POOR DOCUMENT
MC2035

SAILOR TELLS HOW HE WAS SHANGHAIED ON RUM ROW VESSEL

A. E. BURGOMASTER RECITES TALE THAT RIVALS FICTION

Was Signed On as Cook, But was Forced to Work at Unloading of Liquor Cargoes—Escapes by Signalling Coast Guard Cutter.

ALBERT E. BURGOMASTER, whose diary of his experiences on Rum Row is published herewith, had a libel issued against the schooner "Dorothy M. Smart," on which he claims he was held an involuntary prisoner. He alleged that he had been induced to board the boat under misrepresentations and succeeded in leaving only when he climbed high in the rigging and signalled a coast guard cutter by waving a blanket.

The schooner was seized and convoyed to Port Newark, N. J., where the United States marshal placed it on sale to satisfy the claims of Burgomaster and Louis Coccini, a fellow sailor who shared his experiences. The sailors were represented by S. B. Axtell, a New York attorney widely known among seafaring men. This was the first legal action of its kind in many years.

Burgomaster's diary unfolds a tale that rivals fiction of the old days of piracy.

His diary is as follows:

By ALBERT E. BURGOMASTER

MONDAY.

Out of work. Jobs scarce. Figured I would go to sea until things looked brighter ashore. Went to Sailors' Institute, South street, New York. Hung around a couple of hours. Then noticed chalked up on employment board that a mate, cook and two seamen were wanted for schooner Enterprise. Wasn't a seaman but could cook, so decided to apply for job.

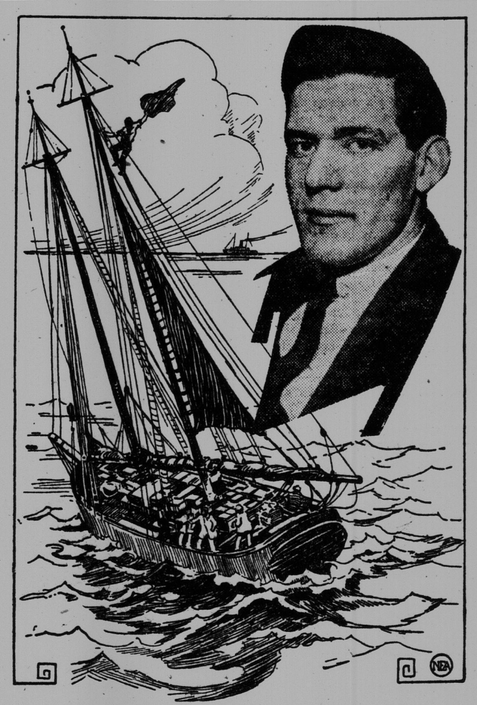
Interview with man at desk, was told that schooner had auxiliary engine, was engaged in trading between Cape May and Boston. Offered full union wages and told to order all needed stores regardless expense. Wow! what a goldmine for a guy out of a job!

So signed up as cook along with three men who signed on as mate and seaman. Paper signed gave us right to turn down job when we reached it if not suited. Told that schooner was at distance from New York at Rockaway. Offered free transportation there by man claiming to be engineer of schooner. Packed clothes and met the engineer and other men at 59th street. There taken in a motor truck to town of Rockville Center, Long Island. Told schooner was off shore, but too rought to go out. Were put up at small but good hotel by engineer. Soft, I'll say!

TUESDAY.

Had very meager breakfast at 6. Engineer missing. After couple hours fellow drove up in Packard limousine. Asked for crew of Enterprise, which was boat we were supposed to ship on. Told him we were it. Then took us into hotel where we could only buy near-beer the night before, and had them bring out whisky. Hotel proprietor treated him with great respect. Must be popular and well known. After drinks, took us in car to beach, called Jones Inlet. There was truck that brought us from N. Y.

Loaded stuff from truck into one of four motor boats tied up at dock. Then put out to sea, the engineer at motor and the other fellow piloting. After two hours travel sighted some schooners. Headed up for them, but engineer called to pilot pointing out steamer on horizon. They said it must be the cutter and slowed down. Seems to me I smell a rat and that everything is not what it seems. Asked what was meant by cutter. Told that it was contraband to take anything from shore to ship at anchor. Engineer got nervous and went at 30-mile clip. Said cutter couldn't catch us. Reached first schooner and lost nerve. Put supplies aboard her for few days, but schooner's (the Athena) captain refused to take us men aboard. Traveled another half hour to another schooner. So big hurry was pilot, he didn't wait for fenders to be put out, with result he crashed in cabin in front motor boat, when he rammed schooner. We were told to climb aboard. As soon as we were on, four other men jumped into speed boat, and it sped away, leaving us.



Albert E. Burgomaster. Sketch shows how he signalled for help.

Gosh, aboard a rum runner—that's where we found ourselves!

No destination in sight, out in rum row, midway between shore and Ambrose Light, with a captain that soon let us see that he was armed. With a brace of pistols he took to potting sea gulls flying around.

I was set to looking over stores. Found nothing but salt beef and pork, few tins of fruit, plenty of flour, sugar and coffee, but no salt or yeast. Sounded water tanks. Found little and that tainted with gasoline, rust and dirt. Galley stove in pieces—practically useless. A h—l of a first class schooner!

We all had mess in the forecastle where I cooked, also slept there.

Deck is covered with case champagne and hold is filled with whiskey, kimmel, cognac and brandy.

WEDNESDAY

Worked nearly all last night. Motor boats came in streams to load liquor, and we had to aid. Every case had to be opened and the champagne bottles that had blown their corks were put to one side. Couldn't drink the water aboard so took a damaged bottle of champagne and drank that. Captain told me the next time he caught me or anyone of crew drinking—stealing he called it—his liquor, he wouldn't hesitate to shoot them. A fine bird.

Storm came up about one o'clock. All hands had to handle sail as the engine the schooner was supposed to have was a myth, the same as her stores. Ship tossed and pitched all night. Impossible to cook or sleep.

THURSDAY.

Worked our way back to position we were driven from so rum buyers could find us. The sailors had worked all night handling canvas, but there was no rest for them. The motor boats kept coming in a steady stream and all hands had to open, examine and repack liquor. Champagne was the most popular, as it was the cheapest. Cost only $18 a case against $50 a case for rye. Brandy sold for $35 to 50 per keg. Brandy don't sell so well. Harder for rum runners to handle kegs. Most of the smugglers are rigged out as fishing boats. They took the bottles they had bought, saw that the corks were well driven home, then packed them in sacking bags, to which were attached buoys similar to those used to mark the location of lobster pots. Then if the coast guard cutter hailed them over would go the booze to be picked up later when the coast was clear. The boat, with a clear conscience, would then hait for the government search. When the stuff was not packed they wouldn't hesitate to throw it overboard if they were chased. These cases were salvaged and the proceeds of the sale of them divided among the crews of the salvaging vessels. No luck for us. Always going somewhere when we sighted them. Work all the time. When not aiding in handling liquor, kept busy painting ship and renewing rigging. We asked all boats purchasing liquor to bring fresh provisions and water. All promised to send out at once.

SUNDAY.

Still no provisions. Just dregs of water left to drink. Everybody throws up when they try to swallow stuff. Even coffee undrinkable. Tobacco gone. All champagne and kimmel and cognac sold. Nothing but whisky left. Boats not coming so fast. Got some "manna from Heaven" today. Traded a few bottles of rye for 10 pounds of fresh meat. What a feast. Nobody washes now. No water except salt and we have no salt-water soap. Captain promises the boss would be out tomorrow and we can go ashore, but he's promised the same thing all week, so don't take much stock in it.

MONDAY.

What luck! A large motor boat taking water to the Athena was cut off by the cutter, and to get rid of it put it aboard us—five 50-gallon tanks. The cutter left then but we had already emptied three of the tanks into our own tank so they had to leave it. A week's supply. Found out today not aboard schooner Enterprise. Painting outside of schooner and found she was the Dorothy M. Smart of Nova Scotia. British registry. The boat we were supposed to be on was said to be of American registry. A fine game. Nobody can trace us now.

WEDNESDAY.

Today boat came out and bought the last of our rye. Asked him if he knew Rudolph—the man who had hired us with such rosy promises. He said he did and agreed to let him know of our plight. Meanwhile the captain kept us in submission with prominent showing of his guns. We told him we would call the cutter. He laughed and said we could go asead—we would all see the inside of a jail. The cutter passed us tonight only 100 yards off but we were afraid to call her—that jail looked too close.

FRIDAY.

News must have reached shore of our fix. A boat came out with two bags of potatoes, a bag of turnips and some cigarettes and tobacco. What a fine smoke that first one was. We even felt kindly toward Rudolph when he showed up later in the day. He told us he had been delayed by the smashing of his boat when she had rammed the schooner that first day. He asked us to stay aboard until he could get another crew, claiming it was murder to only leave one man aboard. He promised to be back tomorrow with some other men and that we will be paid off and taken ashore. Claims that he brought no provisions because the other cook had told him the larder was full. Full, like Mother Hubbard's cupboard. Bare—he should have said.

Sketch shows handling of liquor on the rum ship. Below is the Athena, the boat from which the shanghaied sailors obtained their only fresh water.

MONDAY.

Wow, what a row on board today. The mate had the wheel and the ship was under full sail when the captain came on deck and took the wheel out of the hands of the mate. The mate being an old-timer and an experienced sailor, resented the actions of the skipper, who was but 28 and having his first command. The skipper was swell-headed and cussed out the mate, who being a Latin, swore revenge. Tonight we all discussed in the forecastle ways of getting ashore—the mate taking the lead. And not only does the mate want to get ashore but he wants to turn over to the authorities information that will put the whole botlegging gang in jail. We thought of slipping away in the dory and leaving the captain, who had boasted that he could take the schooner to Halifax on his own, to his own resources. Gave it up because we were too soft-hearted. Nothing but talk came of it all.

THURSDAY.

Still nothing doing, and our position getting worse. Rudolph hasn't shown up nor have any provisions. Practically no water left and no provisions. A passing boat told us that a boat with some food for us had left it aboard the schooner Etheline after being chased away from us by the cutter. Tried to catch the Etheline who was under sail but couldn't make it. She's too fast.

FRIDAY.

No sleep again last night. Fierce gale that compelled all hands to handle sail. Drove us way out of our course.

SUNDAY

Back again to old stamping ground. Saw the Etheline and worked up to her but sea too rough to lower boat and get our grub. One hundred yards away a good square meal that might just as well have been in Halifax. Having lost anchor drifted away from her and by night had lost sight of her. Rudolph came out bringing a few chickens and apples. But no water or bread. We demanded to be put ashore but were again put off. He put armed guard on his boat while below, telling him "Watch that b———y cook or he's liable to get away with the boat." He promised to take us off in two days. Others satisfied, but I told him I would call cutter. He said he would knock the excitement out of me if I didn't shut up. Saw light on starboard. Thought it was cutter and tried to loosen riding light to signal her. The guard also saw it and called Rudolph and his partner. They rushed to their boat, threatening to shoot me for attempting to signal. Rudolph left word a steamer would arrive tomorrow with more liquor and supplies for us.

WEDNESDAY

No steamer has arrived nor has Rudolph returned. Captain says if any boat will take us ashore he will pay us off. We plan to send one man to tell authorities. No boat will take any of us, however. All aboard agreed to call cutter if she's sighted. Captain again demanded that we sign on to take the ship to Halifax. This we won't do because we don't want to be on a rum runner. Sighted the cutter and while mate kept captain below talking we hoisted a blanket to the masthead. This was wrong. Should have been half-mast. The cutter went on. Later she came back and I went into rigging and waved the blanket. Cutter changed her course and headed for us. The skipper, sensing something wrong, came on deck, but was too late to stop us. We informed Captain Brockway, of the cutter, which was the Gresham, that we had been shanghaied and that we were without food or water. Captain Brockway asked our skipper if he wanted to put into port, but was told he would only do so on orders from the cutter. These were given and we followed her in. Abreast of the Statute of Liberty the Gresham sent a prize crew aboard, also bread, meat, eggs and fresh water. What a meal we had! And then the smokes the boys of the cutter passed out! Tonight a man that said he was a judge from Brooklyn came aboard and after paying us a full month's salary, took us all in his car to the Seamen's Institute where he left us.

Well, that's over. And I only hope the cops get that guy Rudolph as I gave them several items that may help them in their search.

PENDER NAILS CARRY CITY'S NAME ACROSS OCEANS TO ANTIPODES

WIRE NAIL MAKING REQUIRES WORK OF SKILLED ARTIZANS

Tour of Busy Saint John Plant Shows 100 Employes Turning Out 600 Kegs Nails Daily, Besides Other Manufactures—From Ore to Consumer.

THIS week's Saint John industry story of The Times-Star has to do with one that has for a long period been important in the business life of the city—the making of wire nails by James Pender & Co., Ltd., in their bustling plant at the lower end of Charlotte street. There upwards of 100 employes are steadily at work, and it will be of general interest to know that their product is carrying the name of Saint John far across the seas, even to New Zealand and Australia. West Indies dockers, too, have to handle kegs of Pender nails, though the bulk of the large output, averaging 600 kegs a day, besides staples, caulks and wire, is distributed throughout the Maritimes, Quebec, Ontario and New England.

CALLS FOR SKILL

The manufacture of wire nails, which the householder uses when he has an odd job of carpentering to do, and which the small boy of the family delights to drive into any piece of wood which is exposed to view within his reach, and with which the carpenter shows his skill in work, is a process which involves highly skilled labor and the utilization of many intricate machines, driven by enormous power.

In its early stages the nail was simply a piece of ore deep in the earth, whence it was taken, carried long distances and passed through many processes before going to the consumer, who probably buys it in some shop where a few hundred may be purchased for a few cents.

EVOLUTION

Years ago, before modern inventions made nails common articles, their production was the work of the blacksmith, who forged each one separately. The cut nail machine was invented, and the carpenter and builder, as well as other users of nails, thought that the last word had been said, but cutting nails, even with machinery, was a long and tedious process. Man's ingenuity then evolved the processes by which the finest of wire nails are now available at little cost.

While the process of manufacture of wire nails may not be so romantic as in the case of some other materials, there are many interesting features which must be given careful attention by the workmen.

SAINT JOHN PLANT

In Saint John the plant of James Pender & Co., Ltd., a subsidiary of the British Empire Steel Corporation, Limiter, is manufacturing daily more than 10,000,000 nails of one kind or other, besides 200,000 fence staples, 2,500 pounds of toe calks for horses' shoes, 423 miles of wire and four tons of bale ties or straight and cut wire, as well as two tons of straight and cut iron rods which may be used for reinforcing concrete, or for rivets, bolts, etc. In this plant 85 to 100 Saint John men find daily employment.

A visit to the nail works and an inspection of the different stages of manufacture add to one's education. A reporter from The Times-Star was conducted through the plant by William F. Knoll, the general superintendent, who has been in charge of the works here for the last 10 years, prior to which he had been in Sydney. He had had a wide experience in the manufacture of nails in the United States.

STOCK FROM SYDNEY

The raw materials are brought here from Sydney, usually by rail, and the cars are shunted into the company's own siding opposite to the main entrance of the exhibition building in Sydney street. The metal from which the nails are eventually made is known to the trade as rods, which are put up in rolls. By the ordinary person they might be thought to be wire, but Mr. Knoll explained that these were rolled out by a process similar to the manufacture of steel railway rails, while wire is drawn. The rods are stored in a large warehouse, and when that is full the yard is utilized as storing space. Sulphuric acid, which is used to clean the rods; coal for the furnaces, and the bars from which the toe calks are made also come here from the parent plant at Sydney.

From the warehouse the bars are taken to a cleaning room, where huge vats, filled with acid and water kept boiling by steam, receive the coils of rods, and the rust and scale are removed from the surface of the steel. Then the rods are given a lime bath in order to arrest the action of the acid. The lime coating is baked on the rods in ovens where the temperature is kept at about 250 degrees. This lime, Mr. Knoll said, acted as a lubricant in the process of drawing.

Drawing is not the making of pictures of the wire, but is a process by which the iron rods are put through machines, stretched and made smaller to be used in making nails or to be put through machines and made into wire. In order to reduce the size of the rods, the end is pointed in a special machine and then introduced into the chilled iron dies and drawn through so that the size is materially reduced. However the rods cannot be drawn out to any size at once but a rod which is 5 guage is first reduced to 8½ gauge, then to 10½ and then has to go through other machines to be further reduced.

The chilled dies used in these machines are all manufactured in the plant.

MAKING WIRE

When the rods are to be made into commercial annealed wire they are first drawn to the necessary size and then passed through an annealing room. They are placed in an annealing pot and heated to a cherry red to take out the temper and eventually go to jobbers and others who use the wire for hanging stove pipe and other work. The annealed wire is also used for baling hay and pulp and many other articles. The looped bale ties are pieces of wire with a loop in one end. This loop is made by a little machine which was designed and manufactured in the works here.

After the wire had been seen in the process of manufacture and the steel prepared for making nails, etc., the reporter was taken to a room where rows of machines were making a great pounding noise. The sign language was in vogue. Here staples were being turned out. The coils of wire were placed on spindles and the end fed into the machine. Each machine was throwing completed staples into boxes at the rate of about 500 a minute.

NAIL MAKING

The next room contained the nail machines. One machine was stopped and turned over by hand so that the stages of nail making could be seen. The wire passed into the machine, a small end went through a hole, and a hammer came up and flattened the end of the wire into a hail head. The hammer moved back and large iron jaws cut the wire to the required length. The cutter made the sharp end of the nail. These machines each turn out 275 nails of the larger size in a minute, while the smallest nails are produced at a rate as fast as 500 a minute.

OTHER PROCESSES

After the nails were turned out from the machines they were taken to a cleaning room, where they were revolved in large drums and cleaned and polished. From these mechanical cleaners and polishers the nails were dumped into large bins, whence they were conveyed automatically into kegs which were kept shaking so that the nails were put into as small a space as possible. They were weighed automatically and then the heads nailed in the kegs by a machine specially designed for that kind of work. The packages were then conveyed to the warehouse, where they were ready for shipment to the different customers of the company.

GALVANIZING

There is a galvanizing department where the reporter saw nails being given coatings of pure zinc. The process was in full operation and the nails were placed in the heated metal and then clawed out into cooling pans and taken to rotating cleaners and thence into kegs. The workmen in this department were compelled to exercise great care so that the galvanized nails would not be stuck together.

In another department the blued nails were produced and still another room was used for giving the nails a special coating which added to their holding ability.

All sorts of nails were being given a galvanized coating and Mr. Knoll said there was a demand for all sizes of nails and spikes with the galvanized coating.

The Cooperage Company of Canada operates a department in the plant. The kegs in which the nails are shipped were being made there. All sorts of labor saving machines were in use. One machine rivetted the hoops and gave them the proper flare to fit the kegs, while another machine pressed the hoops in place and then a machine took them and nailed and stapled the hoops in place. The wire hoops on the kegs were made in the corporation plant at Sydney.

The manufacture of toe calks for horses' shoes required other skilled mechanics. The bars, which come from Sydney, were placed in furnaces and a machine cut them and made the spur which is driven into the shoes. Many bars were being heated at one time and the machines were constantly throwing out the completed calks.

MACHINE SHOP

One of the most important places in the plant is the machine shop. Repairs to all the machines used in the works were repaired there, and occasionally odd jobs were done for other firms. The machinists of the James Pender Co. have rebuilt nail machines and several of the nail machines were made right in the shop. The looper for the wire bale ties was designed and manufactured in the plant.

The men in charge of the nail machines ground their own dies and this meant that the nail makers here were particularly skilled, Mr. Knoll said, for in some other nail making plants the dies were ground by tool makers, who did not operate the machines. The British Empire Steel Corporation, Ltd., he said, prides itself on the fact that its processes start with the ore and end with placing the finished articles on the market.

SYDNEY TO CONSUMER

In the manufacture of wire products, Mr. Knoll said, the operations really begin at the Sydney plan of the corporation where the raw materials are assembled in the form of coal, limestone and iron ore, which has been taken previously from the corporation's own mines and quarries located in and about the island of Cape Breton and from the iron ore deposits in Newfoundland. These are brought to Sydney in the Besco's own steamers or railways and are assembled in the blast furnaces.

The coal comes to the blast furnace in the form of coke, after it has been produced in the coke ovens of the corporation. After proper treatment the blast furnaces are tapped and the slag or impurities are conveyed to a dump while the iron is taken in ladles to the next process which is in the open hearth furnaces. Here other impurities are removed and when this furnace is tapped there is produced what is known as open hearth steel.

This is taken in ladles and poured in forms known as ingot moulds. The ingots are eventually stripped of their forms and placed in pit furnaces or soaking pits, where they are re-heated preparatory to the next step, which is in the rolling mills. The ingots are conveyed by electric cranes and table conveyors to the blooming mill, where they are broken down, thence to the billet mill to be rolled into billets of standard sizes and cut to regular lengths.

The steel has become cool by this time and is put into another heating furnace before being rolled into rods. This is the last process through which the steel passes before being brought to Saint John.

In the rod mill at Sydney the billet, which is 1¾ inches square, goes through a series of rolls, which gradually reduces it to a No. 5 rod about 7-32 inch in diameter. These are wound automatically into coils and conveyed to the bundling shed, where the coils are split in two for easier handling, properly bundled for shipping and loaded into cars and brought to Saint John as raw material for the wire and nail processes.

SHIPPED FAR AWAY

The market for the products of the plant of James Pender & Co., Ltd., is chiefly in the Maritime Provinces, Ontario and Quebec, but nails are also shipped to the West Indies, Jamaica, and to the New England States, as well as to New Zealand and Australia.

The people engaged in the plant here have the benefit of the Workmen's Compensation Act, but it is a matter of pride to the management that the plant has been particularly free from accidents and that during the last six years the expenses in connection with accidents have been less than 35 per cent. of the assessment paid by the company.

The employes and company work together under a co-operative plan, which has added greatly to the efficiency and increased production, with the result that the employes have benefited financially and otherwise.

A co-operative benevolent association has also been formed and the sick employes are given assistance, and in case of death aid is also furnished to the bereaved.

DEPARTMENT HEADS

The men who are heads of the different departments are: W. F. Knoll, general superintendent; R. A. Gregory, foreman of wiremen; R. F. Mabey, foreman of nail mill; L. A. Murphy, mechanical foreman. The office staff is: C. W. Earle, secretary; E. W. Gaines, assistant secretary; J. McM Reid, sales manager.

Improvements were being made in the plant. One of the big annealing vats has been rebuilt recently and others were being reconditioned when the reporter went through the plant.

Part of the works has been electrified and Mr. Knoll said it was proposed to electrify the whole plant and do away with the engines and boilers which now occupy much space and require a staff of engineers and firemen. When the plant is operated electrically these men would be provided with other employment. The policy of the company was to keep the plant in operation and find steady markets for the products.

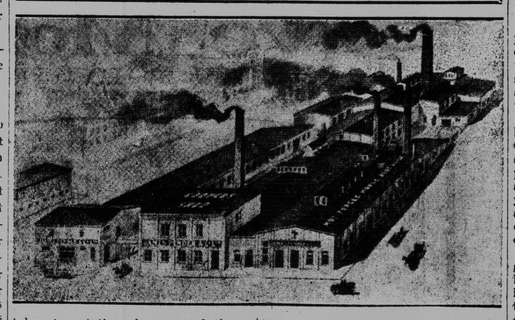
PENSION SYSTEM

The employes of the James Pender & Co. plant are eligible for pensions under the British Empire Steel Corporation plan. Pensions are allowed to any male employe who has been 25 years in the service and who has reached the age of 65 years or more and who is retired from service either at his own request or the request of his employing officer. For female employes the pension age is 55 years, after 25 years service. Provisions is also made for those who have been employed 15 years and have become permanently incapacitated from further service.

Already two employes of James Pender & Co. Ltd., have taken advantage of the pension plan—Jefferson Denier and Edward Howard, both of whom served more than 25 years with the company.

The plant of James Pender & Co. Ltd., is located in Charlotte street with the buildings extending through to Sydney. The buildings are mostly one story but several are two floor structures. Fire protection apparatus are suitably placed about the buildings. The plant has its own railway sidings and maintains its own vehicles for transporting the products to the shipping points.

Jas. Pender & Co. Plant, Saint John



Head of Works

WILLIAM F. KNOLL,

general superintendent of James Pender & Co., Ltd., who tells of product of bustling factory.

CORNS

Lift Off—No Pain!

Doesn't hurt a bit! Drop a little "Freezone" on an aching corn, instantly that corn stops hurting, then shortly you lift it right off with fingers.

Your druggist sells a tiny bottle of "Freezone" for a few cents, sufficient to remove every hard corn, soft corn, or corn between the toes, and the foot callouses, without soreness or irritation.

Men! Don't Come Home Fagged Out by Hard Work

DOCTORS say that in an enormous number of cases when men come home physically and mentally "all in," nervous and cranky, the real cause is not hard work, but thin, pale, watery blood, deficient in strength-giving iron. Once this iron is restored to the blood it is often astonishing how quickly these men gain new strength, nerve force and endurance.

But be sure the iron you take is organic iron—Nuxated Iron—and not the old-fashioned liquid medicines and pills made by the action of powerful acids on ordinary mineral iron. Nuxated Iron is a natural organic iron, like the iron in your own blood, and like that in spinach and lentils. Does not injure teeth nor disturb the stomach. So remarkable are the effects of Nuxated Iron that thousands of weak, nervous, fagged out men and women have often increased their strength, energy, and endurance in only two weeks' time.

Try Nuxated Iron just two weeks. Money back if not delighted. But make certain you get genuine guaranteed Nuxated Iron tablets with the letters N I on every tablet. At all good druggists.

N. S. Bank President Backs Gold Standard

HALIFAX, May 15—George S. Campbell, prominent Halifax shipping magnate and president of the Bank of Nova Scotia, returning today from a two months' tour of Great Britain and the continent, endorsed the move for an early return of Great Britain to the gold standard and commented generally on the economic conditions of the old country.

HER HEADACHES WERE SO BAD SHE COULDN'T DO ANYTHING

Once the head starts to ache and pain you may rest assured that the cause comes from the stomach, liver or bowels, and the cause must be removed before permanent relief may be had.

There is no better remedy for headaches of every description than

BURDOCK BLOOD BITTERS

as it removes the cause of the headaches in a way that no other remedy will do.

Mrs. Wm. Heigard, Lower Stewiacke, N. S., writes:—"I suffered for a long time with my head. It would ache and ache until it made me so sick I could not do anything, but after taking four bottles of B.B.B. I feel that I cannot recommend it too highly to all those suffering from headaches of any kind."

B.B.B. has been on the market for the past 46 years and is recognized by all who have used it to be without an equal as a remedy for headaches; put up only by The T. Milburn Co., Limited, Toronto, Ont.