

POOR COPY

MARTIN-SENOUR
PAINT
The Best Insurance
You Can Put on Your Buildings
is the protection that good paint guarantees. Fire Insurance does not prevent fire—it only partly reimburses you for loss sustained, should fire destroy your property.
Fire may never happen.
On the other hand, the use of good paint actually prevents a loss from decay which is not just a possibility, but an absolute certainty. The destructive effects of weather, upon buildings that lack proper paint protection, go on every second of the day and night.
"100% PURE" PAINT
is the greatest known protector of all building material against time and weather, because it is made only of pure White Lead, Pure Zinc Oxide, and Pure Linseed Oil.
You would not think of letting your Fire Insurance Policies lapse in order to save the yearly premiums. It would be even poorer economy to let your Paint Protection Policy lapse by neglecting to repaint your increasingly valuable buildings this season.
When you do paint use Martin-Senour "100% Pure" Paint. It spreads easier, covers more surface, and protects longer than most other makes.
Ask for copies of "Farmer's Color Set" and "Town and Country-Homes". Many good painting hints in each.
A. E. ALEXANDER & SON,
CAMPBELLTON.

Stream Drivers Boots
that received a fine line.
Going at a low price.

MURISCO
For Spring Cleaning.
In all Tints.

PAINTS
Automobile Paints,
House Paints and Varnishes,
For inside and outside.

A large assortment of
Screen Doors and Window
Screens.

W. T. COOK

Nova Scotia
FIRE UNDERWRITERS
AGENCY
OF THE HOME INSURANCE CO., NEW YORK

One of the Strongest Fire Insurance Companies on the Continent.
Insure before it is too late.
I solicit your patronage.

Eugene Tremblay
P. O. Box 483
OFFICE: BRADLEY STREET OP. GRUBB-WILL

TRILBY SHOE CREAM

SELF OPENING BOX
Best Polish
In The Best Box.
PINCH IT TO OPEN!
PINCH IT TO CLOSE!

THAT'S ALL!
10c everywhere
Everett & Barron Co.
AMHERST, N. S.

FOR SALE
The highest grade Commercial printing press that will please you. Best paper and ink used and none but first class work turned out. Get our prices.
THE GRAPHIC LTD.

WRIGLEY'S

Six reasons WHY it's a good friend:

- 1—Steadies nerves
- 2—Alays thirst
- 3—Aids appetite
- 4—Helps digestion
- 5—Keeps teeth clean
- 6—It's economical

Sealed tight—Kept right
MADE IN CANADA
Chew it after every meal
The Flavour Lasts!

These Beverages Comply With the Law.

Ready's Beer

These beverages surely satisfy the craving thirst. Drink them for their apposing restful, palate-pleasing flavor. Drink them for their ability as a thirst quencher. Drink them because of their power to refresh, revive and invigorate.
You will be delighted with their unusual qualities.
Buy them from your local dealer or direct from St. John.
Ask for prices.
W. H. GRAY, exclusive agents for this district.
Ready's Breweries Ltd.
P. O. Box 309 St. John, N. B.

Hon. P. J. Veniot
Investigates Gloucester Road Charges.

Many of the Allegations Shown by Testimony to be Unfounded and Others of a Trifling Character, A Summary of the Evidence.

Bathurst, N. B., May 17—Hon. P. J. Veniot, Minister of Public Works, opened the investigation into the expenditure of public money on the roads of the parish of Shippegan on Wednesday, the 16th instant. This investigation was to have opened on Tuesday, May 14, but owing to the fact that B. F. Smith, who had made the charges before the Public Accounts Committee, and who had been specially invited by the Minister of Public Works to be present, could not reach Shippegan in time on the 14th, it was postponed until the following day.

Hon. Mr. Veniot, while waiting for the arrival of B. F. Smith, investigated matters in connection with the ferry service between the mainland at Shippegan and the Savoie Landing, for which service an annual subsidy of \$300 had been paid for during the last three years.

In the spring of 1917 the regular ferryman, Cyrano Gionet, being unable to attend to this service, notified the parish councillor, S. G. Robichaud, of the fact early in June, and Patrick G. Robichaud was appointed ferryman instead by two councillors. At the end of the season, Gionet, the former ferryman, put in a claim for half of the subsidy, \$150, and he made an affidavit that he had carried on the service from May till July 23rd, and put in an account showing an expenditure for gasoline, etc., amounting to \$261.31, while the new ferryman claimed the full subsidy for the season. The minister with the payment of the subsidy until he could investigate the matter. While the former ferryman swore he did not resign until July 23rd, County Councillor S. G. Robichaud, a Conservative, swore that this ferryman had given his resignation early in June. Others witnesses swore that the former ferryman's gasoline propelled scow was not fit to be put in the water during June and July, and the minister himself made the statement that on the 23rd of July he had personally inspected this ferry boat and found her unfit for service. The statement was corroborated by two witnesses who were hired by the minister on the day he made the inspection. Other witnesses proved conclusively that Gionet could not have given the service for which he claimed payment. This man Gionet was one of the men implicated in the famous investigation held by Judge Chandler when so much boodling was revealed.

The First Witness.
The first witness called in the road expenditure investigation was Alphonse G. Robichaud. There appeared on the pay sheet the names of Alphonse, Alphonse J., and Alphonse G. Robichaud. It came out in evidence that this was one and the same man, and it was never represented otherwise. When his name appeared twice in July it was for seventeen days as laborer and for two horses, driven by two drivers, the names of whom were given in a letter to the auditor, which was the evidence of the fact. It was proved that the work was actually performed. The checks for the work done by the two horses and Robichaud's hired men were sent to Robichaud. Robichaud took charge of a motor truck on the 11th in August and drove this truck as chauffeur during August, September and part of October, and during August two of his horses were employed in charge of drivers, and no attempt to defraud, as it was clearly proven that the work was done. One hired man employed by the year by Robichaud received \$20 per month and board. The other, hired by the day, received fifty cents per day and board, \$3 per day being paid for horse, cart and driver. Board was charged at \$5 per week. From this it appears Robichaud would be paying the man who drove his horse an average of \$121 per day, receiving about \$150 per day for horse and cart. Robichaud was accused of using the motor truck for hauling merchandise, etc. He swore that the men on the truck were two or three miles from any store, would ask him to bring out to them some flour and groceries so they could take them home with them from their carts from the work instead of having to go miles out of their way to do so. He did in this way haul out to the work several barrels of flour, tubs of lard, etc., at noon hour and in the mornings on his way to work. He also had a pile of wood near the ballast pit, and he hauled eight truck loads home in the evening on his way home from work. When ordered to cease work and take the truck to Bathurst, to have it stored for the winter, he took up with him six passengers, for which he was paid \$1.50 each, and did not think he was doing any wrong, because he had to take the truck to Bathurst.

An attempt was made to find fault with the purchase of gasoline from J. G. Robichaud, M. L. A., and the chauffeur, the member's brother, said he had bought gasoline from him in his own name.
He had borrowed a barrel of gasoline from Loggie's until he could get a supply, and the supply not arriving in time he bought a barrel from John G. Robichaud to run Loggie's gas line. Robichaud had a young boy driving his horse for a few days whose age was not more than eight years. He was kept on till a man was secured in order to keep work moving.
In several cases, such as that of Louis J. Robichaud and Louis DeGrace, whose name appeared on the pay sheet and in the time book with horse and cart, it was admitted that those men did not work on the road. Witnesses proved this. Those men had horses and carts and hired them to McNally, with drivers. The checks for such work came to the owners.

NERVOUS PROSTRATION
May be Overcome by Lydia E. Pinkham's Vegetable Compound—This Letter Proves It.

West Philadelphia, Pa.—"During the thirty years I have been married, I have been in bad health and several attacks of nervous prostration until it seemed as if the organs in my whole body were worn out. I was finally persuaded to try Lydia E. Pinkham's Compound and it made a well woman of me. I can now do all my housework and advise all ailing women to try Lydia E. Pinkham's Compound and I will guarantee they will derive great benefit from it."—Mrs. FRANK F. FARRAR, 22 N. 41st Street, West Philadelphia, Pa.

There are thousands of women everywhere in Mrs. Fitzgerald's condition, suffering from nervousness, headache, backache, and other symptoms of a functional derangement. It was a grateful spirit for health restored which led her to write this letter so that other women may benefit from her experience and find health as she has done.
For suggestions regarding your condition write Lydia E. Pinkham Medicine Co., Lynn, Mass. The result of their 40 years experience is at your service.

It was proved that the horses, with drivers, did work on the road. If the master of drivers for hired horses it was shown that young boys from nine to fourteen years drove horses. Mr. Smith contended that drivers should be able to load in pits, and the minister pointed out that where a large number of horses were employed a sufficient number of men in the pits to load carts rapidly. The drivers did not have to load. Several witnesses testified to the ability and carefulness of these young drivers.

Fully Gone Into.
The charge against Supervisor Gervais Herbert, that he had been more days in June and July than it was possible for him to do, was fully gone into. It appears by the evidence that in the July sheet Herbert sent in to the department eleven days work forgotten and not paid for in April, May and June. A letter accompanying the July pay sheet, the auditor fully explaining this apparent overcharge of days for the supervision. This was also true of Herbert's horse, driven by a hired driver. The horse was not charged for on the roads when he worked on Herbert's farm, and it was also clearly proved that this horse was not sick during the summer as charged.

On the charge that Honore Dugay was on the pay list for road work while he was in Supervisor Herbert's field, Dugay swore that he had worked one and a half days in Herbert's field at one time, and about two days at another, but while so occupied his place was taken on the road by his brother-in-law who was paid by him and not by the government.
The charge that earth was hauled to the property of J. G. Robichaud, M. L. A., and his brother, Patrick, by orders of Supervisor Herbert, when taken up, proved that mud and soft clay was taken out of the ditches in front of these properties and dumped there after the supervisor had obtained their permission to do so. This material was removed by orders of the road engineer as unfit to be put on the road surface, and if not put where he had dumped it would have had to be hauled to a dumping ground 600 yards away.
The next charge was the employment of boys of tender years. The name of Arthur Chaisson, aged eleven years, was on the list but it should have been his father, Mathias Chaisson, the number of days worked being six. The father swore he did the work and not his son. The name Arthur was an error. No evidence was offered to show that Edward Chaisson was not old enough to work on the road, as he is a young man of about eighteen years of age.

Clear Evidence.
Gervais H. Herbert, the supervisor, gave distinct and clear evidence without any attempt whatever to hide anything that could be considered irregular. On one occasion he admitted that there must be an error in his time book, when Mathias Chaisson was given credit for work on July 26, because he knew this man on that day had gone to the celebration of St. Anne's day at Carleton Place. While he was making the admission Mathias Chaisson stepped forward and asked permission to make a statement. His request was granted and he swore that he had delivered twenty-seven yards of stone for the permanent road at Point Savage and that he never got paid for it because he agreed with the supervisor to give the stone free of charge if he would allow him pay for the day lost on July 26. The supervisor later said he now remembered the transaction and Chaisson was telling the truth.

Supervisor McNally, who had been accused of having men on his pay list while they had worked several days on his own farm, showed by his time book that while it was alleged that Agassit Mallet and Dazie Savoy were on his pay list for August 14 and 15 and that they were on those days working on his farm, these men had worked on his farm from August 23 and 24 and those dates they were paid in cash by him and were not on the pay sheet. A witness swore he was present and saw McNally pay Mallet for working on his farm the day after the work was done, August 25. It is the intention to prosecute Mallet for perjury.

There appeared to be an overlapping of a charge for horse and driver in the case of the McNally horse, but this was explained by showing that for the particular work in question no horse and man could be had under five dollars a day. The charge of allowing men to go picking berries turned out

WANT FAMILIES SENT TO CANADA

Military Authorities Urge Soldiers to Send Wives and Children Home.

The Canadian military authorities on the other side of the Atlantic are still urging the return to Canada of the wives and families of soldiers in the overseas force, and apparently the response to the advice is not so quick as the official mind desires. It is pointed out to the men and their wives that it may not be possible to accommodate the dependents of soldiers returning to Canada in the same ship as their military relatives during the period of the war. Moreover, when demobilization comes, shipping arrangements will under such arrangements be impossible. Consequently, the return of women and children remaining here at that period will be greatly retarded.
Much as the return of Canadian families is to be desired nowadays, in view of food and house shortage there, it is possible that the cost of the return passage has something to do with reluctance to fall in with the official attempt at hustling. We are told that many non-coms, and men complain of the expense they must incur in sending their wives and families to Canada. The passage money which a soldier must pay for his returning wife is said to be \$7 lbs. and in some cases there are heavy railroad expenses to follow after landing on the other side. The aggrieved Canadian soldiers, wives and families, if returning now, should be carried cheaper on transport.

to be that two men working at ditching about a mile from the regular gang had left their work on two occasions and gone about 400 yards from work to pick berries without the knowledge of the foreman.
Hon. B. F. Smith and R. Hanson, of Fredericton, were present. Mr. Hanson advising Mr. Smith. The latter tried by every means possible to prove that the evidence was produced that would show that fraud was intended or perpetrated. The investigation ended at noon today. The investigation was held at the Degrae Hotel, kept by an opponent of the government, and the sworn interpreter was J. Edward Degrae, former Conservative organizer. Therefore, it is not true as stated by certain newspapers that the minister held it at the hotel kept by the members' brother—St. John Telegraph.

Real Salesmanship.
"Is he a good salesman?"
"Great!" He makes a customer feel that he ought to be glad that he has the opportunity to buy for so much money the splendid things he has to sell."

AMERICAN TROOPS ON WESTERN FRONT

Five Million Men Are Being Prepared for—Vast Store of Munitions.

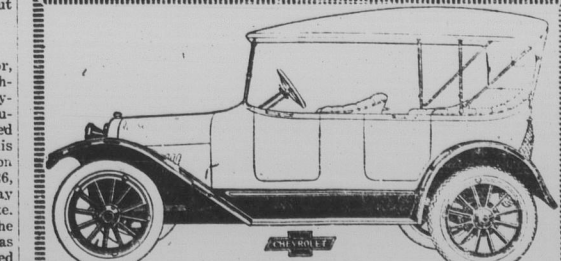
London, May 16—American preparations on the western front are amazing in their immensity and plans are being made to care for five million American troops, Harry E. V. Britain, Secretary of the English Branch of the Pilgrims' Club, told the Royal Colonial Institute last night. If the Germans do not give in, he added, the number of American troops will be increased to any amount necessary. Sir Charles P. Lucas, former head of the Dominion Department at the Colonial Office, said he wondered if the Germans realized what the entry of the United States into the war means. It meant, he said, not only the accession to the Allied powers of many millions of fighting men and the addition of vast resources but also the coming in of the only one among the great peoples of the world who have never and carried through to an unmistakable issue a four years' war.

Of Course Not.
"Why am I rejected?" asked the man "Weak heart?" replied the examining surgeon.
"Weak heart?" retorted the youth. "If I had a weak heart do you think I'd want to go into this kind of a war?"

Nature's Healing Herbs for Headache
A BLOOD FOOD
PRACTICALLY all headaches come from two causes—Biliousness and Nervousness. Bilious headache means upset stomach, and constipation—with severe throbbing pains all over the head. Nervous headache means that the nerves are exhausted and need rest and food.
Dr. Wilson's HERBINE BITTERS
insure quick and lasting relief from these headaches. The simple old-fashioned herbs tone up the stomach, regulate the kidneys and bowels, purify the blood, and build up the whole system. A reliable spring tonic. Get it today and get rid of your headache.
At most stores. 25c a bottle. Family size, five times as large, \$1.
The Braxley Drug Company, Limited St. John, N. B.

FRESH FRAGRANT FLAVORFUL

KING COLE TEA
You'll Like the Flavor



Crowd More Into the Busy Day

THE CHEVROLET 490 is an investment, not an expense or luxury. Doctors, business men, farmers, salesmen and ladies—all should use the Chevrolet Four-Ninety and crowd more energy, activity and business into the busy day.

The Four-Ninety stands unchallenged in its price class. The electric starting and lighting equipment is most efficient. The car is powerful, roomy, comfortable and economical. The time gained by operating a Chevrolet more than pays for the cost.

Three Car Loads of Various Models in Stock.

The Lounsbury Co., Ltd.
E. A. LeGALLAIS, Manager :: CAMPBELLTON, N. B.