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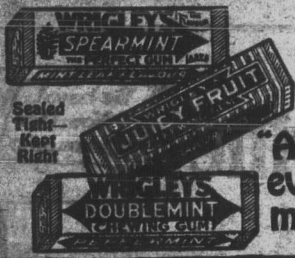
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The Flavour Lasts

THE ROADS OF NEW BRUNSWICK

What is Being Done, What Has Been Planned, and What Cannot Be Done Before Next Year—Some Considerations to Be Kept in Mind by Those Who Are Demanding That Eight Years of Neglect Be Counteracted in Six or Nine Months.

The work of improving the highways under the direction not only of the road supervisors but of special crews under the supervision of the road engineers of the provincial public works department, has been seriously handicapped by the great scarcity of men. The farmers are short of help everywhere, and many of those who have usually given a portion of their time to work upon the highways have been unable to even perform their usual days of staid labor, preferring to pay the money rather than lose the time which would otherwise be lost to production.

It was the hope of the public works department, Hon. Mr. Veniot stated a few days ago, that crews of men could be employed upon those sections of the main highways which most seriously needed repairing. But, unfortunately, a situation arose which was not contemplated, for many of the bridges in every county were found to be in such a dangerous condition that the structural superintendents have had to engage every person available to make them safe for ordinary traffic. This more necessary work has absorbed much of the labor available, and in consequence much of the road work contemplated particularly in the southern and western portion of the province has not been done as rapidly as was expected.

The road between St. John and St. Stephen is receiving excellent attention between St. Andrews and the border town, and provincial road engineer Hill when in this city a short time ago inspected that very narrow highway extending about four or five miles below Spruce Lake. His hope then was that the public works department could also proceed with permanent work there this fall, but so far it has not been possible to find time to make the surveys necessary in order to let the work out by contract.

Yesterday morning there were four road trucks as well as a number of teams working on the Marsh Road. Three of the trucks have been in the shipment of ten small trucks ordered by the former minister of public works, Hon. B. F. Smith, from the White Motor Company of the United States. These trucks are not as satisfactory for the purpose of hauling

material as it was hoped. They dump from either side and the quantity of material each will hold only amounts to about three-quarters of a cubic yard. They are, however, speedy, and will make many trips from the pit to the road if the proper facilities for loading are always obtainable. This, of course, means manual labor, and the scarcity of men affects this portion as well as all others. These small White trucks are not, however, to be kept along the Marsh road, but the operators are receiving their instructions and tuition there. One, it is understood, is to go upon the St. John-Nerepis road another upon the Kings county section of the St. John-Moncton road, and the third has been assigned to another section where repairs are urgently needed. There is another of these trucks in Queens county, one in Charlotte county, one upon the Shediac-Moncton road, one upon the Havlock-Petitcodiac-Salisbury section, and others distributed along the North Shore.

The largest trucks, similar to those working between St. Stephen and St. Andrews, are working in Sunbury upon the Fredericton-St. John road, in Madawaska, between Edmundston and the Quebec border, and in Westmorland at Aulais and Memramcook. For the sake of efficiency and to lessen overhead expenses it is necessary to group several of these machines in working parties.

However, in spite of the tremendous personal efforts put forward by the minister of public works who has practically been day and night upon the highways of the province since the legislature adjourned, in spite of the incessant work of the road engineers of the department, there is a portion of the exacting public which will not be satisfied unless all the work necessary upon the roads is done this season. One automobilist of prominence thinks that nothing should be attended to but the St. John-St. Stephen road. He claims that it is the entrance to the province and therefore that must be attended to first. Another thinks that the American tourist public who want to visit New Brunswick can well afford to wait until the wants and needs of the people of the province are secured. To listen to Westmorland county residents no road needs so

much attention as that between Moncton and Memramcook, although after hearing from Shediac subordinates the seventeen miles between Moncton and this sea resort has first claims upon the minister and his engineers. Queens county people say that their roads have been neglected so long every possible attention must be paid them at once. Sunbury county on one side of the river says that their roads have been unprotected, that the river freshets have washed them away, and demands permanent stone walls to insure them safety, while on the other side of the St. John river the people claim that their main highway is part of the direct route between Fredericton and St. John and should have first claim.

This is the story all over the province. Oftentimes the minister and his associates are well high discouraged at the demands made upon them, and again they have found so many people praising the work that has been done that they go forward with renewed confidence as to the final results of their efforts.

But one fact must stand out in the minds of all those who want better roads and bridges and have complained about them, that the present conditions are not to be blamed on the government which has only been in power six months.

NEW CARLISLE.

New Carlisle, (i.e. Sept. 17).—Private William Demareq Sherar of this town was killed in action somewhere in France on August 5th, 191 at the age of 27. He was the eldest son of Mr. and Mrs. J. O. Sherar.

He enlisted in August 1916 with the 224th Battalion, Kitchener's Own, which drilled in Montreal last winter and went overseas about the end of March. Since enlisting and on active service Will's letters to his parents and many friends were always cheery and his death was a sad blow to all.

He spent most of his life on the farm with his father, having taken a course in MacDonald Agricultural College. The year previous to enlisting he worked in the Railway Office. He was a popular young man always ready with a kind word and pleasant smile, always in his place at church, Sunday School and the Temperance Society.

He leaves to mourn his loss, his father and mother one sister Florence, two brothers, Otavious and Dan, besides a circle of relatives and friends. A memorial service will be conducted in his home church on Sunday, Sept. 23rd by the Rev. George Anderson, who is at present in New Carlisle and a friend of the bereaved Sherar family.

MARRIED.

At the home of the bride's parents Glenlevit, Sept. 12th by Rev. James R. McKay, David Ambrose Noble to Mary Isabel Christina Smith, second daughter of Mr. and Mrs. Hugh Smith.

What is Crushed Coffee?

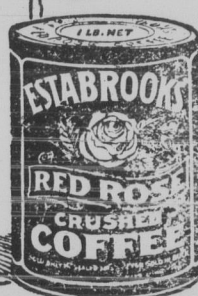
Briefly, Crushed Coffee is coffee that has had the beans crushed between steel rollers with just enough pressure exerted to break the beans into clean, even grains from which the bitter chaff and dust are easily separated by air suction—

Resulting in a coffee so pure that no egg is needed to settle it. Red Rose Coffee is as easy to make as Red Rose Tea, and its flavor, aroma and smoothness are a delight as compared with the ordinary ground coffee.

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Red Rose Coffee



NO PERSON UNDER 18

MAY DRIVE A CAR

Attention is Called to Law on Subject.

Fredericton, Sept. 13.—The motor-vehicles branch of the provincial department of public works has issued a circular letter to all chiefs of police and others concerned in the enforcement of the law, calling attention to the fact that the section of the Motor Vehicles Act prohibiting any person, under the age of eighteen, from driving a motor vehicle, is not being observed. Mention is made of the fact that a most regrettable accident at Sussex, recently, resulted in the loss of the life of a valued citizen, the motor car causing the accident being driven by a boy aged 15 years. The life lost was that of C. W. MacDougall, provincial dairyman superintendent. The circular further states that many persons have an erroneous impression to the effect that a person under the age of eighteen may drive, if accompanied by a licensed chauffeur. The law states, without qualification, that no person under that age may drive a car. Strict enforcement of this provision of the act is requested.

Mr. F. B. Carvell declares that there are 176 officers on the staff of the Military District of the Maritime Province, only 13 or 14 whom have been to the front. Here is a plan where conscription should operate first of all.

EARL GREYS NOTABLE CAREER.

The Westminster Gazette says: One of the actions which endeared Earl Grey to the Americans was his return to them after more than a century of the portrait of Benjamin Franklin. This had been taken from Philadelphia during the war of the Revolution, and was brought to Hockley by Sir Charles Grey, afterwards first Earl. When an American visitor Howick and saw the picture hanging on one of the reception-rooms Lord Grey asked him casually whether he thought the Philadelphians would like to have it back again, but he gave no indication of his intention to return it. That was rather his way; he did not talk much of his intentions, but he had an intuitive faculty for doing the right thing in a gracious manner. By the way, the two kinsmen—Earl and Viscount met in their common appreciation of and by Theodore Roosevelt. Even in our history few families have maintained for so long a period so great a place in affairs of State as the Greys, the more remarkable because there was little promise of statercraft in their long history before Charles Grey began to electrify Parliament with his speeches. From that time the succession has been maintained. The reform Earl was succeeded by his son, one of the great figures of the Whig connection, even if a difficult temper and a lack of handiness in dealing with his fellows somewhat spoiled his career. The next son was Charles Grey, who became the greatest of Palace private Secretaries, and the "true-hearted man" to whom Gladstone paid a splendid tribute. He was father of Earl Grey, a younger brother of the Reform Earl was father of George Grey, Home Secretary, and grandfather of Viscount Grey of Fallodon. It is a proud record.

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