

Classified
PROFESSIONAL

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

DR. J. E. PARK, MD. CM.
PHYSICIAN AND SURGEON.
Office at Residence formerly the
R. K. Hall Property.
Office Phone 188 Newcastle, N. B.

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.

STOUGHTON MERCANTILE CO.
Ltd. Phone 45

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,
12-pd. 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, 1922. Nelson, N. B.
29-26

Sheriff's Sale
There will be sold at Public Auc-
tion in front of the Court House at
Newcastle, at three o'clock in the
afternoon on Friday, March 9th, 1923,
ONE AUTOMOBILE, Baby-Grand,
Chevrolet, the same having been
seized by me under Writs of Fieri
Facias issued out of the Saint John
County Court, against McKay Dick-
son.
W. F. CASSIDY,
Dated at Chatham, N. B., Sheriff
Feb. 26th, 1923

GRANITE
SHERRARD
WORKS

Stiffness
It is astonishing how
quickly Minard's Liniment
relieves stiff-
ness and lameness.
**Gives Great
Relief**
Mrs. A. E. Calvert, 25
Park Ave., South-
west, N. B., writes:
"I had a very bad
stiffness in my
back, and was
unable to get up
in the morning.
I purchased a
bottle of Minard's
Liniment, and
used it as directed.
The next day I
was able to get
up, and the
stiffness was
gone. I can go
out without
tying up my
back, and I
feel much better
than I have
felt for some
time. I can
recommend
Minard's
Liniment to
anyone who
suffers from
stiffness or
lameness."
MINARD'S
King of Pain
LINIMENT
Newcastle, N. B.

**INFLUENZA LEAVES
THE BLOOD THIN**

To Restore Full Health, Tonic
Treatment is Recommended.

Probably the most treacherous trouble that afflicts the people of Canada during the winter months is influenza—or la grippe as it is often called. The disease is treacherous, because often after the characteristic symptoms of the trouble have disappeared it leaves behind it a weakened and debilitated constitution which makes the victim an easy prey to other troubles. All this is due to the fact that the attack of influenza has left the blood abnormally weak and thin. Weak blood means impaired digestion, a feeling of tiredness after slight exertion, and often a nervous breakdown. This condition will continue until the blood is restored to a rich, red, disease resisting condition. For the purpose of enriching and stimulating the blood no other medicine equals Dr. Williams' Pink Pills. These pills act directly upon the blood, and through the blood upon the nerves and in this way act as a restorative to the whole system. Thousands throughout Canada have proved the value of Dr. Williams' Pink Pills in cases of this kind, among them is Miss Ida M. Fraser, R.R. No. 2, Thessalon, Ont., who says: "I passed through a severe attack of influenza which left me pale, thin and weak. Indeed I was so weak I could scarcely stand upon my feet. The medicine I was taking in the hope of bringing back my health did not help me, and I was greatly discouraged. Finally I decided to try Dr. Williams' Pink Pills, and from the time I had taken the first box my health began to improve. I used six boxes altogether, and found as a result that I was again strong and healthy, and I think that in cases of this kind they are worth their weight in gold." If you have passed through an attack of influenza, your speediest way to regain full strength is through the fair use of Dr. Williams' Pink Pills. You can get these pills through any medicine dealer, or by mail at 50 cents a box from The Dr. Williams' Medicine Co., Brockville, Ont.

**Newcastle Rinks Win
The Merritt Trophy**
Four rinks of Newcastle curlers went to Chatham Wednesday as challengers for the Merritt cup and succeeded in wresting the trophy from the local holders by a score of 54 to 46. The rinks in the afternoon had secured a lead of 20 points over the Chatham rinks and this practically assured them of success. The Chatham curlers however went on the ice in the evening determined to make a big effort to overcome the handicap, but the best they could do was to secure a lead of 12 points for the evening and thus the shiretown curlers won out by a lead of 18 stoness. The rinks and scores were:
Chatham Newcastle
Afternoon
N. J. Carroll C. McCallum
C. Weldon A. Dickison
H. E. Strang R. Galloway
H. McKendry J. W. Sargeant
skip 6 skip 16
C. Nivens J. Dickison
H. McDonald G. Dunn
W. H. Snowball C. Sargeant
S. D. Heckbert R. Brown
skip 7 skip 17
S. A. Watters W. Arsenault
C. Stapleton C. Clark
C. McDonald V. Bayles
W. M. Jardine W. Crocker
skip 15 skip 11
E. Malley H. Asjes
A. Brown C. Cassidy
F. E. Jordan L. Jeffries
H. A. Snowball W. Gifford
skip 18 skip 10
Total 46 54

Here and There
Regina, Ont.—Mr. Ritchie, the station agent of the Canadian Pacific Railway, has received instructions from headquarters to rigidly enforce the no trespassing order on the property of this company. This is particularly in reference to people walking down the railway track. When accidents happen it always entails a trouble to the company and lately there have been complaints that school children have been using the railway as a thoroughfare.
Vancouver.—"I have been in the Alps and the Pyrenees, but I have never seen anything like the catenary wire with Banff," said William Faversham, famous English actor, when speaking at Hotel Vancouver. Mr. Faversham spoke of the wonderful international dog races staged at the winter carnival, and said that he had on special invitation visited the great motion picture plant at Banff.
Invermere, B.C.—An appropriation had been passed for the building of a depot at Lake Windermere by the Canadian Pacific Railway. Lake Windermere is the depot for the whole of the Lake Windermere district. It enjoys the distinction of being the only station on the Lake Windermere branch between Golden and Fort Steele, which has enjoyed the benefit of an agent since December, 1914. A modest little portable depot, a box car on the ground, has done duty all these years but with the proposed opening of the Banff-Windermere road on the thirtieth of June, there is no doubt thought that it is time the old box car took a move.
Ottawa.—The Canadian National Parks Branch of the Department of the Interior is commencing the construction of a hydro-electric generating station in Cascade creek in Banff National Park to supply light and power for the town of Banff, Alberta. The dam at the outlet of Lake Minnewanka constructed in 1912 to provide storage facilities, will be utilized and will ensure a steady flow of water for power purposes without further impairing the scenic attractions of the locality. Electric power for Banff is at present obtained from the steam plant of the Bankhead Mines. The work will be undertaken by day labor.
Winnipeg.—Seven thousand cars of grain have been loaded between September 1, 1922, and Feb. 1, 1923, for the western coast by the Canadian Pacific Railway. This represents 10,234,000 bushels of grain for export from Vancouver. The shipments comprised 6,175 cars of wheat, 162 oats, 16 barley and 50 rye. Exports from the western coast were destined as follows: The Orient, 896,880 bushels, and the United Kingdom 987,905 bushels. As at January 31, there were 900,000 bushels of Canadian Pacific grain in the elevator at Vancouver and 500 cars in transit carrying 735,000 bushels of wheat. The present movement west is averaging 25 cars a day.
Fort William.—The contract for the construction of a building to replace number five freight shed, was awarded by Canadian Pacific Railway officials to the C. W. Hall-Aldinger Company, of Winnipeg. It provides for two fire walls which will divide the new structure into three compartments. The new dock along the new shed will be of concrete. It is the present intention to use the end of the shed nearest the Canadian Pacific Railway subway for the handling of local freight instead of the end nearest the city subway dock as was the case with the old shed. It has been decided that the new arrangement will be more satisfactory to company officials and to concerns having business with them. Discussing the new shed to-day, D. C. Chisholm, division superintendent, said that the new structure would be of frame construction very much like the shed it will replace, aside from the fire walls and the concrete wharf.
Winnipeg.—Under the auspices of the railways, the provincial government and livestock associations of the province, two livestock improvement trains, similar to those which toured the province last year will again be operated in Manitoba during the coming summer. The 1923 trains are to be known as "the Livestock Improvement Trains." They will give attention to the following departments: The benefit of improved quality in cattle; demonstration and sale of pure-bred sires, both beef and dairy breeds; the production of fodder crops; the dehorning of cattle and other work in connection with the cattle industry; the breeding, feeding and marketing of bacon hogs; the demonstration of desirable mutton types and docking and castration of lambs; demonstrations and sales on poultry raising, with the selling of eggs for hatching purposes; home economic lectures and demonstrations for women and lectures and education motion pictures for girls and boys. The dates for the trains will be from Monday, April 30, onward for four weeks. This will cover about the same dates as last year which were found very satisfactory.

Here and There

**L. S. BROWN TO BE
GENERAL MANAGER**
The selection of L. S. Brown as General Manager of the Atlantic Division of the Canadian National with headquarters at Moncton will be gratifying news to the Maritime Provinces. The original proposal was to make the divisions from Brockville to Winnipeg west and from Brockville east in which case there might have been some uncertainty as to where the headquarters of the Eastern Division would be. It has now been arranged to have a Maritime Division thus upholding the contention of the Maritime Provinces that separate treatment must be accorded the I.C.R. Mr. Brown was born at Newcastle, N.B., and as a youth entered the service of the Intercolonial as a machinist apprentice at that place. Later he went to the telegraph service and became a train despatcher at Campbellton. Mr. Brown was chief despatcher at New Glasgow; and for several years superintendent of the Eastern Division. From New Glasgow he went to Moncton as general superintendent, Eastern Lines, and since the war was transferred to Montreal as Assistant General Manager. LOCATED AT BLACKVILLE Dr. W. S. Fitzpatrick, a graduate of Dalhousie University with the class of 1920, has located at Blackville. Dr. Fitzpatrick has lately been relieving at Berwick, N. S. He is a former student of St. Thomas College, Chatham.

**L. S. BROWN TO BE
GENERAL MANAGER**

**Bake with
BEAVER FLOUR**
OBTAIN bread with that delicious home-made flavor—pies, cakes and pastry with tender, delicate, flaky crusts. Beaver Flour is made from the finest of selected Ontario Winter Wheat combined with enough Western Hard Wheat to give it strength. Beaver Flour is the original blended flour—and blended flour is recognized by all qualified experts to be the best flour for general baking purposes. Don't hesitate! Try it! Sold by your grocer. THE TAYLOR CO. LIMITED CHATHAM ONTARIO

Nourishing
because it has twice the butter content of ordinary fluid milk
Borden's ST. CHARLES MILK
Free Recipe Book—Write the Borden Co. Limited, Montreal.

**TO BE MANAGER OF
CAN. NATIONAL**
It is officially announced that F. E. Dalrymple, has been appointed vice-president in charge of traffic, Canadian National Railways, reporting to the chairman and president, Sir Henry Thornton. Mr. Dalrymple will also have charge of the sleeping, dining, parlor car and hotel departments of the system. He has hitherto occupied the position of traffic vice-president, Grand Trunk Railway system.

In our own home towns and villages, hosts of satisfied friends buy RED ROSE TEA today, as they did 28 years ago—because it is still the same good Tea.
RED ROSE TEA "is good tea"
Buy a can of RED ROSE COFFEE—its flavour will surely please you.

The Engine that brings you home!
Safe home in the teeth of the gale, thanks to the sturdy, dependable FAIRBANKS "M" Engine. Built to withstand the rigours of North Atlantic storms, to work steadily and economically in all kinds of weather. It was designed specially to meet the needs of FISHERMEN. It is extraordinarily economical of fuel. It is exceptionally easy to start, simple to operate, and every one comes thoroughly tested—perfect—ready to run. A size for every boat. Complete stock of spare parts at exceptionally low prices. Special Equipment for Lobster Packers. The celebrated "M" Marine Engines in all standard sizes. Stationary Engines—Type "Z," 1 1/2 h.p. Specially built for driving Sealing Machines. Lobster Trap Haulers—A special outfit equipped with the "Z" Engine at a reduced price of \$100. Lob. St. John. Lobster Scales—Agate Bearings throughout. Extremely sensitive, heavily galvanized. The Standard of Fisheries Inspectors. Fish and Galvanized Platform Scales. Motor Boat Supplies and Columbia Dry Batteries, etc.
The Canadian FAIRBANKS-MORSE CO. LIMITED
75 Prince William Street St. John, N.B.