

**Classified**

**PROFESSIONAL**

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

**Dr. J.E. Park, M.D.C.M.**  
PHYSICIAN AND SURGEON.  
Office at Residence formerly the  
R. R. Call Property.  
Office Phone 188 Newcastle, N. B.

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

**FREDERICTON  
BUSINESS COLLEGE**  
Fredericton, N. B.

The only school in the province  
in affiliation with the Business  
Educators' Association of Can-  
ada.

Write for full particulars

**F. B. OSBORNE, Principal**  
Box 928 FREDERICTON, N. B.

**NEST EGGS**

You all know how the nest egg entices  
the hen to lay in that nest.  
How about starting a nest of Golden  
eggs for your boy or girl. You can star  
them at one year old for \$250 UP.

**Child's 20 Year Endowment**

\$250 Annual Premium \$39.95  
\$300 " " \$11.94  
\$400 " " \$16.00  
\$500 " " \$19.89  
\$1000 " " \$39.78

Returns your Money plus  
25%

**W. E. RUSSELL**  
AGENT  
Newcastle, N. B.

**Notice**

All persons are warned that tres-  
passing on Beaubear's Island is  
strictly prohibited and any person  
who is found on the island will be  
prosecuted.

O'BRIEN LTD.

July 13th, 1923. Nelson, N. B.  
19-26

**NOTICE  
To Our Subscribers**

We are revising our  
Mailing List and all sub-  
scribers in arrears are res-  
pectfully asked to pay the  
amounts due on their  
paper. Look at your  
address label, and if it  
does not read 1925 you  
owe us something and  
we would be pleased to  
have your remittance at  
once.

UNION ADVOCATE

**A. E. McCURDY**  
INSURANCE AGENCY  
Over Advocate Office  
Newcastle, N. B.

Fire,  
Accident  
and  
Automobile  
Insurance

Promptly placed with A-1 Companies  
on attractive terms

**New Brunswick  
Potatoes Selling  
For \$1.00 Per cbl.**

Prices of \$1 a barrel for potatoes  
both Green Mountain and Cobblers  
and some exceptional sales of  
\$1.19 a barrel for the former  
were reported last week by one  
of the dealers of Florenceville. He  
held out hope for disposal of the  
entire record crop produced this  
year in New Brunswick and said  
that the market was now consid-  
erably firmer. Earlier in the season  
70 cents was the prevailing price.  
He estimated that there was at  
least 35 per cent of the yield still  
in the province but believed that it  
would be cleaned up before sum-  
mer.

There was a good demand from  
Great Britain and Cuba, he said;  
and the advance in the American  
market had helped considerably.

**Made Her Baby  
Plump And Well**

Nothing makes a mother more  
grateful than a benefit conferred  
upon her child. Mothers everywhere  
who have used Baby's Own Tablets  
for their children speak in enthu-  
siastic terms of them. For instance  
Mrs. Zepherin Laviole; Three River;  
Que.; writes: "Baby's Own Tablets  
are a wonderful medicine for little  
ones. They never fail to regulate  
the baby's stomach and bowels; and  
make him plump and well. I always  
keep a box of the Tablets in the  
house and would advise all mothers  
to do likewise." Most of the ordinary  
ailments of childhood arise in the  
stomach and bowels; and can be  
quickly banished by Baby's Own  
Tablets. These Tablets relieve con-  
stipation and indigestion; break up  
colds and simple fevers; expel worms  
alleviate teething pains and promote  
healthful sleep. They are guaranteed  
to be free from injurious drugs and  
are safe even for the youngest and  
most delicate child.

The Tablets are sold by medicine  
dealers or by mail at 25 cents a  
box from the Dr. Williams' Medi-  
cine Co., Brockville, Ont.

**NOTICE**

Unless the School Taxes as stated  
below are paid to the undersigned  
with costs for advertising, proceed-  
ings will be taken to recover same.

**Michael Maher Property,  
Douglasfield**

YEAR	AMOUNT
1922	\$3.75
1923	3.90
1924	3.45
	\$11.10

IRA B. BREHAUT,  
Sec'y School Trustees,  
Douglasfield, N. B.

Jan. 13th 1925

**COAL**

Unloading almost every day  
Cars of  
**SPRINGHILL**  
OR  
**ACADIA**

We buy only Screened Coal and  
give prompt and careful  
delivery. All Coal  
weighed

Agents for BESCO COKE

**Stothart Mercantile Co**  
Newcastle, N. B.

**For Sale**

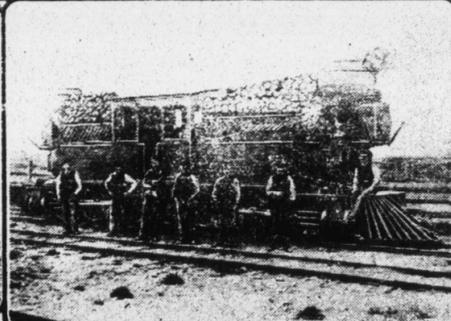
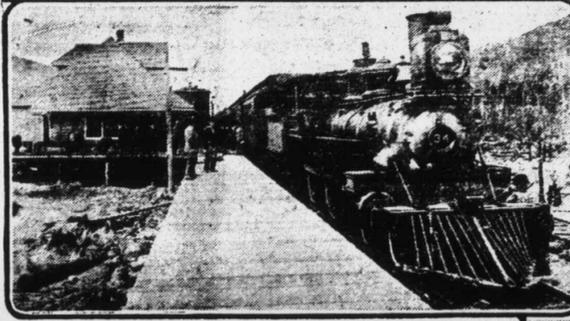
Wood in any quantity or size at  
reasonable prices; also trucking  
done promptly and carefully.

FINDLAY COPP,

Phone 228 Newcastle, N. B.

KINDLY REMIT YOUR SUBSCRIP-  
TION TO THE ADVOCATE

**Fortieth Anniversary of Canada's First Trans-Continental  
System Marks Centenary of Locomotive.**



Above is an unknown artist's conception of a test of speed on the  
Baltimore and Ohio Railway in 1830, between a horse-drawn car and Peter  
Casper's distinctive locomotive "Tom Thumb". On the left is seen the  
first passenger daily from the West at the Canadian Pacific Depot, Ferris,  
B.C. Right, a double-ended wood-burning locomotive imported to America  
in 1872, and used on the Toronto and Niagara Railway. Below, the engine  
representing the name of locomotive efficiency, as now operated by the  
Canadian Pacific.

TWO events make 1925 notable in the annals of rail transportation. It  
marks the centenary of the locomotive engine and the fortieth anniver-  
sary of the completion of Canada's first transcontinental, the Canadian  
Pacific Railway's main line from Montreal to Vancouver. The first opened  
a new chapter in the history of the world; the second a new chapter in the  
history of Canada.

Looking back over the events of the intervening century it will readily  
be agreed that the introduction of the locomotive was one of the most  
important events in modern history. It has enriched the life of the Old  
World by delivering to it at low cost the products of the ends of the earth;  
while it has brought within the reach of the pioneer on the frontiers of  
civilization highly finished products which can be developed only where a  
numerous population makes possible a minute division of labor. It has  
given the settler in Northern Alberta, over 5,000 miles distant from London,  
a market in that great metropolis just as certain as that enjoyed by the  
English farmer. It has also made the same settler as much a customer of  
London as are the people of near-by countries.

The locomotive engine made its first appearance in Canada in 1837 on the  
Champlain and St. Lawrence Railroad. This road was only 15 miles  
long, and ran between the town of La Prairie on the St. Lawrence River  
and St. John's on the Richelieu. This railway was opened in 1836, being  
operated by horses during the first year.

However, it was not until with the incorporation of the Grand Trunk  
Railway in 1852 that the railway era in Canada really began. While a  
beginning had been made in 1837, still during the next fifteen years only  
50 miles of line were added. The Grand Trunk linked up Ontario and  
Quebec, and gave both provinces direct connection with the Atlantic coast  
through Portland. It also laid the foundations for direct connection between  
that port and Chicago. Much railway building followed in Ontario. The  
next project of importance was the building of the Intercolonial, which was  
begun in 1868, and completed in 1876. This gave Ontario and Quebec direct  
connection through Canadian territory with a Canadian port on the Atlantic  
open all the year round. In the meantime an agitation for the building of  
a railway to connect Ontario and Quebec with the Pacific Coast culminated  
in the incorporation of the Canadian Pacific Railway.

On November 7th, 1885 at Craigellachie in Eagle Pass, a gorge in the  
Gold Range, British Columbia, Sir Donald A. Smith, afterwards Lord Strath-  
cona and Mount Royal, drove the last spike in the main line of the Canadian  
Pacific Railway, thus connecting Montreal with Vancouver. This was a  
notable event, not only in the history of Canada, but of the British Empire.  
By the connecting of the Pacific Coast with Montreal Canada secured its  
first transcontinental railway. Indeed, it was the first real transcontinental  
on this continent, for while in 1869 the east coast of the United States was  
connected with San Francisco by rail, and several other such connections  
have been added, still even now no single railway in the United States  
extends from Coast to Coast as does the Canadian Pacific in Canada.  
November 7th was also a notable day for the British Empire in that the  
Canadian Pacific provided a short cut from Britain to the Orient. As Sir  
Charles Tupper in his Reminiscences has pointed out, it brought Yokohama  
three weeks nearer to London than it was by the Suez Canal.

The history of the Canadian Pacific Railway is the history of Greater  
Canada. When it was first proposed there were only four provinces in  
Confederation, Ontario, Quebec, New Brunswick and Nova Scotia. Between  
1870 and 1873 Prince Edward Island, Manitoba, and British Columbia  
entered, the last mentioned on the express condition that it would be con-  
nected with Eastern Canada by a line of railway. At that time Manitoba  
was a mere postage stamp in dimensions, and the regions between it and  
the Rockies were unorganized territory.

The promise of the Canadian Pacific not only brought British Columbia  
into Confederation, and gave Canada a window on the Pacific; but the build-  
ing of it, by establishing direct and quick communication between the east  
and the west fixed the destiny of the vast regions west of the Great Lakes  
and north of the 49th parallel. The ties of sentiment were thus strengthened  
by the economic link of steel. Fifty years ago it was by no means certain  
that the territories between Lake Superior and the Rockies would not pass  
into the hands of the United States. The shortest route from Eastern  
Canada to Fort Garry, now Winnipeg, was via Chicago and St. Paul. Trade  
moved north and south rather than east and west, so that political absorp-  
tion seemed likely to follow American economic penetration.

It is with the development of Western Canada that the fortunes of the  
Canadian Pacific have been indissolubly linked. As it has expanded the  
West has grown. In 1885 there were hardly more than 180,000 people in  
the whole country west of the Great Lakes. As a result of the Riel Rebellion  
the country was also in a state of utter confusion. Still the year 1885 marks  
the real beginning of the period of western development. The country  
continued its policy of aggressive construction by adding feeders to its  
main line. This encouraged settlement, for settlers felt themselves secure  
as long as they were not too far from the railway. Note how the population  
on the plains began to increase. In 1885, when there were not more than  
1,000 miles of railway there were only 130,000 people in that vast territory  
between Winnipeg and Calgary and Edmonton, one-half of whom were  
located in Manitoba. Within the next 20 years, the prairie provinces, with  
about 4,500 miles of railway, had a population of 800,000. By 1923 these  
provinces had 20,000 miles of line, of which 8,500 belonged to the Canadian  
Pacific, and their population was 2,000,000.

The driving of the last spike at Craigellachie also marked the opening  
by the company of the most aggressive and sustained immigration and  
colonization campaign that Canada has witnessed. From that time to the  
present the company has spent nearly \$70,000,000 on its immigration and  
colonization activities. And it got the immigrants too. During the years  
preceding the incorporating of the company immigrants were coming to  
Canada at the rate of only 36,000 a year. This was a very light inflow,  
for away back in 1832 as many as 52,000 were received; but during the period  
1881-91 immigration was very nearly trebled; that is it came at the rate of  
92,000 a year. Indeed, during the last two decades of the last century the  
Government seems to have left immigration pretty much to the company,  
for during the 1882-1902 period, the total expenditure on immigration was  
only \$5,475,000, as compared with an appropriation of \$3,400,000 this year.  
Through the company's agencies have come the greater proportion of the  
over 5,000,000 immigrants received during the last 40 years.

Coincident with the driving of the last spike at Craigellachie the  
company launched out as a promoter of foreign trade and transoceanic  
travel. In this department not only has it been by far the most important  
factor in Canada, but one of the most important within the British Empire,  
which is saying a great deal, when it is recalled that the latter is the  
greatest commercial unit that the world has ever seen. Within less than  
nine months after this spike had been driven there arrived at Port Moody,  
the then terminus of the Pacific, a brig with the first cargo from Japan for  
the railway. That little brig the "W. B. Flint" of 800 tons, has grown into  
a great fleet of over 400,000 tons, sailing on two oceans, and linking Europe,  
America, Asia, and Oceania. In 1887 a regular trans-Pacific service was  
established, and in 1902 a similar service was launched on the Atlantic.  
Begun originally as a feeder to the freight department of the railway, the  
passenger feature of these steamship services has now become of chief  
importance. As an evidence of how the trans-Pacific trade has grown it  
may be said that in 1885 Canada sold to China only \$5,972 worth of products  
and to Japan only \$21,780 worth, whereas during the 12 months ending  
October, 1924, her sales to China were \$14,612,482 and to Japan \$26,870,033.

**THOMAS W. LAWSON  
BROKER AND AUTHER**

Thomas Wm. Lawson author of  
Friday the Thirtieth; Frenzies,  
Finance; The Leak and other  
books; known as one of the most  
picturesque figures the financial  
world has ever produced died on  
Sunday at Boston following a re-  
pent operation. His two sons Dou-  
glas and Arnold Lawson were with  
him when the end came. In 1870  
Mr. Lawson married Jeannie Au-  
gusta Goodwillie of Cambridge who  
died in 1907. Deceased was born  
at Charlestown, Mass Feb 26 1851;  
B. J. Lawson of Amherst, N. S.;  
Rev George of Moncton  
and William Lawson of the  
St John Globe Job Dept. are cousins

**Home-baking—Home ties**

Home-baking makes children healthy and happy.  
It gives them pleasant memories of home in after  
years.

With Quaker Flour, home-baking is easy. It is  
good for pies and cakes, as well as bread. Because  
every sack is of the same high quality, you can  
rely on perfect results every time.

**Quaker Flour**

**Always the Same—Always the Best**

Deal with the dealer who sells Quaker Flour. If you  
do not know his name, write us and we will direct you.

A Product of The Quaker Mills, Peterborough and Saskatoon