

DUNLOP TIRES

Master Mileage Makers

"TRACTION," "RIBBED," "CLIPPER"

A181



BLACKVILLE PARISH OFFICERS FOR 1923

List of Parish and County Officers for the Parish of Blackville for the year 1923:

Assessors of Rates—James McLaughlin, Michael McCarthy, Alex. Arbeau.

Collectors of Rates—Chas. F. Underhill, Daniel B. Buggie, Geo. Porter.

Collectors of Dog Tax—Chas. F. Underhill, Daniel B. Buggie, Geo. Porter.

Clerk of the Market—Jas. Gerrish.

Surveyors of Wood and Bark—Fenton McCormack, Frank Hayes, Wm. P. Burn, Benjamin Walls, Peter Young, Peter S. Coughlan, George Hayes, Mark Hambrook, W.P. McLaggan, Lawrence Underhill, Bert Connors, Alfred E. Underhill, Michael Kehoe, Archie Well, Murdoch.

Donavon, Simon Duff, Lorne Underhill, George Barry, Herbert Underhill, Chas. Coughlan, James Hayes, Harry Underhill, Christopher Hallahan, Douglas Connors, Alex. Arbo, John LeBlanc, Leo McConnell, Wm. McConnell, Russell Underhill.

Surveyors of Lumber—Benjamin Walls, James McDonald, Frank Hayes, Patrick Whelan, Peter Young, Marshall Ross, Fenton McCormack, Edward Hayes, B.N. Underhill, W. J. McLaggan, Wm. P. Burns, Michael Kehoe, Leo McConnell, Michael Tucker, Martin Buggy, John Lebas, George E. Hayes, Mark Hambrook, Bert Connors, John Corney, Lawrence Underhill, Alfred E. Underhill, Archy Walls, Herbert S. Underhill, Simon Duff, Lorne Underhill, George Barry, Charles Coughlan, James Hayes, Harry Underhill, Christopher Hallahan, Douglas Connors, Alex. Arbo, Leo McConnell, Will McConnell, Russell Underhill.

Revisors of Votes—D.P. Sullivan, Benjamin Walls.

Inspectors of Leather—Alexander Schofield.

Surveyors of Dams—Chas. Hayes, David Jardine, Robert Benny.

Boat Masters—Wm. Underhill, Michael Murray, Joseph McCarthy.

Constables—Perley Dunn, Walter Sturgeon, John Washburn, Matthew Bergin, Michael Kehoe, Randolph Jardine, Wm. Whalen, Michael Hogan, Francis Hayes, Chas. P. Underhill, Trian Coughlan, Andrew McRae, Wm. Connors, Tom McLaughlin, James M. Smith, Wm. Donavon, James Cashe, Wm. Urquhart, Silas Curtis, George Procter, J.B. Floyd.

Pound Keepers—Wm. A. Underhill, Thomas Sturgeon, Alfred Sturgeon, John Hambrook, Charles Dunphy, Randolph Jardine, George Sturgeon, A.S. Arbeau, Harvey Burns, Eugene Connors, Charles McKenzie, Patrick Kehoe, David Coughlan, Theophilus Warren, Duncan Munn, Michael Hogan, Wm. Donalds, Jeremiah Hallahan, Thomas Hallahan, Andrew C. Colford, Thos. Curtis, Chas. Porter, Wm. Colford Sr., Alex. Layton, John Williams, Edward Singleton, James Morehouse.

Flora Mahoney, Chas. Morehouse, Flemming Warren, James Gerrish, Robert McKenzie, John McLaughlin, Thos. Colford, Jas. McDonald, Arthur Underhill, Michael Furlong, James Hayes, John Daiton, Fenton McCormack, Fenton Brophy, Duncan Davidson.

Field Drivers—James Walls, Daniel Schofield, Edward Colford, Jas. Sturgeon, Jas. Duffy Jr., Thomas Whalen, Arthur McRae, Walter Mersereau, David Cashion, James Lynch, Earl Burns, James Campbell, Albert Underhill, Gordon Morehouse, Justis Walls, Wm. Grattan, John O'Brien, John Walsh, Peter Coughlan, James Duncan, Michael Murray, Albert Patterson, Wm. Bergin, Chas. Crawford, Jas. Urquhart, Alex. Connors, Wm. Burns, Thos. Buggy, Martin J. Vickers, Daniel Buggy Sr., Jas. Arbeau, Wm. Hennessy Sr., Alex. Campbell Jr., George Colford, Geo. Brennan, Wm. Turner, Thos. McLaughlin, John Hennessy, Wm. Underhill, Patrick Donavon, John Warren, Clive Underhill, Thos. Colford, Geo. Vickers, Gordon Schofield, Vernon Arbo, John McCarthy, James O'Keefe, Brian McCarthy.

Timber Drivers—A.S. Arbeau, Bert Donalds, John Buggy, Albert Coughlan, Patrick A. Vickers, Thos. Hallahan, Robert Berry.

Weigher of Hay and Straw—Geo. Stewart.

Parish Clerk—Michael McCarthy.

District Clerks—Aaron Donavon, Charles Dunphy.

Fence Viewers—Chas. Morehouse, Michael Buggy, Jas. Crawford.

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SALES TAX WILL RAISE LUMBER COST

Montreal.—That the new sales tax of 6 per cent. on manufactured lumber, as proposed by the Budget, will mean not only an onerous rate of taxation, greater than the profits of the average wholesaler lumberman, but will entail radical changes in the business and a considerable increase in the cost of building, as well as all other industries using lumber, was the statement made yesterday by members of a delegation from the Montreal Lumber Association on their return to Ottawa where they had sought further light on the interpretation of the sales tax as it applied to them. The result of the interpretation was that, from being at first fairly satisfied with the new taxation, the lumber dealers convinced that it would practically double the taxes on manufactured lumber, and increase the selling price by wholesalers, anywhere from \$1.50 to \$6 per thousand feet. This, it was pointed out by members of the delegation, would mean a serious increase in the cost of building, while it would also deal a shrewd blow to the manufacturers of wooden boxes and packing cases.

Mr. D.H. McLennan, chairman of the Montreal Lumber Association, said the delegation had gone to interview the Minister of finance to seek further interpretation as to how the taxation at the source principle would affect the lumber business, in which much of the finished product of one branch was the raw material for another. After much discussion with the Deputy Minister it appeared that instead of being applied at the source the 6 per cent tax was to be passed along, in a somewhat complex way. Members of the delegation which included Messrs. D. H. McLennan, Arthur H. Campbell, E.H. Lemay, wholesale lumber dealers, who had been joined at Ottawa by a delegation from the Ontario Lumber Association, complained generally that the six per cent sales tax, instead of being applied at the source, was passed along.

"So far as lumber merchants are concerned," it was stated for the delegation, "the whole provisions is a very radical and onerous change. The sales tax of 6 per cent is far too high on lumber. The present sales tax treats lumber properly, in a class by itself and from a beginning at 1½ per cent was worked up to 3 per cent., where it now stands.

This new sales tax will at once double the present impost. The proposed sales tax of 6 per cent is greater than the profits of the ordinary lumber wholesaler on his business. It cannot possibly be absorbed by the trade, nor is it intended that it should be. It will therefore, inevitably mean that as soon as the new sales tax goes into effect there will be an immediate and sharp increase in the price of lumber, amounting to anywhere from \$1.50 to \$6 per thousand, according to the quality and class of

the lumber."

It was considered by all the lumber dealers that the new sales tax on lumber was far too high, and would react unfavorably both on the lumber trade and on the building and other trades which depended on lumber, causing a general increase in cost.

MAIL YOUR REMITTANCE

We have rendered our subscription accounts and would respectfully request each subscriber to remit us the amount due.

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FIVE HUNDRED POUNDS OF TREE SEED AT FIRST

On the application of the Forest Service to the Honorary Advisory Council of Scientific and Industrial Research of Canada an annual grant of \$5000 for three successive years has been authorized and will be spent in New Brunswick in experiment and investigation of methods of re-seeding burned over and poorly stocked cut over timber land to the more desirable kind of trees.

A board has been formed consisting of two members of the Federal Forestry Branch and two from the Provincial Forest Service with Col. T.G. Loggie, Deputy Minister of Lands and Mines as Chairman. At the first meeting of this Board, Dr. J.D. Tothill of the Entomological Laboratory and Prof. B.E. Claridge of the Forest School were elected Associate members of the Board.

Plans were made to go ahead with the collection of some 500 lbs. of tree seed to be sown later in the autumn, and arrangements made for the extraction of tree seed at the seed house which will be built on the U.N.B. forest nursery at Fredericton.

"If we can through experiments formulate successful methods whereby burned over and poorly stocked forest land can be seeded with our more valuable trees at a cost of one-third or even one-half that of planting the experiments will be of inestimable value in Eastern Canada," said Col. Loggie in discussing this work.

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RED ROSE For COFFEE particular people

Has a sparkling clearness and a smooth richness, for all the chaff and dust is removed by our special process.

ASPIRIN

UNLESS you see the name "Bayer" on tablets, you are not getting Aspirin at all



Accept only an "unbroken package" of "Bayer Tablets of Aspirin," which contains directions and dose worked out by physicians during 22 years and proved safe by millions for

Colds Headache Rheumatism
Toothache Neuralgia Neuritis
Earache Lumbago Pain, Pain

Handy "Bayer" boxes of 12 tablets—Also bottles of 24 and 100—Druggists. Aspirin is the trade mark (registered in Canada) of Bayer Manufacture of Monoaceticacidester of Salicylicacid. While it is well known that Aspirin means Bayer manufacture, to assist the public against imitations, the Tablets of Bayer Company will be stamped with their general trade mark, the "Bayer Cross."

EASTERN STEAMSHIP LINES, Inc

INTERNATIONAL LINE

Resumption of Freight and Passenger Service between St. John and Boston effective May 23rd.

S. S. GOVERNOR DINGLEY will leave St. John every Wednesday at 8 a. m. and every Saturday at 6 p. m. (Atlantic Time) for Boston.

Wednesday trips are via Eastport and Lubec, due Boston about 11 a. m. Thursday trips are to Boston direct, due Sundays about 2 p. m.

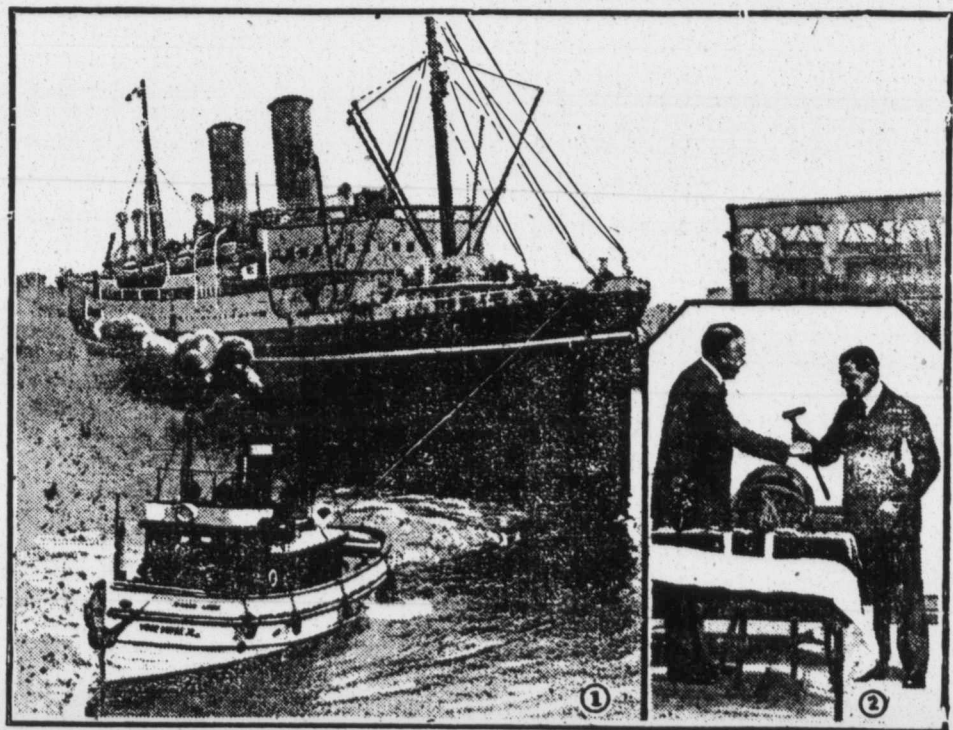
RETURN—Leave Boston Mondays and Fridays at 10 a. m. (Daylight Saving Time) for Eastport, Lubec and St. John.

FARE \$10.00 STATEROOMS \$3.00

At Boston connection is made via the Metropolitan Line express freight and passenger steamers for New York and points South and West.

For staterooms, rates and additional information, apply to A. C. CURRIE, Agent ST. JOHN, N. B.

Montreal Honors First Skipper in Port



1. C.P.S.S. Montrose bringing first passengers to Montreal, 1923 season. 2. Captain Edmund Aikman, Commander of the Bolingbroke.

TWENTY years ago Montreal was but a "mere calling place for ships." It had practically no modern cargo-handling devices or equipment, its wharf sheds were just wooden shacks which were actually taken down in winter to prevent them being blown away, and much of the merchandise was stored in the open air at the mercy of the wind and weather. Now Montreal is the greatest port of Canada and it is the best located. From a mere riverside stopping place for ships, it has stepped into the front rank of ocean ports, and has become equipped with facilities for the accommodation of ships and for the handling and storing of freight that are unrivalled on the continent. Despite the fact that Canada has less than 10,000,000 population and that the United States has more than 110,000,000, Montreal now handles a greater volume of business than any port on the American continent with the solitary exception of New York.

The principal reasons for Montreal's supremacy are the facts that it is nearly one thousand miles inland from the ocean, at the head of deep water navigation with direct access to the Atlantic, and that behind it is

a through route right up to the head of the Lakes at the Twin Cities, a thousand miles further inland. Were it an all year port, Montreal would be the chief of the continent, but for some months winter closes the beautiful St. Lawrence route, and the vessels fretting at the mouth of the great river must wait until the ice goes out in the spring before they can make their way westward.

About fifty years ago, the Harbor Master originated the idea of presenting a tall silk hat to the captain of the first vessel to arrive in the spring with a transatlantic ship. This custom was observed for about thirty-five years, then, as the top hats lost their popularity, a gold headed cane was presented instead by the Harbor Commission.

This year the cane was presented to Captain Edmund Aikman of the Canadian Pacific S.S. Bolingbroke who had just completed his first voyage in command. The Bolingbroke left London for Montreal on April 9th, calling at Antwerp en route, arriving three hours ahead of her nearest competitor on May 3rd. The liner "Montrose" of the same line, the first passenger vessel to reach the port in 1923, arrived two days after.

After Every Meal WRIGLEY'S

The Great Canadian Sweetmeat

provides pleasant action for your teeth, also penetrating the crevices and cleansing them.

Then, too, it aids digestion.

Use WRIGLEY'S after every meal—see how much better you will feel.

The Flavor Lasts

DR. CHASE'S KIDNEY-LIVER PILLS

One pill a dose, 25 Cents a box, all dealers, or Edmanson, Bates & Co., Ltd., Toronto.

"I Had Bilious Attacks and Stomach Weakness"

Mrs. Wm. Robinson, Yorker, Sask., writes:

"I suffered from stomach and liver trouble, and used to have bilious attacks so bad that I could do nothing for weeks at a time. My stomach would be so weak that not even a drink of water would stay on it. On my sister's advice, I began to use Dr. Chase's Kidney-Liver Pills, and must say that they have made me feel like a new woman."

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