

Classified PROFESSIONAL

DR. J. D. MacMILLAN
DENTIST
Over H. S. Miller's Store
Telephone 73

DR. J. E. PARK, MD. CM.
PHYSICIAN AND SURGEON.
Office at Residence formerly the
R. R. Call Property.
Office Phone 188 Newcastle, N. B.

**Spring Term
at
FREDERICTON
BUSINESS COLLEGE**
opens

TUESDAY, APRIL 1
Write for full particulars at
once, and ask to have a place re-
served for you.

ADDRESS
W. J. OSBORNE, Principal
Box 928 FREDERICTON, N. B.

**GRANITE
SHERARD
WORKS**
MONCTON, N. B.

Trucking
I am prepared to do any and
all kinds of trucking which you
may require. Quick service and
moderate charges. Phone 228 or
arrange with me personally,
FINLAY COPP,
1—pd. Newcastle, N. B.

**GOOD
FLOUR
"REGAL"**
24 lbs., 49 lbs., 98 lbs., & bbls

Fully Guaranteed
Sold in Newcastle by
Stothart Mercantile Co.

NOTICE OF Legislation

The Miramichi Hospital will
make application to The Provin-
cial Legislature at its next Session
for an Act authorizing it to issue
Debentures in aid of the con-
struction of the Nurses Home,
and also to dispose of certain
securities held in trust and to re-
invest the proceeds in approved
securities under the terms of
original Trust; also to provide
that The Miramichi Hospital Aid
shall have power to appoint or
elect one Trustee to The Miram-
ichi Hospital.

R. CORRY CLARK,
Secretary.
7-4
Newcastle, N. B.
12 February, 1924.

Notice to Advertisers

We again respectfully draw to
the attention of advertisers,
that change of copy MUST be
handed into this office on or
before noon on Mondays.
No copy will be received later.

THE ADVOCATE
SCHOOL TAX BOOKS
Poor and County Rate Books, Dog
Tax Books, Receipt Books in Dupli-
cate, Mill, Sew Bills, Deed Forms,
Teachers Agreements, for sale at the
ADVOCATE OFFICE

MRS. MISENER'S ACHES AND PAINS

Vanished After Using Lydia
E. Pinkham's Vegetable
Compound

"Branchton, Ont.—"When I wrote
to you for help my action was mostly
prompted by curiosity. I wondered if
I, too, would benefit
by your medicine. It
was the most profit-
able action I have
ever taken. I heart-
ily assure you, for
through its results I
am relieved of most
of my sufferings. I
have taken six boxes
of Lydia E. Pink-
ham's Vegetable
Compound Tablets and a bottle of Lydia
E. Pinkham's Blood Medicine, and I can
honestly say I have never been so well
before. I had suffered from pain in
other troubles since I was fifteen years
old, and during the 'Great War' period
I worked on munitions for two years,
and, in the heavy lifting which my work
called for, I strained myself, causing
pelvic inflammation from which I have
suffered untold agony, and I often had
to give up and go to bed. I had doctored
for several years without getting per-
manent relief, when I started to take
your medicine. "—Mrs. GOLDWIN MISE-
NER, Branchton, Ont.

Write to the Lydia E. Pinkham Medi-
cine Co., Cobourg, Ontario, for a free copy
of Lydia E. Pinkham's Private Text-
Book upon "Ailments of Women." C

KEEP AN EYE ON THEM
It is well for citizens to keep an
eye on those who talk about tax re-
ductions and then vote for non-sen-
sible and expensive legislation

Here and There
Panama canal tolls for April
amounted to \$1,878,987.

About \$2,300,000 is to be spent on
the construction of roads and bridges
in the province of British Columbia
this year.

The Customs and Excise revenue
for April amounted to \$20,500,000,
an increase of \$5,000,000 over the
receipts of April of last year.

Emigrants numbering 15,000 left
Scotland for Canada during the first
four months of the year, according
to consular estimates in Glasgow.

Canadian flour has at last been
placed on the Panama market. One
boat has just loaded the first con-
signments of any size, 1,000 barrels
being taken.

Seventy-five per cent. of the cop-
per produced in Canada in 1923 was
the output of British Columbia
mines. The Canadian production for
the year was 43,321,402 pounds, of
which British Columbia accounted
for 32,432,521 pounds.

The famous Chateau Frontenac
husky dog team, remembered by
visitors during last winter's sports
season, is being perpetuated. One
of the dogs has just given birth to
three pups, and if the youngsters
turn out to be like their parents the
Chateau Frontenac team is likely to
continue winning dog derbies.

Fishing licenses in the Maritime
Provinces have been reduced. The
special fishery regulations for Nova
Scotia, New Brunswick and Prince
Edward Island have been amended
to provide that in many instances
where the license has been more
than a dollar it will now be one
dollar.

No limit will be set to the help
to be offered to new settlers in the
agricultural sections of the province
of Quebec, according to Premier
Taschereau. The latest government
provision is to pay colonists at the
rate of \$1.00 per acre for land
cleared on their colonization lots
since 1920. \$7,000,000 have been
voted for provincial colonization.

The decision of the Canadian Pa-
cific Railway Company to scrap
agreements of sale with 30,000 Cana-
dian farmers in the west and enter
into new contracts with them, ex-
tending over 34 years on an amori-
zation basis, will affect agree-
ments of a value of approximately
\$100,000,000, and relieve many farm-
ers of heavy, pressing debts.

The new motor ferry operated be-
tween Victoria, B.C., and Bellin-
gham, Wash., develops a speed of 14
knots in adverse weather. This
motor driven vessel, recently launch-
ed, is the first of its class to be
used in this service and the first
to be added to the Canadian Pacific
fleet. It has a capacity for 50 auto-
mobiles.

Abraham Martin, first Scotch set-
tler in Canada, first King's Pilot on
the St. Lawrence and first farmer on
the Plains of Abraham, which were
named after him, has been honored
by the Canadian Pacific Steamships,
Ltd., at Quebec by the erection of a
granite shaft. Hon. Athanasius David,
Provincial Treasurer of Quebec, offi-
ciated at the unveiling ceremony re-
cently.

Two thousand Canadian Red Men
are expected to participate in the
Calgary Stampede and to move on
to Banff for their celebrations and
pow-wow on the Indian Days, July
16th and 17th. During which the
citizens of Banff will act as hosts.
Pony racing, wrestling on horse-
back, shooting with the bow and
arrow, tent-pitching and camp mak-
ing contests are among the features.

WOULD IMPRISON DEBTORS ONLY ON JUDGE'S ORDER

The St. John law society, has
passed a resolution requesting the
Attorney General to introduce at
the session of the legislature which
begins on March 6th such legislation
as will in effect make it impossible
to imprison anyone for debt except
upon the order of a judge.

Mail Order House Never Has a Bargain

The mail order house never has
a bargain—not for you anyway. If
there are bargains occasionally the
thousands of employees of the mail
order concern get them; they or
their friends

Your own home town merchant
frequently has bargains and TELLS
YOU about them through the paper
you read. The mail-order house that
receives your order doesn't know
you from Adam and doesn't care

The home town merchant knows
you as a neighbor and HE CARES.
He cares enough for you and your
trade that he goes to the
trouble and expense of telling you
about his goods and his bargains.
He cares enough to carefully show
you his goods. He gives you a
choice among many; if you don't
like one article he shows you another
until you are pleased.

Trade at home and you get ser-
vice, choice quality and as good
prices. Trade at home and your
money helps your town—which is
another word for saying that you
help to make your own property or
your own job better

TROUT BROOK NOTES

Mrs. Frank Copp spent Sunday
with friends in Whitneyville and
on her return was accompanied by her
daughter, Miss Margaret where she
has been taking up music.

A very enjoyable surprise party
was given Mrs. Albert McCombs
Saturday evening; dancing and
games being indulged in until
midnight.

Mr. and Mrs. Ernest Russell spent
the guests of Mr. and Mrs. Wm.
Shaddick, Sunday.

Mr. Warren McCombs is spending
a few days with his uncle, Mr.
Ritchie Allison.

Mr. and Mrs. Hubert Wayne spent
Sunday with the former's parents
Mr. and Mrs. Ed. Wayne.

Mr. and Mrs. Ernest Russell spent
the week end with the latter's
sister, Mrs. Ritchie Allison.

Mr. Major McCombs spent Sunday
at his home here.

Miss Kate Mullin spent Sunday
with the Misses Caine and Bessie
McCombs.

Mrs. Kiah Copp spent Friday
evening with Mrs. Wm. Wayne.

Miss Blanche Wayne is spending
the winter months with her sister
Mrs. Ernest Walsh.

Miss Lillian Allison enter-
tained a number of her young
friends at her home here on Friday
evening, dancing being the chief
amusement, music being furnished
by Mr. Percy Hosford.

Miss Maggie Crowe and
Miss Mary O'Shea spent Sunday
evening with Mr. and Mrs. C. F.
Kingsston

**Proven best
Since 1857**

**For baby
at weaning time**

FREE BABY BOOKS
Write to The Borden Co.
Limited, Montreal, for
two Baby Welfare Books.

"Price Class"

The mysterious stranger in the motor industry

Does a difference in price indicate a difference in quality? Why is one
car priced 25% to 50% higher than another of the same quality?
The 4 questions that a buyer should ask when considering any car

HERE are facts based on world's engineering
authority. If you have any intention of
buying an automobile, you are urged to
read them.

No "Price Class"

There are only two kinds of automobiles today.
Economically produced cars which give you more
for your money. And cars which are not, and give
you less.

Hence two cars may
show a price difference of
\$400 to \$1,200 and more.
And be of the same quality.

**Where the difference
comes in**
Studebaker, producing
150,000 cars yearly, has re-
duced engineering cost to
\$3.33 per car.
Other fixed overheads
have been reduced propor-
tionately. And these influ-
ence Studebaker prices.

A set of body dies costs
\$100,000. It will produce
many thousand sets of
body stampings, each one as perfect as though
there were only a dozen made.

By building 50,000 bodies from a single set of
dies, Studebaker reduces the die cost per body to
only \$2.00.

The average small manufacturer has to charge
each body \$20 for die cost. The difference of \$18
is in the price but not in the body.

Thus a car priced at \$1,700 to \$1,950 can be sold
as low as \$1,465 when produced economically
in quantity. Such a car is the Studebaker Light-

Six Touring Car, priced at \$1,465. A clear differ-
ence of between \$235 to \$485.

**Equalled only by costliest foreign
and American makes**

Every Studebaker car is Timken-equipped. The
Light-Six more than any competitive car within
\$1,500 of its price.
We subject Studebaker cars to 30,000 inspections.
That requires 1,200 men.

Why Studebaker excels the world in body building

For 72 years Studebaker has been
a builder of quality vehicles.

In the modern \$10,000,000 Stude-
baker body plants, there are sons
and fathers and grandfathers work-
ing side by side. Their religion is
fine coach building. And this is re-
flected in their work.

As fine body builders, Studebaker
stands supreme.

No finer car can be built
than the Studebaker of to-
day.

**See a Studebaker—
then decide**

Buy no car until you've
seen a Studebaker. Go over
it, point for point. And
you will own a Studebaker.

**Get an answer to these
4 questions before
buying any car**

1—Is this an assembled car?
Or "partly" assembled.

Insist on this answer.
Assembled cars pay a
profit to from 75 to 100
parts makers alone.

2—What sort of bearings? Studebakers are Tim-
ken-equipped. Everlasting smoothness and
quiet performance result.

3—How many cars a year does this maker pro-
duce? Small productions mean either a higher
price or cheaper car.

4—What sort of upholstery? Studebaker closed
models are done in Chase Mohair, the finest
material for this purpose known. Open models
are upholstered in genuine leather.

LIGHT-SIX	SPECIAL-SIX	BIG-SIX
5-Pass. 112-in. W.B. 40 H.P. \$1465	5-Pass. 119-in. W.B. 50 H.P. \$2000	7-Pass. 126-in. W.B. 60 H.P. \$2425
Touring \$1465	Touring \$2000	Touring \$2425
Roadster (3-Pass.) 1445	Roadster (2-Pass.) 1970	Speedster (5-Pass.) 2550
Coupe-Roadster (2-Pass.) 1735	Coupe (5-Pass.) 2565	Coupe (5-Pass.) 3395
Coupe (5-Pass.) 1985	Sedan 2350	Sedan 3655
Sedan 2135		

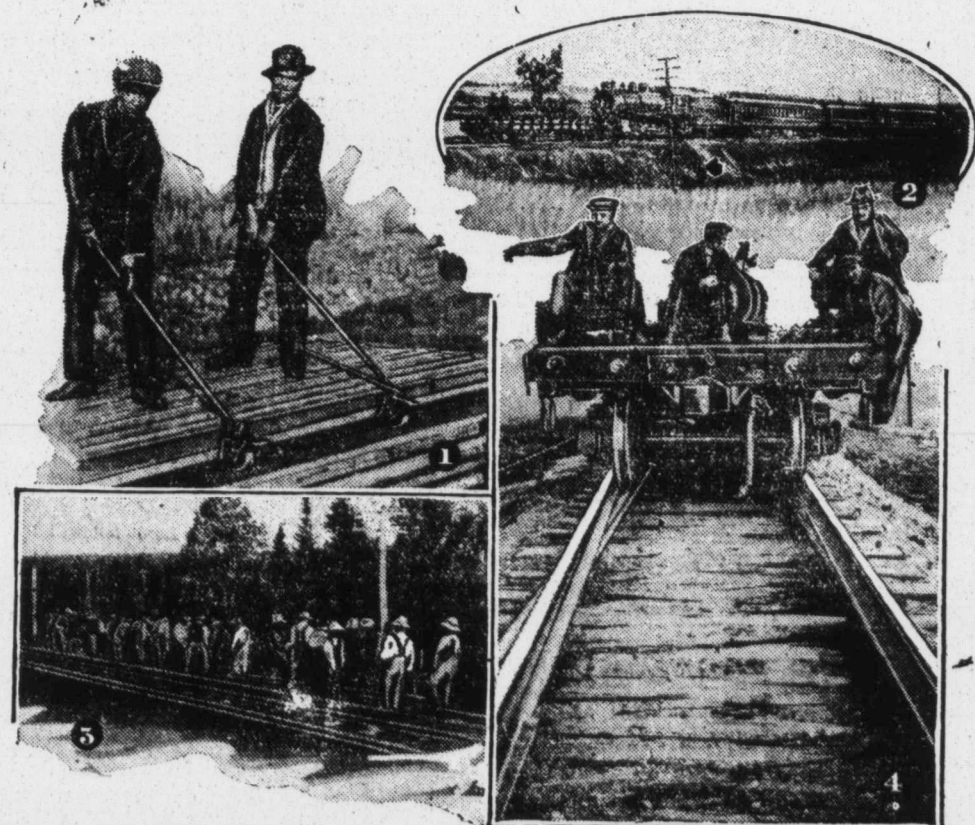
(All prices f.o.b. Walkerville, Ont., exclusive of taxes. Terms to meet your convenience.)

The Lounsbury Co. Ltd.

Doaktown Newcastle Blackville

THE WORLD'S LARGEST PRODUCER OF QUALITY AUTOMOBILES

Another Canadian Railroad Record



1 Unloading new rail from a flat car. 2 A Canadian Pacific work train. 3 Placing a new rail unit. 4 Throwing the old rail to the outside of the track. Note how the wheels are edging the old metal over the new.

Although Canada owes its prosperity, and even its
national life to the Railroads which stretch across
the Dominion and send feeders north and south into its
rich agricultural and mining countries, the Railroad
history of the country does not yet cover fifty years.
In their short existence, however, Canadian Railways
have progressed, and been so forced to meet the increasing
demands and requirements of the country that their
development has been extraordinarily rapid. Not only
were the engineers employed by the Canadian Pacific
history of the country does not yet cover fifty years.
In their short existence, however, Canadian Railways
have progressed, and been so forced to meet the increasing
demands and requirements of the country that their
development has been extraordinarily rapid. Not only
were the engineers employed by the Canadian Pacific
history of the country does not yet cover fifty years.
In their short existence, however, Canadian Railways
have progressed, and been so forced to meet the increasing
demands and requirements of the country that their
development has been extraordinarily rapid. Not only
were the engineers employed by the Canadian Pacific

Experiences gained in "construction days" were not
lost, nor has the standard of efficiency which signalized
the Canadian engineer been lowered, and today Cana-
dians claim to be the world's leaders in railway construc-
tion, maintenance, and operation.
Using unusual and effective methods, the Canadian
Pacific recently laid over 100 miles of 100 pound rail at
the rate of a mile or more an hour securing total daily
mileages up to 10 miles and over and thus establishing
another record. This while the road was under heavy

traffic. First came the train with the new rail. By means
of special handling appliances the rails were distributed
along the track, outside the old steel. Following the
distribution of the new steel, the rails were picked up by
a special gang, set up end to end, and bolted into two
rail units. Next, the inside spikes were pulled by a gang
detailed off for this work, and the old rails were pushed
in towards the centre of the track. The new rail was
then lifted into place and spiked down against the
shoulder of the old tie plates before being bolted into one
continuous stretch. This ensured that the alignment and
surface of the track remained undisturbed. The new tie
plates were inserted later.

Perhaps the most interesting operation was
the moving of the old rail to the outside of the track where it
could be picked up by the salvage train. The discarded
steel was not unbolted, being one continuous piece, some-
times half a mile in length. The end of this rail was
thrown outside the new track and as a heavily weighted
truck was pushed slowly by a powerful engine, so the
planges on its foremost wheels shoved the old rail over
the new to the outside of the track—a simple operation,
but one which, in course of a few years saves the Com-
pany thousands of dollars. As a matter of fact, this sys-
tem of re-laying track, practised first by the Canadian
Pacific on the Megantic Subdivision, has attracted the
attention of railroad officials all over the continent,
many of whom have sent representatives from as far
away as Texas to secure first hand knowledge of it and
the special unloading equipment used.