de l'avant midi, durant.

PRESENTS:

Thomas Levesques, Ecr., Maire de Matapedia (St. Alexis).

S. M. Adams, Ecr., Maire de St. Laurent de Matapedia.

J. L. Castonguay, Ecr., Maire de Restigouche Partie Nord Ouest.

George Frenette, Ecr., Maire de St. Jean l'Evangeliste.

Pierre Cyr, Prefet, Maire de St. Omer.

H. J. E. Martin, Ecr., Maire de Carleton.

J. Isidore Cyr, Ecr., Maire de Maria

Robert Hardy, Ecr., Maire de New Richmond.

x

Pierre LeBlanc, Ecr., Maire de Musselyville.

Alexis Poirier, Ecr., Maire de St. Siméon.

Omer Henry, Ecr., Maire de St. Bonaventure de Hamilton.

John Gifker, Ecr., Maire de New Carlisle.

E. J. Briard, Ecr., Maire de Paspebiac Ouest.

James LeBrasseur, Ecr., Maire de Paspebiac.

Wm. Ahearne, Ecr., Maire de Port Daniel Ouest.

Pierre Daréche, Ecr., Maire de Port Daniel Est.

S. Chapados, Ecr., Maire de Gascons.

Eugéne Anglehardt, Ecr., Maire de St. Godefroi.

John Oatman, Ecr., Maire de Restigouche Partie Sud Est.

Le tout formant un quorum sous la présidence de Son Honneur le Préfet du Comté, Mr. Pierre Cyr, Maire de St. Omer, suivant les dispositions du Code Municipal de la Province de Quebec.

L'Avis de l'Election de Mr. E. J. Briard, comme Maire de la nouvelle Municipalité locale de Paspebiac Ouest étant lu au Conseil, fut dument filé de record par le Secrétaire-Trésorier.

Les minutes des délibérations du Conseil de Comté, lors de sa dérniére séance, furent lus par le Sécrétaire-trésorier, et dument approuvé et adopté par le dit Conseil, sur la motion du Maire Adams, sécondé par le Maire le Poirier.

Le Sécrétaire-Trésorier donna communication de toutes correspondances reçues par lui depuis la derniére séance du dit conseil.

Proposé par le Maire Ahearne, sécondé par le Maire Gilker, que Messieurs les Mairés de Maria et New Richmond, Isidore Cyr et Robert Cyr respectivements, voient Mr. Cleary, à l'égard de l'accident arrivé à son cheval sur le Pont de la Riviére Grande Cascapedia, et d'en arriver à une conclusion quelconque à la meilleur de leur connaissance et jugement.—Adopté.

Une requête signée par plusieurs des contribudles et autres de New Ricrmond priant le Conseil de Comté de se pourvoir d'une Ambulance à être stationé à Cross Point, fut déposé au dit Conseil, et aprés discussion, il fut proposé par le Maire Adams, séondé par le Maire Gilker, que la dite requete soit remise à la prochaine assemblée de ce Conseil pour plus ample considération, et qu'en attendant, le Sécrétaire-Trésorier soit ordonné de s'enquérir du coût approximatif de l'Ambulance suggéré, et toutes autre information nécessaires y concernant, et de plus de communiquer avec le Conseil de Comté du Comté de Gaspé, et de s'en quérir d'eux si toutefois ils voudraient contribuer leur quote part aux coût du tout.—Adopte.

Le Sécretaire-Trésorier donna communication au Conseil des doucumeits se rapportant à l'annexion d'une partie de la Municipalité de St. Jean l'Evangeliste, à la Municipalité de St. Omer, et reçus des Autorités Municipales de Quebec, et le tout fut dument filé de record.

Propose par le Maire Adams, sécondé par le Maire Gilker qu'un vote de remerciements soit donné à l'Honorable Charles Marcil, Député du Comté de Bonaventure au Fédéral, pour les services de valeur qu'il a donné à l'égard du Pont Interprovincial à Matapedia auprés des Autorités des Gouvernements intéressés.—Adopté.

L'Evaluation des Territoires Non-Organisés de Milnekek et d'Assametquaghan, dans le Comté de Bonaventure, et la confection d'un Rôle d'Evaluation pour ces dites parties, par le Secrétaire-Trésorier du Conseil, sous l'autorisation du dit Conseil de Comté, fut approuvée et adoptée par le dit Conseil de Comté, sur la motion du Maire Gilker, sécondé par le Maire Oatman.—Adopté.

A midi l'Assemblée du Conseil fut ajournée pour le diner, sur la motion du Maire Gilker, sécondé par le Maire Isidore Cyr, à 1.30 de l'aprés midi.—Adopté.

A 1.30 p.m. le Conseil résuma ses ouevres.

Une requête signée par plusieurs des contribuables du Territoire Non-Organisée de Milnikek, priant le Conseil, et après discussion il fut propose par le Maire Henry, sécondé par le Maire LeBlanc, que Mr. Louis Fournier de Milnikek soit nommé Officier de Voirie Spéciale, à ces fins, et qu'il soit ordonné de voir toutes les personnes intéressées à l'egard du Chemin de Front entre la Premier et Deuxiéme Rangs du Canton de Milnikek, et de faire rapport sur le tout au Sécrétaire-Trésorier de ce Conseil.—Adopté.

Avis de Motion fut donné par le maire LeBrasseur, sécondé par le maire Anglehardt, qu'à la prochaine Assemblée du Conseil de Comté, qu'ils proposeront pour l'adoption par le dit Conseil de Comté un reglement plaçant aux charges conjoints, selon leurs Rôles d'Evalution respectifs, des Municipalités Rurales de Paspebiac et de Paspebiac West, le coût des reparations, l'entretien, et la construction, en um mot toutes dépenses quelconques, à l'égard du Pont connu sous le nom du "Pont du Barachois de Paspebiac," et de plus que la Route connu sous le nom de Route Day, aussi bien que La Route LeBoutillier, et leurs prolongations, soient placés aux charges des deux dites Municipalités Ruralés, pour reparations, entretien, etc., selon leurs Rôles d'Evaluation respectifs.

Proposé par le maire Castonguay, sécondé par le maire Henry, que le Conseil de Comté approuve et passe un Reglement, comme suit saoir:

Ordonné par Reglement du Conseil de Comté du Comté de Bonaventure, que le nouveau Pont construit àtravers le Riviére Matapedia entre les Municipalités de Matapedia (St. Alexis) et Restigouche Partie Nord Ouest (St. André) soit déclaré par le dit Conseil Pont Local pour l'utilité et aux charges de la Municipalité de Matapedia (St. Alexis) seulement.

Proposé en amendement par le yaire Levesque, sécondé par le maire Chapados, que le dit Conseil approuve et adopte le Reglement suivant, à la place de celui ci-haut proposé, savoir:

Ordonne par Reglement du Conseil de Comté du Comté de Bonaventure que le nouveau Pont construit atravers la Riviére Matapedia entre les Municipalités Rurales de Matapedia (St. Alexis) et Restigouche Partie Nord Ouest (St. André) soit déclaré un Pont de Comté, les deux dites Municipalités Rurales étant responsables pour l'entretien du dit Pont, selon leurs Rôles d'Evaluation respectifs.

Pour L'amendement:—Messrs. Les maires Levesques, Chapados, Poirier, Frenette, LeBlanc, Gilker, Ahearn, Hardy, Martin, Isidore Cyr, LeBrasseur, Anglehardt, Briard, Oatman et Daréche.

Contre l'Amendement:—Messrs. les Maires Castonguay, Henry et Adams.

La majorités des votes étant pour l'amendement, elle fut déclaré adopté, et la motion principale perdue—Adopté.

Proposé par le maire Isidore Cyr, sécondé par le maire Hardy que Mr. David Willett soit nommé Inspecteur de Voirie de Comté pour les Ponts de la rande Riviére Cascapedia et ses approches.—Adopté.

Propose par le maire Gilker, sécondé par le maire Daréche, que les comptes suivant soient approuvés et adoptés:

Transport des Aliénés	$195.00
Milnikek, Evaluation de	107.00
Base en béton pour Canon,	40.25
Imprimeries,	23.00
Reparations Bureau de'nreg' Div. No. 1	34.25
Dépenses des maires	196.00
Total	$595.50

l'ajournement a et lieu sur la motion du Maire Poirier, sécondé par le maire Frenette.

G. M. KEMPFFER,
Sécrétaire-Trésorier,
Conseil de Comté du Comté de Bonaventure.

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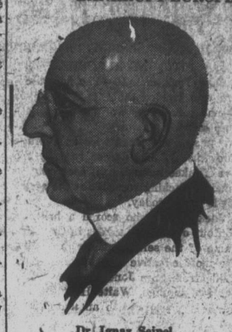

Dr. Ignaz Seipel.

Dr. Ignaz Seipel, new prime minister of Austria, faces the most hopeless task in Europe—that of putting destitute Austria on its financial feet.

Mullins' Measure.

Mr. Morgan did not rise from his chair behind the air-tight stove in the sitting room when his wife hurried in and told him that Mike Mullins was in the kitchen and waned to see him.

"What do you let him in for?" he asked, reproachfully.

"He wan'ts to buy a hoss, that's why," replied Mrs. Morgan. "You'd have made a great-to-do if I hadn't."

"No, I wouldn't," Mr. Morgan said, as he reluctantly rose. "I know Mullins' size. I can't do business with him. He wants a cheap hoss And I ain't got anything I can sell 'es'n $15.

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WEBS
-MAN'S
Peter B.
Author of
Nicks" "Th
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SYNOPSIS.

CHAPTER I.—John Stuart Webster, mining engineer, after cleaning up a fortune in Death Valley, Calif., boards a train for the East. He befriends a young lady annoyed by a masher, thoroughly trouncing the "pest."

CHAPTER II.—At Denver Webster receives a letter from Billy Geary, his closest friend. Geary urges him to come to Sobrante, Central America, to finance and develop a mining claim. He decides to go.

CHAPTER III.—Dolores Ruey, the young woman Webster befriended, and who has made a deep impression on him, as he has on her, is also on the way to Sobrante.

CHAPTER IV.—At Buenaventura, capital of Sobrante, Billy Geary, ill and penniless, is living on the charity of "Mother Jenks," keeper of a dramshop. She receives a cablegram from Dolores, telling of her coming.

CHAPTER V.—Dolores' father, Ricardo Ruey, president of Sobrante, had been killed in a revolution led by Barros, the present executive. Dolores, a child of eight, was smuggled out of the country by Mother Jenks and supported by her in the United States. The old woman, ashamed of her occupation and habits of life, fears to meet Dolores, and sends Geary to the boat to say she has gone to the United States.

CHAPTER VI.—Webster, on his way to Sobrante, is taken ill on the train, and is in a hospital at New Orleans two weeks. Geary bungles his mission, Dolores easily seeing through his story. She greets Mother Jenks as her friend and benefactor. Geary falls desperately in love with the girl.

CHAPTER VII.

Webster reached New Orleans at the end of the first leg of his journey, to discover that he was one day late to board the Atlanta—a banana boat of the Consolidated Fruit company's line plying regularly between New Orleans and that company's depots at Limon and San Buenaventura—which necessitated a wait of three days for the steamer La Estrellita of the Caribbean Mail line, running to Caracas and way ports.

He decided to visit the ticket office of the Caribbean Mail line immediately and avoid the rush in case the travel should be heavy.

The steamship office was in Canal street. The clerk was waiting on two well-dressed and palpably low-bred sons of the tropics, to whom he had just displayed a passenger list which they were scanning critically. Their interest in it was so obvious that unconsciously Webster peeped over their shoulders (no difficult task for one of his stature) and discovered it to be the passenger list of the steamer La Estrellita. They were conversing together in low tones and Webster, who had spent many years of his life following his profession in Mexico, recognized their speech as the bastard Spanish of the peon.

He sat down in the long wall seat and waited until the pair, having completed their scrutiny of the list, turned to pass out. He glanced at them casually. One was a tall thin man whose bloodshot eyes were inclined to "pop" a little—infallible evidence in the Latin-American that he is drinking more hard liquor than is good for him.

His companion was plainly of the same racial stock, although Webster suspected him of a slight admixture of negro blood. He was short, stocky, and aggressive looking; like his companion, bejeweled and possessed of a thin, carefully cultivated moustache that seemed to consist of about nineteen hairs on one side and twenty on the other. Evidently once upon a time, as the story books have it, he had been shot. Webster suspected a Mauser bullet, fired at long range. It had entered his right cheek, just below the malar, ranged downward through his mouth and out through a fold of flabby flesh under his left jowl. It must have been a frightful wound, but it had healed well except at the point of entrance, where it had a tendency to pucker considerably, thus drawing the man's eyelid down on his cheek and giving to that visual organ something of the appearance of a bulldog's.

Webster gazed after them whimsically as he approached the counter.

"I'd hate to wake up some night and find that hombre with the puckered eye leaning over me. By the way," he continued, suddenly apprehensive, "do you get much of that paraqueet travel on your line?"

"About 80 per cent. of it is off color, sir."

Webster pondered the 80-per-cent. probability of being berthed in the same stateroom with one of these people and the prospect was as revolting to him as would be an uninvited negro guest at the dining table of a southern family. He had all a Westerner's hatred for the breed.

"Well, I want a ticket to San Buenaventura," he informed the clerk, "but I don't relish the idea of a Greaser in the same stateroom with me. I wonder if you couldn't manage to fix me

least arrange it so that in the event of company I'll draw a white man."

"I'm sorry, sir, but I cannot guarantee you absolute privacy nor any kind of white man. It's pretty mixed travel to all Central American ports."

"How many berths in your first-class staterooms?"

"Two."

Webster smiled brightly. He had found a way out of the difficulty. "I'll buy 'em both, son," he announced.

"I cannot sell you an entire stateroom, sir. It's against the orders of the company to sell two berths to one man. The travel is pretty brisk

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