

# Canada's First Scotchman

MONUMENT ERECTED TO MAN AFTER WHOM PLAINS OF ABRAHAM WERE NAMED.

For over three hundred years the St. Lawrence River has been the great waterway into the interior of the American Continent. It was the route by which La Salle, Marquette, Joliette, Hennepin and DuRoi penetrated to Lake Michigan, although a round about passage had to be taken up the Ottawa and Mattawa Rivers over Lake Nipissing into Lake Huron to avoid the hostile Indians below Lake Erie. For ocean going travel to-day the chief ports are Montreal and Quebec, and these ports show an ever increasing volume of traffic. The shipping season of 1921 was a record for the port of Montreal, during which a total of 807 trans-Atlantic steamers, registering a tonnage of 2,593,494 tons, arrived at and steamed out of the great harbor. This was 105 vessels, or 556,856 tons over the highest previous record, made in 1919. 1921 also showed a large increase in the number of vessels trading from Montreal to the Maritime Provinces and Newfoundland, a total of 157 ships registering 293,462 net tons. The trans Atlantic vessels came under many flags, British, Norwegian, American, Italian, Dutch, French, Swedish, Greek, Jugo-Slav, Spanish, Finnish and Icelandic, in addition to those on Canadian register.



Monument to be erected by the Canadian Pacific to Abraham Martin, the first known Scotchman and first pilot in Canada.

The profession of pilot on the St. Lawrence is therefore very important, as it is to these pilots that route with its rapidly increasing traffic depends for its reputation as to safety. There are fifty licensed pilots between Montreal and Quebec and sixty-two between Quebec and Father Point. The taking on of the pilot always is a picturesque incident to the ocean traveler and brings an interested crowd to the ship's side.

The first known pilot on the St. Lawrence was Abraham Martin, after whom the Plains of Abraham at Quebec are named. In the Jesuit Relations, Abraham Martin is referred to as "dit l'Ecosais" or "called the Scot," so that in addition to being the first pilot of the King of France he was also the first known Canadian of Scotch descent. Although a French woman though married to a French woman and very notably born in France, Abraham Martin was no doubt descended from one of the numerous soldiers of fortune who fought in the Army of the French King, and perhaps formed one of the Scots Guard which became famous in the days of Louis the Eleventh and plays an important part in Sir Walter Scott's romance of Quentin Durward.

The Plains of Abraham are named from the grant of land which Abraham Martin received from Samuel de Champlain in 1617 at the time of the settlement of Quebec. Louis Hebert, the most famous of the first colonists of Canada, received a grant of land alongside at the same time. Abraham Martin undoubtedly cultivated his own farm, but apparently was also a carpenter and took sufficient interest in shipping to get the appointment of King's Pilot. The Canadian Pacific Railway, in view of its great steamship inter-

## HEALTH MESSAGE TO THE WORLD

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"Fruit-a-tives", the marvellous medicine made from fruit juices and tonics, is the most beneficial medicinal agent that has ever been given to mankind. Just as oranges, apples, prunes are nature's own fruit juices—but concentrated and intensified—in the greatest Stomach and Liver Medicine, the greatest Kidney and Bladder Medicine—the greatest Blood Purifier—the greatest remedy for Headaches, Constipation, Indigestion, Nervousness and Bad Complexion—in the world. To be well, take "Fruit-a-tives". 50c a box, 6 for \$2.50, trial size 25c. At dealers or sent postpaid by Fruit-a-tives Limited, Ottawa.

## STORMIEST VOYAGE OF HIS LIFETIME

New York, Dec. 23—Engulfed by seas ninety feet high, tossed like a toy boat in a hurricane of 129 miles velocity, fighting every knot of the way, the French liner Savote came into port yesterday after an encounter with storms that kept her captain above deck throughout the eleven day voyage and streaked with gray the hair of a woman passenger. Only a smashed railing on the starboard bow, the haggard, but thankful faces of 320 passengers, and the bedraggled appearance of the captain indicated the life and death struggle through which the Savote had just come. She was 48 hours overdue. Three times her wireless aerial was torn from the ship's top when the storm was at its height last Tuesday, Wednesday and Thursday. The barometer dropped six points in an hour. Passengers knelt in prayer and despair of ever seeing land again. Through it all, Captain Henri Boisson, grizzled veteran of countless fights with raging elements, stood on the bridge, directing the fight for life while towering seas poured across the decks of the careening liner, tore a thousand pound piano loose and hurled it 40 feet across the drawing room, smashing portholes of the first cabin and poured a foot of water into the suite de luxe. His nerves shaken, his eyes blood-shot, his wracked body crying for sleep, Capt. Boisson tried to smile his triumphs to-day. He admitted that there had never been such a storm on the Atlantic during the 15 years of the Savote's career or the thirty-two years he has put to sea.

## The Workmen's Compensation Act

### Changes in Rates For the Coming Year

The Workmen's Compensation Act rate for the coming year show some change from the present rates. There are several increases and reductions, but the amount raised is not expected to differ materially from the present. The changes are as follows:

- Class 1. Lime and plaster manufacturing and quarrying raised from 2 to 2.50 per cent. Brick and cement block manufacturing, 80 to 1 per cent.
- Class 2. Lumbering. Sawmill rates raised from 2.50 to 3 per cent. Planing and moulding rates are increased from 1.50 to 2 per cent.
- Class 3. Iron and steel work. Foundries and machine shops are increased from .70 to 1 per cent. Bolt and nail manufacturing is increased from .80 to 1 per cent. Vulcanizing and battery service rates are increased from .90 to 1 per cent.
- Class 4. Mixed, including manufacturers, retailers, wholesale, storage warehouses, etc. Bush work is reduced from .70 to .60. Cutting and storing ice and work with coal and wood is raised from 1.50 to 1.70 per cent. Printing and engraving reduced from .30 to .20. Sugar refining is raised from 1 to 1.20 per cent. Tanneries, etc., increased from 1 to 1.20. Wholesale and retail stores are increased from .30 to .40.
- Class 5. Building Construction of building increased from 2 to 2.20.
- Class 6. Municipal work, etc. Steel bridge construction, increased from 5 to 7 per cent. Concrete and cement work is increased 1.50 to 2 per cent. Power line construction is decreased from 1.5 to 1.2. Construction of roads, etc., increased from 1 to 1.5.
- Class 7. Stevedoring and wharf work: Construction of docks and piers. Reduced from 3 to 2 per cent. Express Company transportation, reduced from 1 to .90. Fishing traps increased from 2 to 2.20. Stevedoring, Bay of Fundy ports, increased 3 to 3.25; outside ports, 2.50 to 2.75. Warehousing, freighting and checkings, decreased 2 to 1.50 per cent.

## The Cause of Heart Trouble

Faulty digestion causes the generation of gases in the stomach which inflate and press on the heart and interfere with its regular action, causing faintness and pain. 15 to 30 drops of Biber's Siga's Curative Syrup after meals sets digestion right, which allows the heart to beat full and regular. 50c. and \$1.00 bottle at druggists.

## Sheriff's Sale

I will sell at Public Auction in front of the Court House, in the Town of Newcastle, in the County of Northumberland, on Friday the Nineteenth day of January, A. D., 1923, at three o'clock in the afternoon all the interest of John W. Bowes, of Blissett in the County of Northumberland Province of New Brunswick, and of Reginald V. McCabe lately of the Town of Chatam, in the County of Northumberland, in the Province of New Brunswick, aforesaid, recently doing business under the firm, name and style of Bowes & McCabe, of both or either of them, in or to:—

ALL those certain lots, pieces or parcels of land, situate, lying and being in the Parish of Blissett in the County of Northumberland and Province of New Brunswick aforesaid. FIRST. That certain tract, lot, piece or parcel of land known in the original as lot number Twenty, granted to John D. Cantillon, situate and lying on Otter Brook:—Beginning at a poplar tree on the Northwestern corner; thence running in a southerly course Twenty Chains to a stake; thence Westerly twenty-five chains to Three Cedars; thence Northerly Twenty chains to a dead Juniper; thence Easterly Twenty-five chains containing in all Fifty acres more or less being the same lands conveyed to Timothy A. Hurley under the name of Timothy by Edward Messersall and others by Deed dated the 17th day of August, 1910, Registered in Volume 90 pages 185, 186 and 187 of Northumberland County Records.

SECOND. All and singular the certain lot or parcel of land situate in the Parish, County and Province aforesaid described as follows:—Beginning at a point, or corner at the rear of the Southernland Lot immediately to the West of a lot of land now owned by Timothy A. Hurley and running the rear line of the said Southernland Lot, Westerly Eighty rods, thence North across the Canadian National Railway track a distance of Two Hundred rods or more; thence East to the Upper or Westerly boundary line of lands already owned by Timothy A. Hurley a distance of Eighty rods; thence south along the said boundary line a distance of Two Hundred rods or upward to the place of beginning and containing a hundred acres more or less, being the same land conveyed to the said Timothy A. Hurley by Alexander Turner by deed bearing date the 3rd day of August, A. D., 1910, registered in Volume 90, pages 184 and 185 of Northumberland County Records.

THIRD. ALL AND SINGULAR the following described lands and premises situate in the Parish of Blissett, aforesaid, on the South side of the Miramichi River abounding and described as follows:—Comprising all the cleared or improved land of the property commonly known as the Cornells Weaver Place. Beginning at the centre of the brook, which intersects the said property at that point where the said Brook enters the said Miramichi River; and extending in an Easterly direction a distance of Thirty-three rods three and one-half feet; thence from Low Water Mark of the said River in a southerly direction a distance of One Hundred and Eleven and one-half rods; thence in a Westerly direction a distance of Forty-eight rods to the said Brook; thence along the General line of the said Brook, in a Northerly direction to the place of beginning. The whole to be in such manner as to all be improved or cleared land of the above mentioned place or estate. Which above described lands are the same that were conveyed to John W. Bowes by Everett J. Weaver by Deed dated the 2nd day of October, 1920, registered in the records of the County of Northumberland, Vol. 107, pages 238, 239 as by reference thereto will more fully appear.

TOGETHER with all and singular the buildings and improvements there of, and the right, members, privileges and hereditaments and appurtenances to the same belonging or in anywise appertaining, the same having been seized by me under and by virtue of several Writs of Fieri Facias, issued out of the Supreme Court and Northumberland County Court at the suit of various parties against John Bowes and R. V. McCabe doing business as Bowes & McCabe.

Dated this eighth day of November, A. D., 1922. W. F. CASSIDY, Sheriff of the County of Northumberland.

## The Movie and The Rockies



WHILE acting as special investigator for the Canadian Government, James Oliver Curwood became enamoured of Nature's wonderland in the Canadian Rocky mountains and made it the scene of many of his stories. "The Valley of the Silent Men," that little Eden of the North, over which three snow-clad sentinel mountains keep perpetual ward, was no myth. Mr. Curwood simply claimed it by romancer's right, and blazed the way to it over the trail taken by his heroine, the little Canadienne, Marquette, and the gallant Corporal James Kent of the Royal Mounted Police.



The upper picture is Alma Rubens, who plays the part of "Marquette" in "The Valley of the Silent Men," and a dog team in the Canadian Rockies at Banff, Alberta, last spring. The lower picture is a glimpse of the encampment of Stoney Indians near Banff, Alberta.

But with all his skill as a word-painter, Mr. Curwood could only indicate the natural beauties of this Paradise. Even the "still" camera and the painter's canvas can capture only isolated bits of natural beauty which seem so remote that the spectator can hardly realize their truth. But now the motion pictures have followed Mr. Curwood's trail, and in filming "The Valley of the Silent Men" amidst the very scenes which the author described in his thrilling romance, will bring home to millions of screen devotees the natural wonders of the Canadian Pacific Rockies.

Cosmopolitan Productions on acquiring the motion-picture rights to "The Valley of the Silent Men," sent a company up into the mountains early last spring. For twelve weeks they camped and took pictures about Banff and Lake Louise, and the camera caught that miracle of nature,—the coming of spring in the snowy wilderness. Frank Borzage, celebrated as the director of "Humoresque" and other successful Cosmopolitan productions, captained the company,—which was headed by Miss Alma Rubens, as the heroine, Marquette, and Lew Cody, as the gallant corporal of the Royal Mounted, Edward Fess, the veteran guide, piloted the daring picture people through dangerous passes, while in an excellent moving-picture of the Canadian Rockies. It took a long time to find just the right place in which to film this thrilling story. In the first place the scenery had to conform to the author's description, and after that it had to be far and away out of the run of ordinary mountain scenery. It had to be on a scale of grandeur and interest that would make the film remarkable. Then, too, it had to be accessible. The Canadian Pacific Rockies in the vicinity of Banff and Lake Louise filled all these requirements, and further provided the very best possible accommodation for the members of the company at the Banff Springs Hotel, and the Lake Louise Chateau, both in very easy distance of the wonderful scenes photographed in the making of this film.

## Alberta Planning New \$3,000,000 Debenture

Edmonton, Dec. 27—A new debenture issue of probably \$3,000,000 will be put on the market by the provincial government about the middle of January. It will be on the basis of 20 years, five per cent, in both Canadian and American funds. The sale will be made, it is now intended, by public tender. The issue will take up the balance still remaining from the amount authorized in 1922 and the proceeds will be applied to public works and other purposes.

## Will Deposits \$25,000 Till it is Two Millions

Cloyd M. Rice, of Elizabeth, N. J., who died on November 26, 1922, left a will directing that the income of his \$25,000 estate be paid to his wife during her life time, and that at her death the principal be placed on deposit in a New York bank until it reaches \$2,000,000, at which time the total is to be used for the building of a home for the children of native-born Masons. Standard interest tables reveal the fact that if the money is placed at 3 per cent compounded annually, the \$25,000 will reach the \$2,000,000 mark in about a century after Mrs. Rice dies. So New York Masons of today may stop worrying at once as to what financial provision will be made for the grand-children of their grand-children and their progeny.

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