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CASTORIA

MOTHER! Fletcher's Castoria is a harmless Substitute for Castor Oil, Paregoric, Teething Drops and Soothing Syrups, prepared to relieve Infants in arms and Children all ages of

Constipation Wind Colic
Flatulency To Sweeten Stomach
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Aids in the assimilation of Food, promoting Cheerfulness, Rest, and

Natural Sleep without Opiates

To avoid imitations, always look for the signature of *Wm. D. Hooper*
Proven directions on each package. Physicians everywhere recommend it.

**NEW LAMP BURNS
94% AIR**
Beats Electric or Gas

A new oil lamp that gives an amazingly brilliant, soft, white light, even better than gas or electricity, has been tested by the U. S. Government and 35 leading universities and found to be superior to 10 ordinary oil lamps. It burns without odor, smoke or noise—no pumping up, is simple, clean, safe. Burns 94% air and 6% common kerosene (coal oil). The inventor, J. M. Johnson, 248 Craig St. W., Montreal, is offering to send a lamp on 10 days' FREE trial, or even to give one FREE to the first user in each locality who will help him introduce it. Write him to-day for full particulars. Also ask him to explain how you can get the agency, and without experience or money make \$250 to \$500 per month.

**Must Pay 1925 Fee
For Auto Before
Legislature Opens**

While anticipating a reduction in license fees of about 20 per cent, New Brunswick car owners who register their cars before the next session of the Provincial Parliament will have to pay the full 1925 rates. In the event of the Government making the reduction as anticipated, however, those who have already paid the full 1925 rate will receive a refund. Several years ago when the situation was reversed, license holders were called upon to pay additional fees when the rates were increased. The number plates for 1926 have a black background with the figures in white.

**NO INCREASE IN
WORKMEN'S COMP.
ASSESSMENT**

**Lumber Industry in 1926 Will
Pay the Same Rate as in
1925.**

Assessment under the New Brunswick against the lumber industry for 1926 wick Workmen's Compensation Act, have been ordered restored to the 1925 rates of \$4.25 and \$4.50 per \$100 payroll.

This was revealed in a Royal Gazette extra issued Thursday afternoon after the regular weekly issue of the Royal Gazette Wednesday had proclaimed an increase up to \$6 in the rates which affect lumbering operations in the woods and stream driving the same as with saw mill operations.

The New Brunswick lumbermen's association had been vigorously demanding a reduction in the compensation act changes and the announcement of the increase was somewhat of a surprise. The restoration development was another surprise.

**Curling and Hockey
Rinks Open at
Chatham, N. B.**

The first curling at the Chatham curling rink took place Tuesday night when the members played a friendly game. This is an exceptional early date to have curling here. After the game a card tournament was held, the prize a pair of chickens going to Amos O'Brien. Refreshments were served at the close of play. The first inter-club match will be on Christmas Day when the annual President vs. Vice President match will take place.

MURINE
for Your EYES
Refreshes Tired Eyes
Write Murine Co., Chicago, for Eye Care Book

**SCHEME TO BRIDGE
THE ENGLISH
CHANNEL.**

**Swiss Engineer Said it Would
Cost Between \$350,000,000
To \$400,000,000.**

**PLAN INTERESTING
AND PLAUSIBLE**

Almost as breath-taking as the proposal of a Canadian that a vast area to the north should be turned into another great lake is the scheme of a Swiss engineer, M. Jules Jaeger, to build a bridge across the English Channel between Deal and Calais. His plan has been laid before the Chamber of Commerce of London and Paris, but we doubt if it will receive serious consideration, mainly for the reason that it is too huge to be readily grasped. M. Jaeger says that the thing would cost between \$350,000,000 and \$400,000,000 and that it would be far more useful and profitable than the channel tunnel scheme which has been debated off and on for half a century. The estimated cost of the latter project has steadily increased with the cost of labor and materials and the last guess was \$300,000,000. So the bridge scheme is not, from the point of view of finance, impossible since the English Channel Tunnel Company, which is still in existence, declares that it would be able to finance the work if it were permitted. But for the military authorities permission would have been given long ago, but the authorities are probably no more in favor of it now than they were forty years ago, and the scheme has not much chance of success.

The rock of military objection to the tunnel scheme is not what it is popularly supposed to be. The general idea is that the military authorities have vetoed the scheme because they feared, in the event of a war with a continental power, France, for instance, the tunnel might be seized and an army rushed by train into England in defiance of the navy. This was the objection put forward. It was immediately met by the promoters with the offer to build into the tunnel a mechanism which, at the touch of a button in England would flood it, or do something else drastic to it, so that the submarine invasion would be impossible. M. Jaeger says that his bridge would be similarly equipped so that a section of it could be immediately destroyed in the event of a national peril. But the real military objection is not found in any difficulty in making the tunnel impossible of invasion. The fundamental fear is that if Britain engaged in a continental war and was defeated, one of the terms of the victorious enemy would be that the damaged tunnel should be repaired and thereafter remain in the hands of non-English people. This would end for all time British isolation. It would remove the protection of the "silver street" it would have the effect of abolishing the British navy.

Probably the same objection would be held against the bridge which the Swiss engineer has planned. Otherwise his scheme is an extremely interesting and plausible one. It calls for much more linking of the railway, road, canal and navigable water systems of England with those of France. Two jetties would be built from Deal to Calais, a distance of only about twenty-six miles. Upon each of these jetties would be a double line of track, and the trains would run straight from Deal to Calais or vice versa. Above the railway tracks would be a road for motor cars, so that a man might speed from England to France in half an hour, there being no danger from cross traffic. The jetties would be built a thousand feet apart and the intervening space would serve as a canal, whose depth would vary from 120 to 180 feet. Through this placid canal the freighters and passenger vessels, if any sur-

**Four Million For
Charity in About
335 Years**

**Four Truro Citizens Deposit
\$10.00 Each With Trust Co.
With the Idea of Distributing
Proceeds 2260.**

Truro, N. S., Dec. 15—Four Truro citizens, Frank Stanfield, M. P. P., A. R. Coffin, W. D. Dimock and H. F. Bethel, have arranged to donate four million dollars to charity. Yesterday each of the four deposited ten dollars with a local trust company with the understanding that the money be left there at compound interest until it reaches the sum of four million dollars. At the present rate of interest the trust company will distribute the proceeds in A. D. 2260, about 335 years hence.

Lost or Strayed

A two year old, red and white steer. Has been on my property for three months. Owner may have same by identifying animal may have same by penses.

JOHN SMALLWOOD,
51—3 Chaplin Island Road.

vided, would ply their trade undisturbed by the storms that might rage outside. M. Jaeger believes that the canal system might eventually and at no great cost be extended from Deal to Herne Bay on the lower Thames thus making London the terminus of the continental railway, road and waterway system.

By avoiding Dover as the English terminus the Jaeger scheme also avoids the currents off Dover, which might be an expensive difficulty in the construction. Particularly since the completion of the Admiralty harbor works at Dover the off-shore currents outside the harbor have been notoriously strong, so strong that even the powerful Channel steamers from Calais are "compelled" to enter the harbor at almost full speed, relying on a quick full speed astern to check their way. Failure to get the astern way on in time means for captains who are less experienced than the regular cross-Channel captains either a "bump", or a "circus" round the harbor. Those parts of Pilots' Handbook for the English Channel which deal with the currents off Dover are lively reading. Besides making it possible to load barges in the docks of London and send them through sheltered water into the Continental canal to revive the Channel car-ferry traffic, which rose to enormous proportions during the war. Then the "mystery port" of Richborough, just north of Deal, mushroomed into existence overnight, as Clair Price writes in the New York Times.

While ordinary canal traffic would leave the Thames estuary at Herne Bay for Deal and Calais, thus avoiding the open sea off the North Foreland, whose trains of freight cars could be run onto car floats at Deal. To be run off on the Northern of France Railway at Calais. Except in Spain, Portugal and Russia, the standard railway gauges of the Continent are almost the same width as the British gauge. There is a centimetre's difference between them, but the difference has not prevented the operation of car ferries in the past nor does it prevent it now. During the war the military car ferries operating between Richborough and the Continent became a very important factor in the cross-Channel lines of communication. But Richborough was sold after the war, and although the traveller in England still occasionally sees Continental freight cars in English switchyards, the civilian car ferries of today do not compare in volume of traffic with the great traffic which poured out of the military port of Richborough during the war.

CRUMBLY TEETH

Where there is a tendency to lime-deficiency, soft teeth or weak bones there is special need for cod-liver oil.

Scott's Emulsion

of pure cod-liver oil supplies a richness of vitamins that a child needs to assure sound bones and teeth. It is easy to take—its benefits are lasting.

Scott & Bowne, Toronto, Ont. 25-25

**Blown Down Timber
Cutting in Summer**

The application made recently for permission to cut blown down timber is for cutting next summer. That matter is under consideration by the Minister of Lands and Mines, Hon. C. D. Richards, who has made no announcement. A reduced rate of stumpage for such cutting was requested. The matter is to be dealt with shortly.

A previous application for cutting timber of this kind during the present winter also was made some time ago and was adjusted. Hon. Mr. Richards stated that no reduction in the rate of stumpage was made in this connection.

Large areas of blown down timber are located in Northumberland County and it was in connection with them that the applications were made. They are in the vicinity of Chatham. Similar areas also exist in Gloucester County.

**INCREASE IN RATES
"ABSURD-McLEAN"**

**Bathurst Lumbermen Com-
tends That Workmen Will
Have to Pay.**

"Absolutely absurd," Angus McLean, president of the Bathurst Company, Limited, one of the leading lumber operators in Eastern Canada, characterized the increase in the lumber section rates under the Workmen's Compensation Act announced yesterday. The increase is from \$4.25 and \$4.50 to \$6.

"The men will have to pay," Mr. McLean said, "the increase will have to come out of their wages. That fact should be made perfectly plain. Otherwise the lumbermen would be unable to operate."

CONDEMNNS INCREASE

Mr. McLean emphatically condemned the increase as the finishing touch to an industry already nearly killed. The lumber business, he said, was already carrying more than it could stand.

Mr. McLean concluded that he had no other statement to make beyond reiterating that it was the new wages would have to pay, as otherwise the lumbering business could not be carried on.

FOR RENT

Self Contained house on Henry Street, Newcastle, the property of Mrs. W. A. Park. For particulars apply to Wm. FERGUSON, t. f. Newcastle, N. B.

NOTICE

I have opened a Harness Making and Repair Shop in the D. R. Hogan building, Castle Street, and am prepared to attend to all kinds of repairing at right prices. EDWARD J. BAYLE 49-4.

NOTICE

I am prepared to do Trucking promptly and carefully. Telephone orders given prompt attention. FINDLAY COPP, Phone 228 Newcastle, N. B.

**The Variety Store
Is Now Open**

An Added Attraction---The Wonderful
Fish Pond---With Goods Worth up to a \$1.00
and only 10c a Fish

5c TO \$1.00 Variety Store

For the XMAS Season we have gotten together from near and far many useful articles which will be so priced that we will save you many dollars.

During the Christmas Season We will have a Full Range of:--
Toys, Dolls, and Fancy Articles suitable for Xmas Gifts

New Goods will be arriving daily for Our Variety Store---A visit every time in town will be worth your while.

Make the Variety Store Your Headquarters
A full line of Furniture and Pianos will be carried
(on the second floor)

A. J. BELL & CO.

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