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C. P. R. TO GET THE CENTRAL

FREDERICTON, March 29—The Legislature today, introduced a bill to authorize the extension of the Central Railway from Minto to Fredericton, the government to guarantee the bonds for not more than \$15,000 a mile. There was a provision in the bill that the company undertaking to build must enter into a contract with the C. P. R. or other company under which they will take over the line on a 98 years lease and equip, maintain and operate, paying the province 40 per cent. of the gross earnings. The company must also lease the line from Minto to Norton, and pay the province 50 per cent. of the net earnings. The company would also have to enter into a contract to purchase at least 100,000 tons of coal every year.

The C. P. R. had carefully tested the Grand Lake coal, and were prepared to enter into an agreement to purchase at least 100,000 tons annually, which meant \$10,000 yearly in royalties. The province would thus get rid of the large annual deficit on the N. B. Coal and Railway, would receive ten thousand dollars a year in royalties; the 40 per cent. earnings on the Fredericton-Minto branch would pay the interest and great development would be assured to a very important section of the province.

IS IT TRUE?

We understand from a reliable authority that no less than eight carcasses of moose were on sale here last week. As already pointed out in the GRAPHIC, this is the result of the mistaken policy of withdrawing the game wardens. Now is the time when they are most needed and we hope for the benefit of our game, that the short sighted policy at present in vogue will be reversed.—Graphic

FLEURANT

St. Patrick's brought the inevitable storm and the roads have been all but impassable since.

Mr. John Kerr entertained a number of his friends at a bridge party last week. Miss Annie Kerr carried off the ladies prize a handsome card case containing a deck of cards and Mr. Sam Pike the gentleman's in the shape of a silver cork screw. At 12 o'clock a dainty lunch was served after which the light fantastic was indulged in till an early hour. Mrs. Annie Dickie chaperoned the party and as usual proved a most charming hostess.

Miss May Baillie who has been teaching school at Broadlands, spent the week-end at her home here.

Miss Isabel Wafer is home from Campbellton where she has spent the winter months.

Rumor has it that one of Fleurant's young men is about to join the good old order of Benedictines.

Mr. Alec Love of the Royal Bank spent Saturday in Fleurant.

Mr. and Mrs. Frank Gaudin of Escuminac River visited in Fleurant last week.

Mr. Robt. Neilson and Chas. Kerr of Dalhousie spent one day in the old town.

Mrs. William Dumville Sr., has gone to Moncton, N. B. where she intends remaining for a few weeks with her daughter, Mrs. Gus MacKenzie.

The London Times refers as follows to the anti-reciprocity howlers in Britain. The remarks are as applicable to those in Canada:

"Exaggeration of the effect of the reciprocity agreement upon British interests is to be deprecated. To describe it as a deadly blow to our interests, or to the cause of imperial unity, would be read as implying that those who made the agreement had dealt a blow of that kind. Unionist speakers should never forget that those who made the agreement also made the preference which we enjoy, and have thus given substantial proof of the sincerity of their regard both for this country and the empire. The pleasure of sharpening invective against our own government is much too dearly purchased at such a price."

CASTORIA
The Kidney and Bladder
Cure
Solely
Prepared by
Chas. H. Weston

BEAVER

"BEAVER FLOUR" is the unfailing friend of the housewife. It saves her the trouble of keeping two kinds of flour—one for bread and another for pastry. Being a perfect blend of Manitoba Spring wheat and Ontario Fall wheat, it gives to bread the rich, nutritious properties of the former and the lighter qualities of the latter, making a large white loaf of delicate texture and exquisite flavor. Pastry, biscuits and cakes, made with BEAVER FLOUR cannot be excelled.

Ask your Grocer for it today.

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banish sick headaches—nausea—indigestion—muddy complexion and the other evil effects of constipation. 25c. a box at all druggists.

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1911 Model E. M. F. 30 Sets World's Record

ALL THE CARS THAT FINISHED BEHIND THE E. M. F. "30" ON THE ATLANTA SPEEDWAY SELL FOR AT LEAST \$500 MORE.—THAT'S THE BEST PART OF THE STORY.

STANDARD 1911 MODEL E. M. F. "30" TOURING CAR. \$1350.

Change the body equipment and it's a racer, just like Witt's, with which he won at the Speedway.

"E. M. F. '30' WINS." The old familiar shout was heard on the Atlanta Speedway again.—It was the same old story.

E. M. F. "30" WAS FIRST. It is an expression not limited to the race tracks of the United States either. E. M. F. "30" has won a lot of firsts, has won them just as cleanly and just as decisively as it did the race at Atlanta.

THE FIRST CAR HOME IN THE RACE. And to establish a new world's record, was produced by the company, which was the first to place on the markets of the world a genuine, practical car of the real touring type at a price within the reach of the man of average means.

ALL E. M. F. "30's" ARE FAST. Just as fast as Witt's "Polar Bear." They are made by automatic machinery—machinery, the purchase of which is possibly only to a company that builds cars in large lots and can consequently afford it, saving a large labor expense that would otherwise make the car unprofitable, if sold at twice the price in smaller quantities.

E. M. F. DURABILITY is something we can't show in a race, however. All the South knows, though, that our old E. M. F. "30 Bullet" has been run 60,000 miles and is better than when she came to us—the first E. M. F. "30" that ever came south of the Ohio.

E. M. F. ECONOMY is something we want to demonstrate any time we have the opportunity. The E. M. F. "30" is the best balance car in the world. It shows in the small expense of tire maintenance. Light weight makes or small gasoline consumption, just as it does for speed.

The most ingenious, if the most simple lubricating system in existence helps "E. M. F. 30" owners save on their oil bills.

THE BIGGEST E. M. F. ECONOMY is the first cost. You can buy a duplicate of Witt's race winner with the added equipment of five passenger touring body for \$1350. Not a car in the field that finished behind the E. M. F. "30" on the Atlanta Speedway could be purchased in stock form for within \$500.00 of the price.

BEST AND CHEAPEST. It's an E. M. F. "30". Price and performance simply can't be denied. They are in the records.

Are you in the market for a motor car? we have made some statements here that we will be glad to you still further.

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H. B. ANSLOW,

Local Agent, Campbellton, N. B.