

Graphic Ads Always Pay.

The Railways of Canada Draw to Your Attention the

FOR PASSENGERS The advance on sleeping and parlor car tickets authorized in

1920 has been cut in half—the advance made on ordinary fares at that time having been completely taken off many months ago.

The percentage of advance granted to the Railways in 1920 has been reduced ten points. In addition to a five point drop at the

These changes became effective December 1st.

Your cost of Living

VOUR cost of living should be directly affected. If it is not it is

actual money paid for their services is an almost negligible factor in making prices, and because (2) even the huge sum now cut out of the railways' revenues and amounting to approximately—

\$25,000,000.00 *

annually—becomes a very small fraction of a cent when split up among the billions upon billions of small and large articles which constitute the freight traffic of Canada during a year. And because

(3) the Court which has the power to control railway rates is not

able to direct who is or is not to get the benefit of reductions. In

other words, whether these savings in railway charges are passed

on to you-or whether they are absorbed in marketing, cannot be

BUT this fact remains: a very great sum of money— bec Bridge, or four hundred and firty of the newest and most powerful locomotives—is now removed from the revenues of the Canadian Railways and should be reflected, at least to some extent, in the family budgets

W HETHER your railways can continue to function without the

revenue thus lost to them, is an experimental problem facing the various managements. It depends largely on whether traffic keeps up or falls off—and whether costs rise or decline. But the managements are attempting the problem cheerfully and with determination to keep Canada's railway service the cheapest, mile for mile and among the most efficient in the world!

The RAILWAY ASSOCIATION of Canada

controlled either by the railways or the public.

of all Canadians

because (1) as the railways have pointed out before, the

FOR SHIPPERS

Tells His Own Ex-

That the gun could not la men I hat the gun could not any paris in ruin was plain; this was a "moral" gun. On March 23, at 7.15 a.m. they opened fire, and then continued every quarter of an hour, later speeding the rounds. At two o'clock

the sun came through, and they cea the first news of where their shells had fallen. Within thirty hours French artillery had located and she shelled them, but they continued to fire. Neither gun was hit. The guns, however, had a life of less than 100 shots before the ignition

less than 100 snots before the ignition chamber was so damaged that furthe firing was impossible. The old bar rel was returned to the factory, a new one being ready. The battery los seven killed and thirteen wounded.

ing powder is gropped to the bottom of each hole, tamped with clay, and the holes wired so that they can be electrically fired. The effect of the explosion is to start cracks in the rocks at right angles to the holes. This operation is repeated a number of times, until it is certain that the cracks radiale from the bottom of the holes to a distance of about seventy-five feet. Into each hole, to slightly over half its depth, there is then inserted a one-inch pipe, and the space surrounding the pipes in the poles is filled with sand, tamped so as to seal it against air pressure. Connections are then made between the upper ends of the pipes and the quarry air compressor, which cordinates to pump air, at 100-pound pressure, into the holes until the block of rock above the cleavage already formed is torn from the surrounding rock.

Gossip of the Skres.

A blind boy of Worcester College, by eavesdropping on the gossip of the skies, is able to keep the rest of the college in touch with the news of the world.

He went blind two years ago at the age of fifteen, and at that time was keenly interested in wireless. A special wireless installation was erected on the top of the building to keep the boy interested in his hobby.

aller—I've written a poem and light I'd give you the first chance.

iitor—We never take any.

iller—What never take poems?

WHY SUFFER PAIN?

STOP THE PAIN



Nothing Else is Aspirin—say "Bayer"



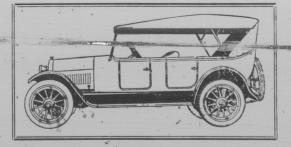
Advertise in the Graphic

Oldsmobile

JUST ARRIVED

and now in our display room

The New Oldsmobile 8



Also in stock one new model OLDSMOBILE RUNABOUT

I will be pleased to show you these and demonstrate their

E. A. LeGallais Next to Ferguson & Wallace

CAMPBELLTON,

strikingly

Printed

sult