

### Harry L. Babbirk Gains 17 Pounds

**New Brunswick Farmer and Lumberman has Health Completely Restored by Tanlac.**

"I don't believe there is another medicine that could have done what Tanlac did for me," said Harry L. Babbirk, farmer and lumberman of Elgin, Albert County, N. B.

"After I had the flu winter before last I didn't seem able to get my strength back. My appetite was so poor I ate no breakfast at all and did not eat much at any meal. I lost weight and strength steadily, and while I tried to work, I would play out in a few hours and have to go home. This kept up so long I grew despondent, and it was certainly well known news to me when I heard how Tanlac was helping so many people who were troubled like I was.

"I found everything good said about this medicine was true. I had been taking it only a short time when I could see a big change. I was soon eating a hearty breakfast and had a big appetite all the time. By the time I had finished four bottles I had gained seventeen pounds in weight. I even got rid of a nagging cough that had bothered me for a long time.

"I feel fine now, and can do a big day's work every day in the week and still feel fresh and strong. I don't intend to get run-down this winter, so I am buying another bottle of Tanlac as a safeguard. I think this grand medicine should be in every home."

### Figure It Out For Yourself

Honestly now! Could you get for \$50. any other prescription which would give the same all-round service and satisfaction that a box of Zam-Buk does?

Zam-Buk is a combination of powerful, healing, herbal extracts, so refined and compounded that wherever there is any kind of soreness of the flesh, or diseased tissue or abnormal condition (such as inflammation, festering or blood-poisoning) it almost immediately soothes and heals. It stops bleeding. It is highly antiseptic—kills disease germs. It is suitable alike for the hardened skin of the worker or the tender sensitive skin of a child.

Zam-Buk is 100% pure herbal medicine. It contains no animal fat nor mineral impurity. It cannot go rancid.

"For seven years we have used Zam-Buk in our home" writes L. B. Andersen, of 1407, E. 22nd St., Minneapolis. "We simply could not get along without it. Whenever any of the children, my wife or I, happen an accident, we promptly apply Zam-Buk. It saves many a doctor's bill."

## Our National Railways

The public is anxious naturally to know what effect the acquisition by the Government of the Grand Trunk Railway System in Eastern Canada and United States will have on the operating results of Canadian National Railways. From the financial point of view much of course depends on the rates, and on a general proper relationship of expenses to earnings being re-established. This may be brought about through wage reductions in United States that would likely become effective in Canada. The general level of freight and passenger rates in United States will probably not be reduced until the United States Railroads begin to earn their full 6% on the value of their properties devoted to transportation. These problems are, however, not peculiar to the Canadian National Railways, but affect all lines on this Continent.

There has been no great change insofar as tonnage is concerned between the year ended, June 30th, 1919, and the twelve months ended December 31st, 1920, although the latter period will no doubt show a greater volume. The latest available statistics for all Canadian railways however are those contained in the Government's blue book for the year which will be satisfactory for the purpose of this article which is to draw attention to the possible improvement in the National Railways freight traffic situation through consolidation as affecting the important factor of

practically all of the industrial and long haul traffic. The lines of the Grand Trunk Railway System serve commercial centres in Ontario and Quebec and the company enjoys excellent traffic arrangements with United States Railways. Naturally a great deal of this industrial tonnage has to be moved considerable distances in Canada. The merging of the lines of the C. T. R. with those of the present C. N. R. will make possible the extension of the average haul on the entire system.

The measure of a railway's freight density is the number of tons of freight it handles in a year per mile of line. Every shipment handled is worked out in ton miles. For example: If a carload of grain weighing 33 tons is moved 1,000 miles, that movement produces 33,000 ton miles, and similarly if 100 carloads or 3,300 tons are moved 10 miles that movement produces 33,000 ton miles. It is obvious that the terminal expense factor and many other items make the long haul traffic the more desirable.

The tons moved one mile in 1919 for what will comprise the consolidated National System numbered 12,559,062 which total divided by the mileage operated. (Lines in Canada only)—20,089.67 miles, means that in 1919 the freight density was 625,000 ton miles per mile of line. The Canadian Pacific Railway's freight density (from the 1919 Blue Book) was \$41,569 so that it is seen that in this respect the National System has quite a lead to overcome. This superiority of the C. P. R. in freight density, however, is not the result of that System originating on its lines a greater number of tons of freight either actually or on a per mile basis; it is caused by the greater haul which the C. P. R. gets out of its tonnage, and it is in this particular that the consolidation of the Grand Trunk and the present National lines should make possible a great improvement in the results of operation of the Government owned-system. The C. P. R.'s average haul is 443 miles as against the Canadian Northern Railway System's average of 326 miles, the Canadian Government Railways average of 260 miles and the Grand Trunk's 197 miles. Under co-ordinated management the average distance haul of the National System should be greatly increased which would of course cause a corresponding advance in its freight density position.

As far as originated tonnage is concerned more than half the tonnage of all Canadian Railways originated on the National System when the Grand Trunk Lines are included. In fact, no a mileage basis 1000 tons originate per mile of line on the consolidated National System as against 1200 tons per mile of line originating on the C. P. R. The effect of a 10% increase in average distance hauled, which is not too much to expect, would be to, in five years, increase the ton miles per mile of road by more than 50%.

Assuming the National System will move 12,375,000,000 ton miles in the first year of co-operated management, with an average haul of 275 miles, which would produce for 20,100 miles, a freight density of 615,670 ton miles per mile of line, the density could be increased in five years to 957,313 ton miles per mile of line by merely increasing the average distance hauled by 10% per annum. This would put the National System on much more of an equality basis with the C. P. R. which System had a similar density in 1913, and exceeded it in 1916, 1917, 1918 and 1920 when its density averaged just over a million tons per mile of line. In producing the National Lines there has been no allowance made for an increase in originating tonnage, nor for any increase in tonnage received from connections, but merely for an increase in the length of haul received from each ton now available. If during the five year period, tonnage originating on the consolidated National System and received from connections also increased, it would be easier actually to effect the increase in density and in view of this, and the results that have been obtained elsewhere, the assumption of a 10% increase from all sources should be possible of attainment with anything like pre-war development.

It is seen that the addition of the Grand Trunk's freight traffic would certainly more than counterbalance any advantage which the C. P. R. had previously over the Government-owned lines, although allowance has to be made for traffic interchanged between the Canadian National and the Grand Trunk which should not, of course, be counted twice. Making ample allowance for this feature might reduce the total tonnage from 51,317,860 tons to a total for the consolidated system of 50,000,000 as compared with the Canadian Pacific's total of 25,804,741 tons.

The problem before the management of Canadian National Railways, when consolidation is accomplished therefore is to convert the tonnage into the greatest number of ton miles possible, by increasing the National System's haul to the full extent that the Country permit. This is where the Shippers and Consignees, too, have an opportunity to co-operate in improving the situation by giving instructions to route some of their long haul business by the National Lines. The advance that has been outlined here is one that can reasonably be expected. It will not however take place immediately on consolidation being effected, but should be a steady progression spread over a period of years.



### Final Choice For Big Fight

New York, April 19—The Dempsey-Carpentier heavyweight championship bout will be fought in Jersey City on Saturday, July 2.

This announcement was made by Promoter Tex Rickard here today. Rickard said he has not made final choice of the actual site in Jersey City. Three different sites are under consideration, all of which offer excellent transportation facilities.

Rickard said that while both Newark and Atlantic City offered favorable sites, the hearty co-operation of the Jersey City authorities and Chamber of Commerce, as well as proximity to New York, were factors which led to the final choice.

### Nova Scotia Coal Costs More Than Ohio Products

Ottawa, April 19—Further evidence given before the fuel commission of the Canadian house of commons today showed that the Grand Trunk Railway was able to take coal from its own mines in Ohio carry it by rail to Lake Erie ports, thence to Montreal by boat paying all charges, duty and exchange and allowing for profits, at \$7.94 a ton.

The price charged by Nova Scotia mines per ton delivered in Montreal is \$8.10 a ton.

Tomorrow the commission will hear the sales manager of the Dominion Coal Company for explanation of the difference in price between coal from Nova Scotia and coal from American mines.

### W. D. Marrs Is Victim of Sleeping Sickness

Moncton, April 20—The death of W. D. Marrs, whose case has claimed a great deal of attention for the past week, occurred at his home, 64 Enterprise St. For the past week or ten days Mr. Marrs has been ill with what was designated as sleeping sickness. For some time the late Mr. Marrs was in an unconscious state.

He was 43 years of age and was one of the best known C. N. R. brakemen, running for the most part, on north bound trains. The late Mr. Marrs was a valued member of Westmorland Lodge No. 3, Knights of Pythias, also Prince Albert Lodge, No. 26, I. O. O. F. He also was a member of the I. O. F. and of the B. of R. T.

### ALARM OF FIRE

An alarm of fire was sent in last Friday night at 11.15 o'clock for a fire in Mr. Fraser Harris' Barn on Castle Street. It proved to be some bedding in a stall which in some way had become ignited. The Fire Department responded and quickly extinguished the blaze. No damage was sustained.

### WOMEN OF MIDDLE AGE

May Pass the Critical Period Safely and Comfortably by Taking Lydia E. Pinkham's Vegetable Compound.

Regina, Sask.—"I was going through Change of Life and suffered for two years with headache, nervousness, sleepless nights and general weakness. Some days I felt tired and unfit to do my work. I gave Lydia E. Pinkham's Vegetable Compound a trial and found good results, and I also find it a very helpful Spring tonic and useful for constipation from which I suffer much. I have recommended Vegetable Compound to several friends, and am willing you should publish this."—Mrs. MARTHA W. LINDSAY, 810 Robinson St., Regina, Sask.

If you have warning symptoms such as a sense of suffocation, hot flashes, headaches, backache, dread of impending evil, timidity, sounds in the ears, palpitation of the heart, sparks before the eyes, irregularities, constipation, variable appetite, weakness, inquietude, and dizziness, get a bottle of Lydia E. Pinkham's Vegetable Compound and begin taking the medicine at once. We know it will help you as it did Mrs. Lindsay.

**BEAVER FLOUR**

MAKES BETTER BAKINGS

THE reason why BEAVER FLOUR makes such light, flaky pastry, and such excellent bread, is—it is a blended Flour.

BEAVER FLOUR is a combination of the world-famed Ontario Winter Wheat scientifically blended with enough Western Hard Wheat to give it strength—the resulting product is flour unsurpassed for high quality and richness of flavor.

Try BEAVER FLOUR and note the marked improvement in your bakings.

Sold at your grocer's.

The T. H. TAYLOR CO.  
Limited,  
CHATHAM, ONT.

**JUST IN**  
A Carload of

## Sussex Mineral Waters

PRIVATE RESIDENCES SUPPLIED AT CHEAPEST POSSIBLE RATES

Dry Ginger Ale	Old English Ginger Beer
Iron-Eau	(Stone Bottles)
Lemon Sour	Champagne Cider
Birch Beer	Strawberry
Root Beer	Cherry
Grape Punch	Peach
Sarsaparilla	Ginger Ale
Cream Soda	

Phone or Write Orders carefully attended to

**QUICK SERVICE**

**CHAS. GOUGH, PHONE 26 or 85**

**JUST ARRIVED**

## New Perfection Oil Stoves

Prepare for the summer by purchasing one of these.

Clearing out of all Washing Machines in stock. This is an opportunity that should not be missed.

Aluminum, Enamelled and Galvanized Ware  
A large and complete range always on hand.

Tin Pails at the ridiculous low price of 3 for \$1.  
Look up your catalogue and compare

Milk Strainer Pails 65c each.  
These are real bargains

STOVES RANGES PLUMBING

**B. F. MALTBY,**  
Phone 121 Newcastle, N. B.

**MARTIN-SENOUR**  
PAINTS AND VARNISHES

Touch up Your Furniture and Floors

Furniture that is scratched and scarred is an eyesore. If the surface is spoiled, the article is considered useless. This is not so. Save the surface and you save all.

Use **WOOD-LAC STAIN**

Floors and furniture that are shabby can be made to look like new by using WOOD-LAC STAIN—a durable, beautiful finish for woodwork of all kinds—a combination of high grade varnish and permanent stains. It imparts to common wood surfaces the rich appearance of more expensive woods such as mahogany, rosewood, cherry, etc. Twelve beautiful shades.

Get A Sample

Bring the attached coupon and secure a trial can sufficient to do over a chair or small table. We will give you full instructions how to use it. We want every householder to try WOOD-LAC STAIN.

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

"Save the surface and you save all" - Paint & Varnish

Fill in your name and address on the line below. The bring this coupon and \$2c. to our store and receive a 1/2 pint can of Wood-Lac Stain. Enclose 1c. to our name on a piece of furniture.

Name \_\_\_\_\_ Address \_\_\_\_\_