



Headache

Recurring headaches usually come from an exhaustion of the nervous system, and they do not disappear until the vigor of the nerve cells is restored by such up-building treatment as Dr. Chase's Nerve Food.

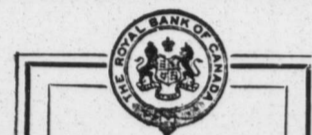
Temporary relief by use of powders is often obtained at an enormous expense to the nervous system and the general health.

Get the nerves right and the headaches will not return.

Mrs. W. J. Pearce, Nunn St., Cobourg, Ont., writes:

"My system became run-down and I suffered greatly with pain in my head. This was so severe that I would have to bind a cloth tightly about my head so that I could get my work done. A friend advised the use of Dr. Chase's Nerve Food, and after taking the first box I found quite an improvement in my condition. I continued using them until I had taken about seven boxes, and they strengthened and built up my system splendidly, completely relieving the pain in my head."

Dr. Chase's Nerve Food, 50c a box, all dealers, or Edmansons, Bates & Co., Limited, Toronto.



Safeguard Your Valuables before it is too Late

It is not wise to leave money, securities, jewelry, or other valuables unprotected in your home.

Deposit your money in the Bank and your valuables in a Safety Deposit Box. Consult our Manager.

The Royal Bank of Canada

J. P. MacRAE, Manager

Churches

SAINT JAMES' PRESBYTERIAN CHURCH, NEWCASTLE

Rev. L. H. MacLean, M. A. Minister. Sabbath Services 11 A. M. and 7 P. M.

Midweek service, Wednesday in St. James' Hall, at 7.30 p. m. Services in Bule School House every Second Thursday at 7.30 p. m. Strangers are cordially invited to these services.

At the above services all seats are free—Ushers in attendance.

Homes & Houses



There is a difference between the two. If you are thinking of building A HOME we would like to talk with you. Plans & Specifications Prepared PRICES RIGHT—WORK SATISFACTORY TOZER BROS. BUILDERS & CONTRACTORS. B. A. Tozer Phone 82-11 E. L. Tozer

BUY AT HOME

COMING TO OPERA HOUSE

The manager of the Opera House Newcastle is now able to announce that he has made arrangements with Lieut. Edwin Smith, R. N. V. R., F. R. A. S. who is in charge of the big feature "The Empire's Shield" in eleven reels to show these pictures here on July 28th and 29th one show only each night, commencing at eight o'clock.

These are the Admiralty Official pictures of the work done by the British Navy during the war, and are the most wonderful ever taken or shown, and this is the only copy in Canada.

Lieut. Smith is visiting the Maritime Provinces for a few weeks before opening his all Canadian Tour in Massey Hall, Toronto in Sept. He will give an introductory talk of ten minutes on "The Navy's Job During the War," before showing the pictures.

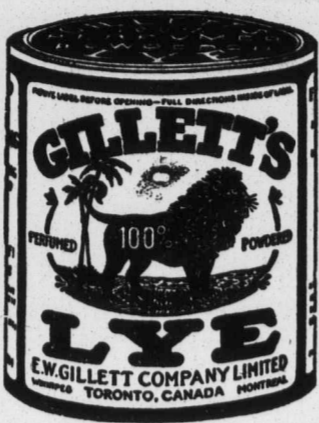
In recognition of his valuable services during the war the Lords Commissioners of the Admiralty have placed Lieut. Smith in charge of these priceless pictures for exhibition in Canada and the United States.

The Empire's Shield is the greatest Naval Picture in the world today. Never before has there been such an array of ships of all classes and sizes, aeroplanes, seaplanes flying boats and great dirigibles depicted on the screen doing their regular work.

There are no faked pictures in this feature and each individual picture is a Crown copyright. The photography is absolutely perfect in every picture. Do not miss seeing them. Admission 35c. Matinee Saturday Children 10c.

Lieut. Edwin Smith, M. A., F. R. A. S., R. N. V. R. known all over Great Britain and Canada as "The Sailor Parson" is one of the many Canadians to win honorable distinction in the great war. He was in command of a fleet of H. M. Ships, and had his ships inspected by the King and Queen on April 6 1918. His Majesty thanked Lieut. Smith for the good work he had done, and was still doing in connection with the food shortage in England.

Lieut. Smith will be present at the Opera House on Friday and Saturday and will give an introductory address on "The Navy's Job During the War." Do not fail to see these pictures.



SUNNY CORNER

Sunny Corner, July 24—Miss M. B. Nolan has returned from Lynn, Mass where she has been spending the winter.

Mr. Weldon Dunnett and little sister Elizabeth were visiting relatives at the Corner last week.

Miss Margaret Hines, Bathurst, was the guest of Mrs. Burns the latter part of the week.

The Misses Sarah and Mildred McComl were calling on Miss Hazel Tozer on Monday evening.

Quite a number of friends called on Mrs. Belle Matchett on Wednesday afternoon to celebrate her 87th Birthday. Mrs. Matchett is much smarter than the average sixty year old person and we all hope that she'll live to enjoy many more years.

The holidays are here and the children are all busy picking and eating blue-berries.

BOOM ROAD

Boom Road, July 24—Miss Katharine Johnson of British Columbia is visiting her parents Mr. and Mrs. Lester Johnston.

Sympathy is extended to Mr. James Matchett and family in their recent sad bereavement.

Misses Veda and Annie Sinclair of Strathadam who have been spending the past two weeks with their grand mother Mrs. Alex. Sheard have returned to their home.

Miss Margaret Hines of Bathurst is visiting relatives here.

Miss Annie Connors of St. John is visiting her parents Mr. and Mrs. M. Connors.

Mrs. Hannah Mullen of Boston, Mass is visiting relatives and friends here.

Miss Louisa McKenzie who is attending Chatham Convent is spending her vacation at her home here.

Miss May Bell of Newcastle is visiting her grandparents Mr. and Mrs. Wm. Allison.

Several young men have returned from Campbellton for haying.

GOOD SHOOTING BY WOODSTOCK MAN

BISLEY CAMP, July 20—Sergt. Rowlands, of the North Staffordshire, with a possible of 70, was the winner of the Prince of Wales prize. The distances were 300 and 600 yards, seven shots at each distance.

Lt. J. Chandler, Woodstock, N. B made a total of 65, 33 at 300 yards and 32 at 600 yards.

In the Prince of Wales prize match at 300 and 600 yards, event shots at each distance, Lieut. P. Chandler Woodstock, made 33 out of a possible 35 at 300 yards.

Masonic Grand Lodge Officers on Official Tour

Mr. J. D. B. F. Mackenzie, of Chatham, Prov. Grand Master, of the Masonic Order, accompanied by Mr. J. T. Hartt, of St. John, Grand Secretary, were in Moncton on Wednesday afternoon, accompanied by Mr. L. P. Stratton, Dist. Dep. Grand Master. They left for Shediac where they paid an official visit to the local lodge of that Wednesday night. They visited Port Elgin on Thursday evening and Richibucto on Friday evening, thus concluding their official visits to that part of the province.



BEAUTY OF THE SKIN is the natural desire of every woman. It is obtainable by the use of Dr. Chase's Ointment. Pimples, blackheads, roughness and redness of the skin, irritation and eczema disappear, and the skin is left soft, smooth and velvety. All Dealers or Edmansons, Bates & Co. Limited, Toronto. Sample free if you mention this paper.

Dr. Chase's Ointment

The Unique Flavour of "SALADA" TEA

that charms so many millions of regular users is due to the freshness and unfailing fine quality of the leaf. To try Salada once is to use no other tea henceforth.

BEGAN AS OFFICE BOY, IS NOW GENERAL MANAGER

John J. Scully Becomes Gen. Manager of C.P.R. Eastern Lines.



JOHN J. SCULLY

The Canadian Pacific operates something like 20,000 miles of railway, and its employees number something like 80,000. On such a long road, and amidst such a large number of co-workers, one can only reach distinction and success by hard work and consistent application.

John J. Scully, who has just been appointed General Manager for Eastern Lines of the Canadian Pacific Railway, is a typical example of railway men who climb to the top of the ladder. On January 4th, 1887, when in his fifteenth year, young Scully embarked on his railroad career when he joined the Canadian Pacific as office boy in the offices of the Car Accountant at Montreal. In February, 1888, he became a clerk in the same office. Moving to Farnham, Quebec, in June, 1888, he became clerk there to the Assistant Superintendent.

April, 1922, General Superintendent at North Bay for Algoma Division.

Some few years ago George H. Ham visited one of the towns where Mr. Scully was stationed. A lady friend was speaking to George about the town, and telling him about its many fine qualities, "and one never need an alarm clock in our house," she continued.

"You are up with the sun, I suppose," said George.

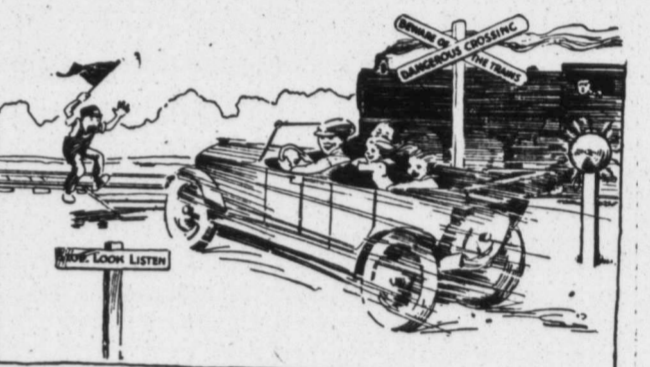
"No," was the reply. "We're up with John J. Scully. Every morning at half past seven, sharp, winter and summer, he goes past our door, and that is our alarm."

"John J. Scully is a great worker, and one of the best of men," added George.

Mr. Scully's wide experience in East and West will be a great acquisition to him in dealing with the many problems of his present position. The new General Manager of the Eastern Lines, C.P.R., is very popular, and has received congratulations from all over the country on his promotion. He succeeds Mr. Alfred Price, who after 40 years' service with the C.P.R., has relinquished his duties on the advice of his physicians and has been granted extended leave of absence.

SAVING TIME AND WASTING LIVES

EXPERIENCE is a great teacher—sometimes. But it is to be remembered that you may take a horse to water, but cannot always make him drink. Similarly, you may drop a succession of bricks on or about the head of a man suffering from a habit of walking under ladders, but if he has in his head no mental mechanism of the kind that puts cause and effect together, you will still have difficulty in making him realize that walking under ladders is by no means conducive to normal health or long life.



The same thing may be said of the man who habitually crosses railway tracks without giving a thought to trains. To the vast majority of men and women, the sight of a railway track crossing a road brings to the imagination a moving train which they know moves at a startling, undeviating surety according to an un-suspendable law of nature. They know that under that law an object of less weight and force than the moving train will when struck by it be brushed aside with results more or less disastrous to that object. In most cases the imagination sees what happens if a frail human body attempts to impede the progress of the train, and reasonable people act with due precaution. As an aid to these the railways have adopted all possible safeguards and warnings at level crossings, but there are still human beings whose imagination apparently can never be stirred and who persist in walking into certain disaster as unconcernedly as they would walk into their own homes.

A curious case of this kind was reported from an Ontario town less than a month ago. As an electric radial car approached a crossing, a team driven by a local farmer came along the road towards the track. Passers-by saw the radial car coming up and heard its whistle as well as the ringing of the crossing bell that automatically warned of the car's approach. Despite the efforts of a witness to stop him, the farmer drove on until the car struck his horses' heads, killing one and injuring the other, and had it not been for the prompt action of the passerby, the driver would undoubtedly have been killed. When it was all over the farmer admitted having heard the warning bell, but failed to say why he had not stopped in time. The amazing thing about the affair was that less than two years ago the same farmer had an almost identical accident at the same crossing at which time his

wife and children were with him in a motor car. On that occasion his wife was injured and his car badly smashed. He then sued the company for damages, but failed to get a judgment as it was shown that he had been extremely careless. A large percentage of level crossing accidents happen in just this way, and railway men are continually astonished by the persistence with which drivers of motor cars and horses dash over the crossings in utter disregard of the possible approach of trains. It is a fact that an amazingly large percentage of accidents are caused by motor cars hitting moving trains, instead of being hit by them, sure evidence of utter carelessness on the part of their drivers. At Matawamkeag, in May last, a motor car dashed into the last of 23 cars that were moving over the crossing at the rate of four miles an hour, carrying away the rear steps of the car. At Cote Des Neiges, Que., crossing recently, disregarding the engine's whistle, the ringing of the electric alarm bell, and the frantic waving of a watchman stationed at the crossing, a motor car only managed to get across the tracks, with nothing worse than a broken wheel because the engineer had seen the car approaching from a distance away and had been able to stop his train. As the engineer saw the motor approaching, it must also have been possible for the motorist to see the train. In the same month a woman in broad daylight drove a horse and buggy into the rear coach of a four-car train on a crossing near Woodstock, Ont., and was fortunate enough to escape with her life, although she had to spend some little time in the hospital.

It has been proved in a court of law that motorists equally with railroads are expected to observe caution at level crossings. At Cleveland, Ohio, last winter, a train struck a motor truck, and while no lives were lost, the locomotive was damaged. To set an example to careless drivers the railway company sued for the damages sustained and was awarded judgment for the full amount claimed. In a recent letter to the Toronto Globe, W. J. Moody, who is one of the pioneer motorists of Toronto, had the following to say on this subject: "To the Editor of the Globe: Once again we pick up the morning paper and read of another accident. Auto hit by fast express. "Why will motorists continue to take chances? I contend that no driver should attempt to cross a railroad until he has a clear view. Do not place too much confidence in the bell ringing. It may be out of order. "Here is an instance: Last summer I was motoring east from Cooksville. As I approached the C.P.R. track near Lambton, a long C.P.R. freight was going west. I stopped; another motor came up behind me. When the freight had passed I continued to wait. The motorist behind sounded the horn and called to me to go ahead. I replied, 'Just wait until I get a clear view of the other track.' Just at this minute along came the Detroit flyer, 40 miles an hour. The motorist got out of the car and said, 'My, but we had a narrow escape.' I said, 'You mean that you had a narrow escape—not me. Safety first.' "It is better to wait two or three minutes at a crossing, than spend two or three months in some hospital, or longer in a cemetery."

Consider The Stoker. At 35 he looks like an old man because successive blasts of heat from the furnace have wrinkled his face, removed its first freshness, dried up the sap of youth. Women who spend their lives over an oven experience the same youth destroying effects. Butter-Nut Bread Keeps You Young by taking the stove off your shoulders, by supplying the wholesome food that maintains life. Rich in vitamins of yeast, wheat and milk. Butter-Nut Bread From Robinson's Kitchens