

JUST ARRIVED

Another Consignment of
**Tinware, Glassware
Crockeryware, Etc.**

This stock consists of Dinner Sets, Toilet Sets, Pitchers and Basins, Cups and Saucers in green, gilt, and white with plates to match, Molasses Cans, Churns, Lamps, Jumbo Cups and Saucers, Glass Pitchers, Tumblers, Bean Pots, Pocket Knives, Lamp Chimneys, Stew Kettles, Potato Pots, Mixing Bowls.

TINWARE

In Tinware, we have Creamers in 10 and 20 quarts, Steamer Pails, Long handle Dippers, from 1 quart to 8 quarts, Covered Pails, Dish Pans, Bread Pans, Oval and Round Boilers, Milk Pans 4 and 8 quarts, Pie Plates, Pint Cups, Dust Pans, Chamber Pails, Cuspidors, Fibre Water Pails, Gallon Oil Cans and Teapots

I also carry a nice line of Moss Rose China, suitable for wedding or birthday gifts, a full line of canned and package goods also heavy and light Groceries.

All Orders by mail or phone Promptly Attended to

THOS. RUSSELL
The Park Store
Fronting Public Square

P.O. Box 132 Phone 79

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.

Stothart Mercantile Co., Ltd.
Phone 45

Notice

All persons, contemplating the installation of the Town Water, are hereby notified, that installation must be made before December 1st, as after that date no installations will be made.

By Order L. & W Committee
R. W. CROCKER
Chairman

STEAMER MAX AITKEN

Until further notice the Time Table of the above steamer will be as follows (Standard time):—

Leave Redbank for Newcastle every morning (Sunday excepted) at 8 a. m.

Leave Newcastle for Chatham, 10 a. m.

Leave Chatham for Newcastle, 10.45 a. m.

Leave Newcastle for Chatham, 12.45 p. m.

Leave Chatham for Newcastle, 1.30 p. m.

Leave Newcastle for Redbank, 2.30 p. m.

Calling at all intermediate points between Redbank and Chatham, including Nordin, Bushville and Douglastown.

Information regarding Freight and Passenger rates will be furnished by the Captain.

Newcastle Steamboat Co., Ltd.
Newcastle, N. B. April 17th, 1919

Buy Victory Bonds



"I Wonder Would It Help Me?"

THIS question has been answered by many thousands of women who have found health and happiness in the use of Dr. Chase's Nerve Food.

Sleeplessness, irritability, nervousness, gloomy forebodings of the future, depression and discouragement—these are some of the symptoms which tell of exhausted nerves.

In order to avoid nervous prostration or some form of paralysis it is well to get the building up process established at once by use of Dr. Chase's Nerve Food.

50 cents a box, 6 for \$2.75, all dealers, or Edmondson, Bates & Co., Ltd., Toronto.



GENUINE ASPIRIN HAS "BAYER CROSS"

Tablets without "Bayer Cross" are not Aspirin at all



Get genuine "Bayer Tablets of Aspirin" in a "Bayer" package, plainly marked with the safety "Bayer Cross."

Genuine "Bayer Tablets of Aspirin" are now made in Canada by a Canadian Company. No German interest whatever, all rights being purchased from the United States Government.

During the war, acid imitations were sold as Aspirin in pill boxes and various other containers. The "Bayer Cross" is your only way of knowing that you are getting genuine Aspirin, proved safe by millions for Headache, Neuralgia, Colds, Rheumatism, Lumbago, Neuritis, and for Pain generally.

Handy tin boxes of 12 tablets—also larger sized "Bayer" packages can be had at drug stores.

Aspirin is the trade mark (registered in Canada), of Bayer Manufacture of Monoaceticacidester of Salicylicacid.



Extract from a letter of a Canadian soldier in France.

To Mrs. R. D. BAMBRICK:

The Rectory, Yarmouth, N.S.

Dear Mother:— I am keeping well, have good food and well protected from the weather, but have some difficulty keeping uninvited guests from visiting me.

Have you any patriotic druggists that would give something for a gift overseas—if so do you know something that is good for everything? I do—Old MINARD'S Liniment.

Your affectionate son,

ROB.

Manufactured by the

Minard's Liniment Co. Ltd.

Yarmouth, N.S.

GIVE "SYRUP OF FIGS" TO CONSTIPATED CHILD

Delicious "Fruit Laxative" can't harm tender little Stomach, Liver and Bowels.

Look at the tongue, mother! If coated, your little one's stomach, liver and bowels need cleansing at once! When peevish, cross, listless, doesn't sleep, eat or act naturally, or is feverish, stomach sour, breath bad; has sore throat, diarrhoea, full of cold, give a teaspoonful of "California Syrup of Figs," and in a few hours all the foul, constipated waste, undigested food and sour bile gently moves out of his little bowels without griping, and you have a well, playful child again. Ask your druggist for a bottle of "California Syrup of Figs," which contains full directions for babies, children of all ages and for grown-ups.

Government Should Go to People With G. T. Bul

Ottawa, Oct. 28—While the leading Conservative organ, the Montreal Gazette, is attacking Hon. N. W. Rowell and Hon. A. K. MacLean, two Liberal-Unionist members of the cabinet, for refusing to help in the by-elections decided yesterday and refers very bluntly to "the two factions in the cabinet," Hon. Dr. Reid rises in the house of commons and makes a vigorous attack upon the Liberals for messing things up in respect to the Grand Trunk Pacific and pictures the Tories as "struggling to save something from the wreck that Sir Wilfrid Laurier and his followers made of the railway situation."

The minister of railways says the Grand Trunk Pacific has already cost the people two hundred and sixty millions of dollars, exactly twenty times what the Liberal government said it would cost.

"The Transcontinental Railway has cost up to date, including losses, \$250,000,000," declared the minister. "The interest on that even at four per cent means an annual loss of ten millions to this country. In addition to that we are losing six million dollars every year on the Transcontinental in operation. That makes sixteen million dollars every year which the people of this country are liable for on that one transaction. In addition to that the Liberal party launched out on the Grand Trunk Pacific Railway scheme and forced the road to go through to the coast."

The government up to date has advanced to the G. T. P. \$64,000,000 on account of loans and interest on the same advances by the received and so forth. In addition to that there is a balance due to the Canadian Government Railways by the Grand Trunk and Grand Trunk Pacific, on operating accounts, of \$1,040,346.

"The dominion government and other bodies have invested \$260,000,000 in the Grand Trunk Pacific as follows: Dominion government guarantees and loans\$140,684,769 Local governments16,786,440 Grand Trunk Pacific72,301,253 Subsidy from dominion government1,220,480 Advances by Grand Trunk Railway to Grand Trunk Pacific Development Company and branch lines22,840,354 Implementing6,203,032

"So instead of it costing us \$13,000,000, the people of this country have invested \$266,000,000 in the Grand Trunk Pacific," said Dr. Reid.

"We are trying to save something from the wreck that the Liberal party made of the railway situation. We are trying to link up with the old Grand Trunk instead of saving a judgment system.

"How can we make the road pay without connections in Ontario and Quebec? It is impossible for us to continue without feeders and branch lines in the east."

Fears C. P. R. Would Get It

"If we refuse to take over the Grand Trunk now they will make an agreement with the C. P. R. and the C. P. R. will take the road over. The opposition answers that the C. P. R. would have to get the consent of this parliament before doing so. The policy of the opposition means handing the road over to the C. P. R., and the leader of the opposition says if you cannot do that let the railway go into the hands of the receiver. That means it will go into the hands of the C. P. R. If the opposition would come out into the open and say we want this railway (The Grand Trunk) to go over to the C. P. R., so far as I am concerned, I want to say that we cannot continue to operate the Grand Trunk Pacific and the National Transcontinental and the Canadian Northern except at such a loss that the people of Canada would not stand for it.

"I say that we should acquire the Grand Trunk and link it up with the others we already have and if they are operated efficiently they will make just as much money as the C. P. R. Opposition critics say the government cannot successfully operate a railway system. The government intends to appoint six or eight of the very best railway men available, men who have been connected with railways to such an extent that they will know exactly how to operate the National railways in the most economical way, and I again say that they should have a very free hand and not be influenced or interfered with by the government or political parties. If that policy is carried out they will make a success of the system.

"I believe a private corporation could select six or eight men today who could take that system and make

money out of it."

W. D. Euler (North Waterloo)— "Does the proposed re-organization of the National Railway Board imply that the men who are now in control of the road will be retired altogether, or may there possibly be some smug-gling of officers?"

Systems Combined.

Hon. Dr. Reid—"The Canadian National, the Grand Trunk and Grand Trunk Pacific and Intercolonial Railways will be combined into one system. We should have half a dozen of the best railway men available to operate that system. I believe myself that the men who are mentioned we surely should be able to find men who would be able to operate the combined system successfully. I know that on the I. C. R. we had a number of very able men, also on the Canadian Northern there were several first class men, and the same will prove true of the Grand Trunk. If we cannot find men in those three systems, which I believe we can, then the government is in a position to select the very best men, no matter where they come from, to operate the National system of railways."

Mr. J. Ham Burnham (West Peterboro)—"Is it not true that the government and parliament have made an appalling mess of the whole situation?"

Dr. Reid—"We are struggling with the legacy of the Liberal party. We are trying to get the railways consolidated so that we may be relieved of the annual deficits that the people have been obliged to pay heretofore."

"I believe that under government ownership the freight rates will be kept down and as the population increases the people will get the advantage instead of millions of dollars being paid to a private corporation. We will have a system that can compete with the Canadian Pacific Railway, without injuring the C. P. R. because that is the last thing we wish to do. The two roads will be able to work together harmoniously, we believe, and make money."

J. H. Burnham—"Would it not be well to wait for a while and consult the Farmers who will be here in a few days?" (Laughter).

D. D. McKenzie wanted to know why this harangue from the minister of railways and said if the minister would promise the Grand Trunk deal would not be concluded before a general election could be held on it the opposition would not oppose it any longer in the house. He charged that minister's ambition was to build up a monopoly of railways that would serve as a gigantic political machine.

Mr. Burnham again butted into the landscape. "As a member who never expects to come back to this house, but as a patriotic Canadian," he said, "Let the people speak on this question of the acquisition of the Grand Trunk Railway." His suggestion was greeted by faint opposition applause and cold silence from the government benches.

A Chance for Thirsty Ones in U. S.

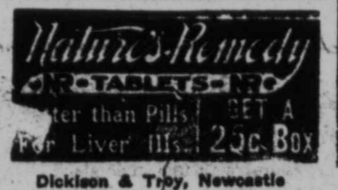
Washington, D. C., Oct. 28—The Senate passed the Prohibition Enforcement Act over the President's veto today and made immediately effective machinery for preventing sale of beverages containing more than one half of one per cent alcohol.

The vote was 65 to 29, or eight more than the necessary two-thirds majority.

Before congress finally clinched enactment of the enforcement law, despite Presidential objection to linking war time and constitutional prohibition acts, there came from the White House the announcement that the war time, which was put into effect after the cessation of hostilities, would be annulled the moment the Senate formally ratified the German peace treaty.

Despite the clamor set up by Wet and Dry forces over the White House pronouncement Senate leaders said they would proceed with consideration of the treaty as heretofore.

Formal denial was issued from headquarters of the Anti-Saloon League, that its officers would take part in any movement calculated to delay the treaty.



Your Very First Baking

with Beaver Flour, will show you the difference between this perfect blended wheat flour—and the usual western spring wheat flours.

The light, flaky Pie Crusts, Cookies and Doughnuts—the delicious, "homey" nutlike flavor of the Bread and Rolls—will be doubly welcome after the tough, almost tasteless bread made with western spring wheat flour.

BEAVER FLOUR

MILLED OF BLENDED WHEAT

Is the choicest Ontario fall wheat, strengthened with western spring wheat; and is equally good for bread and pastry. Order a trial barrel today.

DEALERS—write us for prices on Feed Course Grains and Cereals. 207 THE T. H. TAYLOR CO. LIMITED, CHATHAM, Ont.



WRIGLEY'S

Wrapped to insure its perfect condition in all climates and seasons. Sealed tight—kept right. The perfect gum in the perfect package.



For an ordinary cold as well as chronic bronchitis use

TAROL

It is the most efficacious remedy known to give prompt relief to Affections of the Throat, Bronchi and Lungs.

On Sale Everywhere. DR. ED. MORIN & CO., Limited, Quebec, Canada.

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