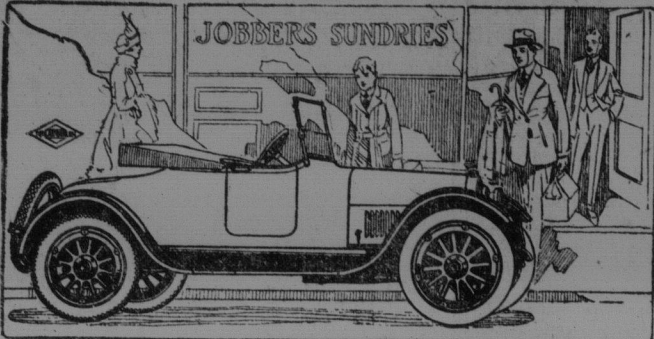
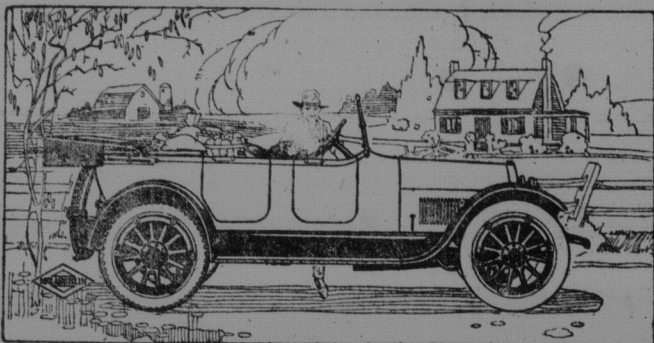


# McLAUGHLIN CARS

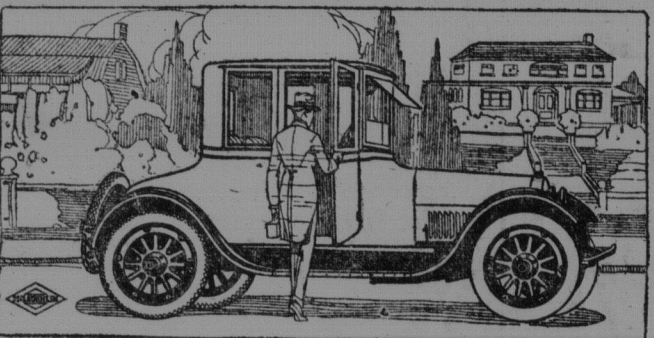
## IN NATIONAL SERVICE



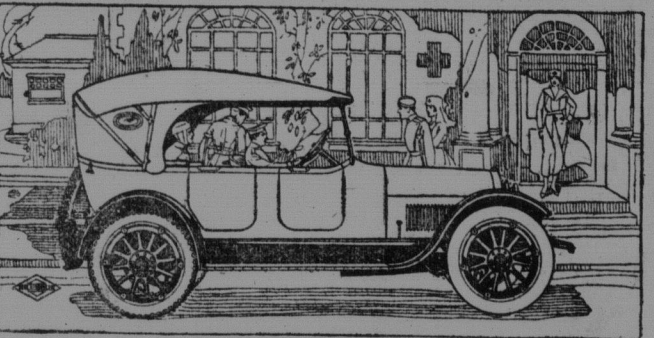
McLAUGHLIN MASTER SIX H-SIX-44 ROADSTER  
(The H-Six-44 Special is a replica of this model with Special Appointments)



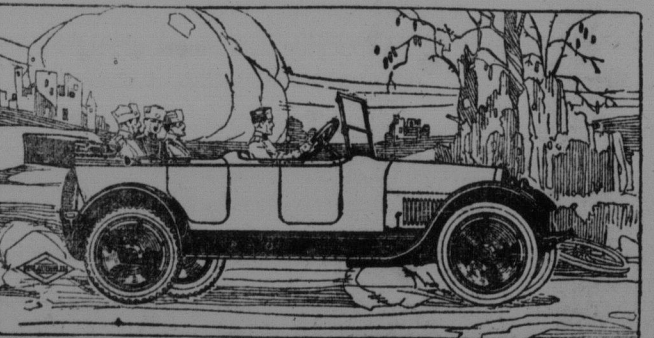
McLAUGHLIN MASTER SIX H-SIX-45 SPECIAL TOURING  
(The H-Six-45 Regular and the H-Six-45 Extra-Special are mounted on same Chassis as H-Six-45 Special)



McLAUGHLIN MASTER SIX COUPE H-SIX-46



McLAUGHLIN MASTER SIX H-SIX-45 EXTRA-SPECIAL



McLAUGHLIN MASTER SIX H-SIX-49 TOURING (7 PASSENGER)  
(This Model is being used by Siberian Expedition)



THE efficient performance of McLaughlin cars has placed them foremost in the estimation of Canadian motorists.

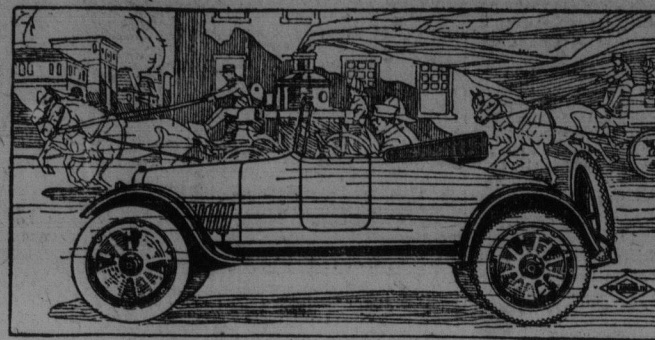
The new 1919 Series "H" more than uphold this high McLaughlin reputation. The Master Six Series are refined and improved in detail, making them more beautiful than ever.

Graceful in design and exquisite in finish and appointment, these models represent the best work of master builders and master artists.

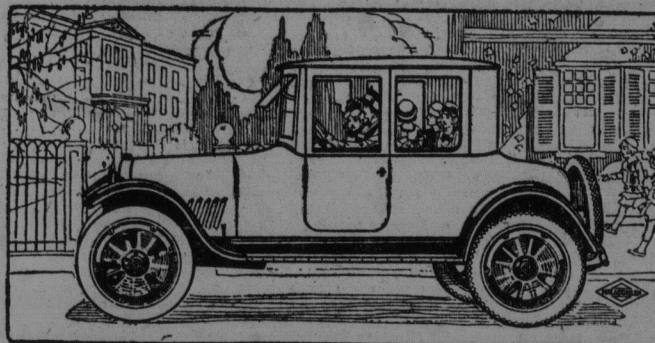
The Light Six Series maintains an established record for economy in gasoline consumption and tire mileage. No detail of material and workmanship has been stinted in production. For efficiency and economy in motoring cost the new Light Six Series stands without a peer in Canadian built cars.

The McLaughlin Series "H" for 1919 will appeal to motorists intending to purchase a new car this year. Call at the nearest McLaughlin show rooms.

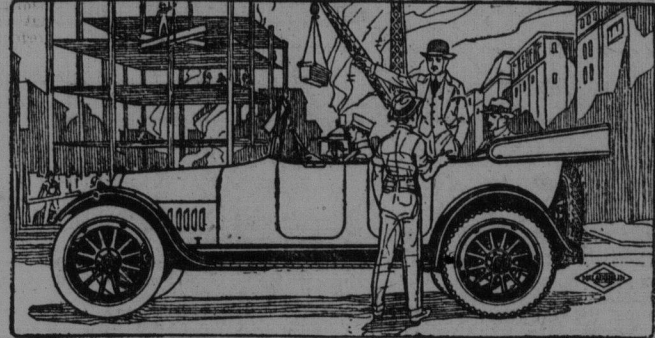
See the new McLaughlin models at our showrooms, 140-144 Union Street.



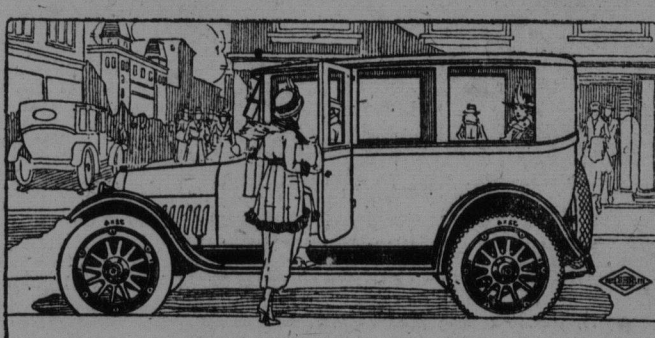
McLAUGHLIN LIGHT SIX ROADSTER H-SIX-62



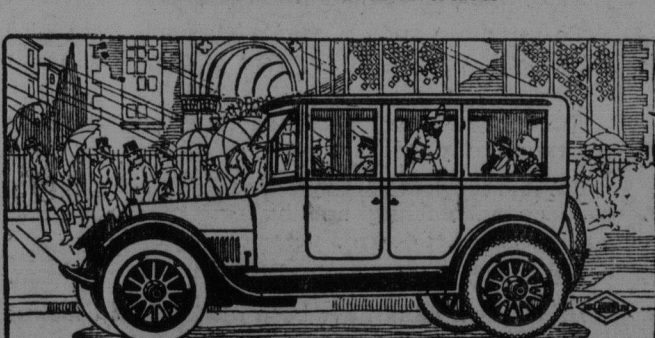
McLAUGHLIN LIGHT SIX COUPE H-SIX-62



McLAUGHLIN LIGHT SIX TOURING H-SIX-63



McLAUGHLIN LIGHT SIX SEDAN H-SIX-63



McLAUGHLIN MASTER SIX SEDAN H-SIX-50 (7 PASSENGER)

**The McLaughlin Motor Car Co. Limited**  
**OSHAWA, ONTARIO**

BRANCHES AT  
ST. JOHN, N. B. TORONTO, ONT.  
MONTREAL, QUE. HAMILTON, ONT.  
BELLEVILLE, ONT. LONDON, ONT.

DEALERS EVERYWHERE

BRANCHES AT  
VANCOUVER, B. C. SASKATOON, SASK.  
EDMONTON, ALTA. REGINA, SASK.  
CALGARY, ALTA. WINNIPEG, MAN.

DEALERS EVERYWHERE

### POOR SERVICE TAKES JOY OUT OF TRAVELING

(Continued from Page 7.)  
to get a train for Stettin, but found it did not go until the next day. She set off for the city, a porter shouldering her bags. An hour later, Herr M. and I set forth for a walk about Rostock; and we soon met her again trudging along the streets hunting for a hotel; she had been going all the time and found every house filled with

Baltic refugees. We wished her luck, and she passed finally with her tragedy from my life.  
As we tramped around the old walls of the city, Herr M. became talkative. He had been spending two months in Copenhagen with his wife, a Danish woman. And now he was going home without her and the children; for the food was still too scarce in Germany. He had been through the war as a motorcycle courier, had been long on the Russian front, then in the Serbian

campaign, and finally at Verdun and other parts of France. The soldiers at the front, he said, greeted the revolution with the greatest enthusiasm, rejoicing that the war had come to an end; and even the officers largely shared their feelings.  
The Kaiser, he went on, had thrown away all popular support by holding on three months too long, then fleeing to Hindenburg to save him, and finally, after having taken refuge in Holland, trying to exculpate himself and throw-

ing all blame upon others. And now nobody in Germany, it seems, wants him back on the throne, except a small section of the old landed aristocracy. The people at large, said Herr M., were only too glad to be rid forever of their monarch and the military system; and there was no prospect whatever that they would be restored.  
We found the streets swarming with discharged soldiers, still wearing their ill-fitting, dirty uniforms, and making a most unimpressive appearance—a

Germany's vast army of the unemployed, which is daily becoming a heavier and heavier burden upon the country. We ran across advertisements of public dances, which called forth the remark from me that some of the German newspapers had protested against the dancing craze that was sweeping over all the big cities as showing a lack of dignity and appreciation for the present misery of Germany.  
"And how they danced!" replied

Herr M. "You see, all forms of amusement had been prohibited for more than four years; the people had been under a tremendous physical and moral strain; then came the end of the war and the removal of all restraint; and the people could not but give vent to their joy." And my mind ran back to a passage in Carlyle, describing how the people of Paris, at the conclusion of the reign of terror, rushed promiscuously into the streets and danced the Carmagnole—a whirl of mad joy.

After nightfall we found ourselves again in the train, rolling slowly and painfully toward Neustettin. It was to take us some five hours, though I had often covered it in an hour and a half. But our locomotive was short of breath; it looked like a product of the year 1860.  
What's in A Name?  
Perhaps if they didn't call it "egg coal" it wouldn't be so expensive.

### Fraser Com 6% First Mort

Dated April 1, 1919

Principal and semi-  
at Montreal, Toronto, N.  
Denominations: \$5,  
Price: 98.03 and in  
Ask for special circular

Fraser Companies,  
manufacturers in Canada  
shingles. It also operates  
Bleached Sulphite Pulp  
35,000 tons. The busi-  
1877.

### Eastern Securities

92 Prince William St.,  
St. John, N. B.

### MONTREAL SALES

(McDougall and Cowans.)

Montreal, Friday, April 26.—

Vic Bonds 1923—5,500 @ 100%,

900 @ 100%.

Vic Bonds 1927—350 @ 102, 2,000

102%.

Vic Bonds 1937—1,000 @ 105%,

@ 105%, 2,100 @ 106.

Steamships Com—35 @ 44%.

Steamships Pfd—25 @ 80, 16

80%.

Dom Tex—25 @ 114.

Can Cement Pfd—110 @ 100%,

@ 101, 20 @ 101%.

Can Cement Com—10 @ 65%.

Steel Can Com—25 @ 63.

Vic Bonds 1923—5,500 @ 100%,

350 @ 100%, 5,000 @ 100%, 3,500

100%.

Vic Bonds 1933—1,550 @ 104%,

200 @ 104%.

Dom Iron Com—40 @ 80%, 10

60%.

Shawinigan—40 @ 118%, 10

118%, 25 @ 118.

Montreal Power—100 @ 90%,

1925 War Loan—1,000 @ 98%,

1937 War Loan—6,000 @ 100%,

1931 War Loan—500 @ 99.

Can Car Pfd—5 @ 88.

Ogilvie—10 @ 216.

Maple Milling Co—75 @ 140, 85

141, 25 @ 140%, 50 @ 141%, 25

141%, 25 @ 142%.

Smelters—50 @ 28%, 20 @ 27%,

Riordon—25 @ 120%.

Atlantic Sug Com—25 @ 28%,

Atlantic Sug Pfd—25 @ 31%,

81%.

Lauren Power—170 @ 60.

Asbestos—35 @ 58.

Quebec Bonds—2,000 @ 69%,

Tooke's Pfd—5 @ 75.

Span River Com—5 @ 13%,

Span River Pfd—50 @ 81, 25

81%.

Brompton—25 @ 56%,

D. B. Pfd—5 @ 91.

Nor Am Pulp—65 @ 6%, 25 @ 6,

100 @ 5%, 400 @ 6%, 6,550 @ 6,

@ 5%, 50 @ 6.

Ames Holden Pfd—50 @ 76.

Bank Com—5 @ 205.

Merchants Bank—1 @ 200.

Royal Bank—10 @ 215.

Can Cot Pfd—24 @ 87.

Afternoon.

Vic Bonds 1923—2,000 @ 100%, 1

@ 100%.

Vic Bonds 1927—400 @ 102, 1,000

102%.

Vic Bonds 1937—2,000 @ 106.

Vic Bonds 1933—1,550 @ 100%,

700 @ 100%.

Brazilian—10 @ 54%,

Steel Can—40 @ 63.

Can Cem Pfd—10 @ 101.

Can Cem Com—25 @ 65%.

Vic Bonds 1933—2,300 @ 104%,

@ 104%, 3,000 @ 104%.

Dom Iron Com—25 @ 60%.

Shaw—3 @ 118%.

Montreal Power—30 @ 90%, 1

91.

1931 War Loan—3,000 @ 99%, 2

@ 99.

Maple Milling Co—80 @ 142%,

@ 143, 100 @ 142%.

Smelters—25 @ 27%.

Quebec Railway—5 @ 20.

St. Lawrence Flour—2 @ 91, 25 @ 92

@ 92%, 175 @ 93.

Span River Pfd—50 @ 80%, 1

80%.

Span River Com—45 @ 20.

Brompton—50 @ 66%, 80 @ 56%.

Nor Amer. Pulp—50 @ 6, 485

5%, 25 @ 5%, 100 @ 5%.

Ames Pfd—1 @ 75.

Merchants Bank—3 @ 201, 31

202%, 5 @ 202%.

(McDougall and Cowans.)

Bid. As

Ames Holden Com. . . . . 31

Ames Holden Pfd. . . . . 31

Brazilian L. H. and P. . . . . 54

Canada Car . . . . . 29

Canada Cement . . . . . 65%

Can. Cotton . . . . . 48%

Dom. Bridge . . . . . 48%

Dom. Iron Com. . . . . 60%

Dom. Tex. Com. . . . . 11%

Laurentide Paper Co. . . . . 20%

Macdonald Com. . . . . 23%

Mt. L. H. and Power . . . . . 90%

N. Scotia Steel and C. . . . . 28

Ogilvie . . . . . 217

Quebec Railway . . . . . 20

Shaw W. and P. Co. . . . . 118

Spanish River Com. . . . . 20

Spanish River Pfd. . . . . 50%

Steel Co. Can. Com. . . . . 63

Steel Co. Can. Pfd. . . . . 63

What's in A Name?

Perhaps if they didn't call it "egg

coal" it wouldn't be so expensive.

Montreal, April 25.—Oats—E-

No. 1, feed, 84%.

Flour—Man. spring wheat pate-

rate, \$11.00 to \$11.10.

Rolls oats, bags, 90 lbs., \$3.75

\$4.00.

Milled—Bran, \$44 to \$45

shorts, \$45.00 to \$45.50.

Hay—No. 2, per ton, car lots, \$22

Cheese, finest easterns, 24 to 2

Butter, choicest creamery, 64

Eggs, fresh 42.

Potatoes, per bag, car lots, \$1.9

\$2.25.

Lard, pure wood patte, 20 lbs.