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DR. J. E. PARK, MD. CM. PHYSICIAN AND SURGEON. Office at Res. 100 Newcastle, N. B. R. R. Call Property. Office Phone 188

SPRING TERM AT FREDERICTON BUSINESS COLLEGE BEGINS Tuesday, April 3rd. ADDRESS W. J. OSBORNE, Principal FREDERICTON, N. B.

On Public Wharf Lime, Cement, Fire-Clay, Land Plaster, Hard Wall Plaster, Fertilizer, Slag, Sewer Pipe, Hay, Straw and Coal. Orders taken at store and promptly delivered.

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Trucking I am prepared to do any and all kinds of trucking which you may require. Quick service and moderate charges. Phone 228 or arrange with me personally. Orders for sawing wood taken and promptly attended to. FINLAY COPP, Newcastle, N. B.

Notice All persons are warned that trespassing on Beaubear's Island is strictly prohibited and any person who is found on the Island will be prosecuted. O'BRIEN LTD. Nelson, N. B. July 13th, 1922.

PROPERTY FOR SALE AT A BARGAIN Situated in Derby, six miles from Newcastle, containing thirty acres, eight under cultivation, balance well wooded, twelve room two-story house in good condition, good barn. For terms and particulars, apply to: C. S. AMOS Newcastle, N. B.

MAKE MONEY AT HOME WE start you in business, furnish everything. You make \$1 to \$2 dollars an hour at home in your spare time. No canvassing or soliciting. We guarantee to teach you how to sell our new simple method and pay cash each week no matter where you live. Write for full particulars and terms. First DETROIT SHOW CARD SCHOOL 256 Land Security Bldg. Toronto, Ont.

Stiffness Gives Great Relief MINARD'S LINIMENT

Here and There

Ottawa. — It is announced that the Canadian Pacific Railway that the improvements planned for the company property is the building of a steel water tank to hold 250,000 to 100,000 gallons at Guelph Jet.

Ottawa. — A constantly growing number of their national parks, evidenced by the continued increase in the number of visitors in the last year, is emphasized in the report of National Parks Commissioner J. B. Macdonald. He states that all Canadian national parks during the year in question were estimated at 1,600,000, of whom more than 71,000 went to Banff. Foreign travelers to the largest parks were about 65,000. From his economic point of view, on a basis of \$600 spent by each foreign visitor while in Canada, the national parks accounted for an indirect revenue of some \$19,500,000, which amounts to about \$2.22 per capita of Canada's present population. Other revenues from the parks, in the way of timber sales and concessions, amounted for \$73,000. Total appropriations for the parks last year were \$966,000.

Owen Sound. — Superintendent William Bethune, of the C. P. R. lake steamships has announced the officers for the steamers for the coming season. All last year's officers will be in their place without any change. The officers are as follows: E. S. Assiniboine—James McCannell, master; A. A. Cameron, chief engineer; George Bethune, purser; D. A. Sutherland, chief steward. S. S. Keewatin—M. M. McPhee, master; C. B. Burtworth, chief engineer; C. S. Miers, purser; E. R. McCallum, chief steward. S. S. Manitoba—F. J. Davis, master; George D. Adams, chief engineer; George H. Pisk, chief steward; John E. Laine, purser. S. S. Athabaska—Murdoch McKay, master; George S. Rae, chief engineer. S. S. Alberta—John McIntyre, master; William S. Struthers, chief engineer.

Winnipeg. — In connection with movement of grain to Vancouver from September 1, 1922, up to and including February 21st, the Canadian Pacific Railway has delivered at Vancouver a total of 4,768 cars of grain representing 2,934,816 bushels.

During the same period there has been exported from Vancouver to the Orient 1,284,550 bushels and to the United Kingdom 10,933,620 bushels, or a total of 12,218,170 bushels. During the same period last year, the Canadian Pacific Railway delivered at Vancouver a total of 3,451,952 bushels of grain, and there was exported from Vancouver during the same period last year 3,200,000 bushels, 1,220,000 of which were exported to the Orient and 2,080,000 to the United Kingdom.

In addition to this grain, which has already been exported from Vancouver so far this season, there is in store in elevator at that point 342,000 bushels, according to a statement of E. D. Cotterell, Supt. Transportation, Western Lines.

Vancouver. — In the C. P. R. Hotel Vancouver, at Vancouver, there are approximately 600 rooms. The all-the-year-round staff numbers about 400 employees. The comparatively small matter of keeping paintwork, etc. in spotless condition calls for the continuous service of five painters and ten helpers; and five engineers with four stokers, four ash-men, two scovelers and two truckmen are required in the engine-room. Then there are basement cleaners, store-room men, four kitchen cleaners, two printers (for menus), a yeoman, an ice-man, five food checkers, and three men on food control. The duty of these last is to see that every ounce of food leaving the storerooms is tabulated, so that at the end of each day the results of dining-room operations can be checked instantly. The kitchen is the largest unit of the hotel. There is a chef with 48 assistant cooks, to serve the dining-room and grill. There are three separate cooks for the lunch counter. Two of the cooks attend to the broiling, three do nothing but frying three cook vegetables exclusively, and there are six pastry cooks. In addition, there are cooks who boil eggs, others who make tea, and others who make coffee. On man spends his working hours making toast; and there is another whose sole duty is to clean and open oysters. To feed the guests in one day 90 dozen eggs are required. Between 3,000 to 5,000 lunch and dinner rolls are baked daily, and to butter these, and for cooking, 100 lb. of creamery butter are used each day. Carrots are consumed at the rate of 100 lb. a day, and between 800 and 1,000 lb. of potatoes are used every twenty-four hours. Other vegetables are used in quantities of from 50 to 500 lb. according to the number of guests in the hotel. It takes from 12 to 20 gallons of cream, 50 gallons of milk, and 175 to 200 lb. of poultry daily to satisfy the demands of the guests. Winter and summer the hotel ice plant turns out 120 tons of ice daily. Even during the lowest winter, the price of ice alone costs the hotel about \$1,500 to \$2,000 daily.

A BLIZZARD A howling blizzard from the Northwest set in on Wednesday of last week and caused general confusion in the Maritime Provinces. Train service on all lines was seriously cut up and in this section about a foot of snow fell. It was probably the worst storm of the season and came along just when the people were beginning to get used to the worst of the winter was over.

MANY WOMEN SUFFER IN SILENCE

Do Not Realize That Their Troubles is Due to Impure Blood

A woman needs a blood building medicine regularly just because she is a woman. From maturity to middle life the health of every woman depends upon her blood. If her blood is poor she is weak, languid, pale and nervous. If the blood supply is irregular she suffers from headaches and backaches, and some women have grown to expect this suffering and to bear it in silence. They do not realize that if the blood supply is kept rich and pure, their troubles will disappear, but such is the case. In every woman's life a tonic blood-enriching medicine is needed and for this purpose nothing can help them so much as Dr. Williams' Pink Pills, which act directly on the blood furnishing the elements necessary to make it rich and pure. Mrs. S. J. Watts, Kingston, Ont., gives her experience with this medicine as follows:—"My first experience with Dr. Williams' Pink Pills was while attending the Collegiate Institute at about the age of seventeen. I became very much run down, and could not go up stairs without resting half way. Finally I had to quit school and notwithstanding all that was done for me there were no signs of improvement until after I had begun using Dr. Williams' Pink Pills, under the use of this medicine I became well and strong. My next experience with this medicine was some years after I was married. After my baby boy was born I did not gain up as I should, so I at once started taking Dr. Williams' Pink Pills again. I took them all the time I was nursing baby, and you should have seen what a lovely, fat, healthy boy he was, and I was strong once more. Whenever I feel a bit run down Dr. Williams' Pink Pills are my tonic and I strongly recommend them to growing girls and all women."

You can get Dr. Williams' Pink Pills through any dealer in medicine, or by mail at 50 cents a box or six boxes for \$2.50 from the Dr. Williams' Medicine Co., Brockville, Ont.

Reorganization Of Fisheries Service

Discussion in Parliament of Important Report

Reorganization of the fisheries administration "which," says the report, "has for years been a political football, kicked into the marine department, and then back again into the marine department, into a separate department with or without a separate minister of fisheries, but with a separate deputy minister and an efficient organization to assist him in his work, is recommended, in the final report of the Duff fisheries commission on the British Columbia fisheries."

The fishing industry, the report states, does not at present receive the attention its importance warrants, in view of the number of men employed in it and the total capital invested. A thorough reorganization of the administration system is not a new demand the report states. The executive head of the department is classified at a lower salary than many other heads of branches in the marine department despite the importance of his work. This, the commission feels, is an injustice to

Relieves Dyspepsia

M. D. advises: "Persons who suffer from severe indigestion and constipation should take after meals one or two tablets of Dr. Williams' Pink Pills. The Extract of the Root of the Licorice Tree is a valuable remedy for dyspepsia and constipation. It is sold in 100 and 200 tablet bottles."

the men who are struggling to build up a great national industry and who are calling for a big, efficient department of fisheries to assist them.

The creation of a separate department as outlined, the commission feels would effect economies which would more than offset the extra cost to the country of its administration.

A minority report, signed by C. H. Dickie, Conservative member for Nanaimo, dissents from the majority report in the instance of reducing Oriental fishing licenses and the embargo on fresh salmon. Outside of these, Mr. Dickie signs the report, making it unanimous.

The commission does not think the present high taxes and license fees justified and recommends a lower scale.

In connection with the halibut industry, the commission states that it found the fishing interests of one mind with regard to a close season of three months' duration.

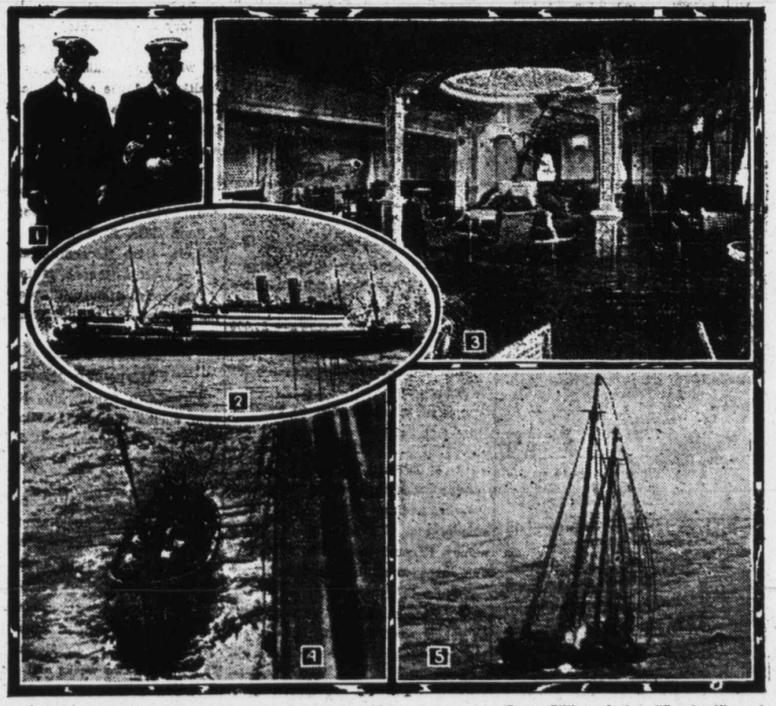
VOTE \$600,000 FOR MARITIME DREDGING

Ottawa, March 9.—A vote of \$600,000 for dredging in the Maritime Provinces passed the supply committee of the House of Commons with practically no discussion this evening. L. H. Martell, Liberal member for Hants, N. S., made a plea for the port of Windsor and asked that the amount allotted to that place be a generous one. The committee having disposed of the Maritime Province harbor and river estimates at yesterday's sitting, consideration today was practically confined to the Prairie Provinces and British Columbia. Satisfactory progress was made.

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IS YOUR MONEY SAFE? Hidden in your home it is a temptation to thieves. Deposit your money in the bank and rent a SAFETY DEPOSIT BOX for your valuable papers, Victory Bonds, etc. THE ROYAL BANK OF CANADA

A DARING RESCUE AT SEA



Unusual pictures of the sinking of a Lunenburg, N.S. schooner. 1—Capt. Gillies of the "Scotland" and Chief Officer McMurray alert, who commanded the lifeboat that made the rescue. 2—The "Empress of Scotland." 3—A glimpse of the lounge aboard the "Scotland." 4—The return of the lifeboat. 5—The last few moments of the "Clintonia" after her crew had been rescued by the "Empress of Scotland."

THE tale of an heroic rescue at sea and of a desperate battle with the elements to keep a sinking vessel afloat until help arrived was told when the Canadian Pacific steamship "Empress of Scotland" arrived at New York recently with Captain Aaron Kearley and his crew of five of the tiny schooner "Clintonia" of Lunenburg, N.S. It was an epic of courage on the part of the sturdy Nova Scotians and of the coolness and heroism of British seamanship in which Chief Officer E. W. McMurray, and Captain Kearley of the last schooner played the leading roles. Totally helpless in a terrific storm, the "Clintonia" bound for Halifax from Fortuna Bay, Newfoundland, was in a sinking condition when it was sighted by the "Empress." Captain James Gillies, the liner's commander, was compelled to abandon the lifeboat in which the schooner's crew was trapped because of the heavy sea. Three days and nights we had spent in the sea, and now we were in a sinking condition. Captain Kearley was the only one who had any chance of survival. The crew of the schooner lost everything except the clothes they were wearing, but were smiling and eager to get on shore when they arrived. None suffered any ill effects from the three days of exposure. Chief Officer McMurray, his brother officers said, has played the part of the rescuer in several sea disasters, and received a silver loving cup from the Mikado of Japan for having rescued the crew of a wrecked Japanese steamship in the China Sea several years ago. Other officers of the liner also have been decorated for bravery, both in war and peace. First Officer Donald Stewart received the Victoria Cross for sinking a German submarine while commander of a "mystery ship."

Captain Gillies is Commander of the Order of the British Empire. All of the wrecked schooner's crew are under 30 years of age and unmarried, Capt. Kearley said. They were given \$400 by the passengers of the steamer. The great Canadian Pacific liner is now cruising the Mediterranean carrying a large party of tourists from all over the United States and Canada. In the early morning she will be back upon the Pacific coast. The sinking schooner and the lifeboat were caught by a passenger on the "Scotland."

"The schooner was sinking rapidly as we rowed for it," McMurray said. "The crew were clinging to ropes, and every wave broke over the tiny craft. The sea was so heavy that we could not go alongside, and the men were compelled to jump into the swirling waves. We had some trouble in picking them up, and all were utterly exhausted and half dead from cold when we got them in the lifeboat. "It was a ticklish task getting back to the "Empress," he continued. "We finally got alongside, but it was so rough we had to abandon the lifeboat. It was badly crushed before we could all get aboard, and was in a sinking condition. The lifeboat was a very small one, and the crew of the schooner lost everything except the clothes they were wearing, but were smiling and eager to get on shore when they arrived. None suffered any ill effects from the three days of exposure. Chief Officer McMurray, his brother officers said, has played the part of the rescuer in several sea disasters, and received a silver loving cup from the Mikado of Japan for having rescued the crew of a wrecked Japanese steamship in the China Sea several years ago. Other officers of the liner also have been decorated for bravery, both in war and peace. First Officer Donald Stewart received the Victoria Cross for sinking a German submarine while commander of a "mystery ship."