

Suburban Notes

MELVERN SQUARE

Mr. Alfred Phinney is spending the winter with relatives in Aylesford, Kings County.

Miss Madeline Gates has gone to Middleton for a few months, where she is engaged as a seamstress.

Miss Jean McNeil, our popular clerk at the village store, is spending a few weeks with friends in Halifax.

Mrs. Ella Goucher and son Wiloughby have gone to Halifax, to spend a few months with friends in that city.

Miss Winnifred Jacques and her cousin E. K. Spiny, were recent guests of the latter's cousin, Mrs. Harry McNeil.

Mr. and Mrs. Kenneth McNeil, of Kenneville, are guests of Mr. McNeil's parents, Colonel and Mrs. E. F. McNeil for a few weeks.

Mr. Oatthill Kerr, who is visiting relatives in this place, left on Monday Jan. 5th for Truro, where he will remain for a few weeks.

Miss Sadie Laing, who has been spending the summer and autumn with her sister, Mrs. Earl Lewis, has returned to her home in Lockport.

Miss May Phinney had the misfortune to sprain her ankle quite badly, a few days before Xmas, but is now able to be about her usual duties.

A spell of real "old fashioned" Canadian winter, with frost and snow, and sleighbells in the air, where is the "wise" man who predicted a mild spell?

On Sabbath evening, Jan. 4th the Rev. A. J. Prosser spoke on the "Forward Movement" in the Melvern Baptist Church to a fair and appreciative congregation.

Mr. Fred McNeil, of Halifax, spent Christmas with his family here, Mrs. McNeil arriving about the same time when the States, where she had been spending the past few months with a married daughter.

The annual meeting of the Melvern Square W. M. A. S. was held Wednesday afternoon, Jan. 7th, at the home of Mr. and Mrs. John P. Morse, when the mite boxes were opened and tea served to the company.

Miss Winnifred Jacques leaves this week for Shawbridge, Quebec, where she has accepted a position as teacher. Miss Jacques will be much missed in the community, as an efficient Sabbath School teacher, and church worker.

Christmas holidays are over, and our school reopened on Monday, Jan. 5th, with Miss Powell and Miss Vera Palmer, as teachers; while the New Year brought to us a mantle of pure white snow, covering over mother earth, making great sport for the children in coasting and snow-balling.

The Misses Myrtle Morse, Mable Brown and Ruby Chute, after spending their holidays at their respective homes here, have returned to their studies at Acadia, Miss Dorothy Lantz to her school at Port George, and Mr. Vernon Pearson to Canning, where he is Principal of that school. Miss Thelma McNeil left on Saturday, 10th inst., to resume her studies at Mt. St. Vincent.

A very enjoyable Xmas Tree for the children of the Methodist Sabbath School, was held in the Methodist Church on New Years Eve—a little late, it is true, but none the less enjoyed by all, the pretty green tree of the forest being tastefully trimmed, and loaded with good things, so dear to the hearts of the little people, to whom Christmas-tide is ever a joy and delight, the world over.

On Monday, 5th inst., Mr. Aubrey Morris met with quite a serious accident. While chopping wood in the woods, near one of his men, the axe in the hands of the other man "glanced", so to speak, inflicting a deep gash in the back of Mr. Morris. He was taken at once to his home, which unfortunately was some distance away, and although quite weak from the loss of blood, had his wounds attended to by Dr. Devine, and is now quite comfortable, with the exception of being laid by for a time.

TIVERTON

Miss Sadie Mitchell has returned to Eastport.

Dr. Miller, of Freeport, was in town last week.

Cecil Ossinger, who was seriously ill last week, is improving.

Miss Florence Outhouse visited friends at Freeport, recently.

Mr. Weldon Cossaboom has returned to Grand Manan, N. B.

Mr. Peval Morse, of White Head, G. M., is in town for a few days.

Mr. Austin Sollows, who has been very ill, we are pleased to report better.

Mr. Vernon Cossaboom, of Danvers, is spending his holidays with relatives here.

Max Miller of Yarmouth is in town for a short time selling dry goods, ready made clothing, etc.

Eugene Outhouse was a passenger to St. John, via S. S. Keith Cam on Tuesday last, returning Friday.

Rev. Harvey, of Little River, attended service in the Baptist Church here, Wednesday evening.

Miss Jane Shaw, who is an invalid at the home of her niece, Mrs. Maria Outhouse, is slowly failing in health.

Mrs. Margaret Cossaboom has returned home from Danvers, to spend the winter with her son, W. F. Cossaboom.

We hope much good will be done. Miss Hazel Steeves, has returned to her school at Tuskent, Yarmouth Co.

Mrs. Marilla Walker, who has been ill at the home of her daughter, Mrs. E. C. Sollows, is slowly improving.

Special meetings are being held in the Baptist Church here this week. Rev. L. Wallace and wife are assisting Rev. Steeves in the work.

Messrs. Murray Small and brother Lawstone Small, who were married New Years Eve at Freeport, arrived in town with their brides shortly after the wedding. We welcome them among us, and extend best wishes for their happiness.

GRANVILLE FERRY

Colonel and Mrs. Hodgins have reached their destination, Florida.

Mrs. Lawrence Willet is visiting her daughter, Mrs. Walter Mitchell, in Halifax.

We are sorry to report Miss Margaret Troop on the sick list. Mrs. Bath is staying with her.

Miss Laura Hardy, who has been home for the Xmas holidays, returned to Mount Allison on the 5th.

Miss Dorothea Mortimer returned on the 5th from a visit with Mrs. D. S. Noble in Central Clarence.

James Reed has an attack of tonsillitis, which we hope he will soon recover from, as his young friends are all missing him.

A black lamb was born on Mr. J. H. Payne's farm last week. This is a most unusual occurrence at this time of the year for Nova Scotia.

Mrs. Hart is suffering from a severe attack of rheumatic fever. Her daughter, Mrs. Lamb, is with her and is expecting a sister from California.

Mr. and Mrs. H. B. Croscup spent Christmas with Mrs. Knowles. Mr. Croscup is now manager of the Halifax branch of the International Correspondence Schools.

Crossing the river is fought with many difficulties at present, what with the ice and the uncertainty of the gasoline ferry. If a Granville-ite were asked what he wanted most, he would surely say: "A bridge, so that he could get somewhere."

A number of young people have been home for the holidays, among them Mr. Ed. Caswell, and Miss Nettie Caswell, accompanied by Mr. Ronald Bond, from St. John, also Miss Doris Pickup from Halifax and Miss Laura Hardy, Sackville. The coasting has been very good lately, affording a great deal of enjoyment to both younger and older folks.

SUFFERED DAY AND NIGHT

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LITTLE BRAS D'OR, C. B. "I was a terrible sufferer from Dyspepsia and Constipation for years. I had pain after eating, belching gas, constant headaches and did not sleep well at night. Finally, a friend told me to try 'Fruit-a-lives'. In a week, the Constipation was corrected and soon I was free of pain, headaches and that miserable feeling that accompanies Dyspepsia. I continued to take this splendid fruit medicine and now I am well, strong and vigorous". ROBERT NEWTON.

50c. a box, 6 for \$2.50, trial size 25c. At all dealers or sent postpaid by Fruit-a-lives Limited, Ottawa.

CENTRAL CLARENCE

Aubrey Sproul is working in the lumber woods.

Mr. V. B. Leonard went to Kentville on Monday.

Muriel Whitman spent a few days in Bridgetown last week.

Edna Bruce, of Brooklyn, recently visited her friends, Irma and Jean Williams.

Mr. Bradford Hall was a visitor at T. E. Smith's during the holiday season.

Mrs. Wm. Messenger entertained several of her friends at tea on Tuesday evening.

Mrs. Potter spent a few days of this week with Mr. and Mrs. Clyde Bishop, Lawrencetown.

Mr. and Mrs. Clarence Bishop welcomed a son on Friday morning, Jan. 2nd. Congratulations.

A miscellaneous shower was given Mr. and Mrs. Charles Spurr at their home on Thursday evening.

The W. M. A. S. met on Monday evening at the home of Mrs. Eldon Marshall, the President of the Society. Quite a number of sisters were present. A life membership certificate was presented Mrs. A. C. Chute by the retiring President, Mrs. R. B. Fisk. The Feb. meeting will be held at Mrs. V. B. Leonard's.

LOWER GRANVILLE

Miss E. A. Betts held her annual Xmas tree for her Sunday School (Anglican) at her home on Friday afternoon, 2nd inst.

Several of the men of this vicinity are at work at Hillsburn hauling timber. They are employed by Mr. Smith, of St. John.

The teachers of the Baptist Sunday School, Karsdale, had an Xmas tree for the scholars at the home of Mrs. Geo. McKenzie on Saturday afternoon, 3rd. inst.

A very pleasant evening was spent at the home of Mr. and Mrs. Howard Croscup on the 10th inst, the occasion being the twentieth anniversary of their marriage. A bountiful collation was served, which must certainly have suited the taste of the most fastidious.

The chair was occupied by Mr. R. R. Bohaker; and a sum of money presented to the host and hostess by E. H. Porter, Esq., after which Mr. and Mrs. Croscup responded in a very pleasing manner.

CLARENCE

Miss Irene Jackson has returned to the Truro Normal School.

Mrs. N. B. Foster spent Xmas week with friends in Middleton.

Miss Edith Jackson has decided to rest the remainder of the winter at home.

Mrs. T. A. Croaker is spending the winter with her brother and sister, Mr. Fenwick and Miss Aggie Jackson.

Miss Bessie Betts, of Karsdale, spent Xmas week visiting at Messrs. L. W. and E. J. Elliott's, and other friends.

Miss Sara Elliott left Jan. 3rd. for Hartford, Conn., accompanied as far as Boston by Miss Eva Freeman, who plans to spend some time visiting friends there.

Christmas and New Years passed with the usual number of pleasant family gatherings. Pleasant weather and good roads did much to make the holiday season a pleasant one.

The schooner St. Clair Theriault, which arrived in Yarmouth two weeks ago after an eventful trip from the Canary Islands, has discharged her cargo of salt and it was stored in one of the large warehouses, P. A. Theriault of Belliveau's Cove, one of the owners of the vessel, was in Yarmouth in the interests of the schooner which will be hauled out on the marine slip in Yarmouth or at Meteghan for the purpose of locating a slight leak which was started during the boisterous weather the vessel encountered in the North Atlantic.

Minard's Linctum Cures Gargot in Cows.

RECENT DEATHS

WILLIAM THOMAS MURRAY

William Thomas Murray, for many years a resident of Barton dieg at the home of his daughter, Annie, in Somerville, Mass., recently at the age of ninety four years and nine months. Mr. Murray was born in Liverpool, the fourth child of a family of twelve children born to David and Priscilla (Nickerson) Murray, only two of whom are now living—A. Bert, living in Rockport, Mass. and Henry G. living in Ipswich Mass.

Mr. Murray took up his residence in Barton, Digby County, in young manhood and there he married and brought up his family, pursuing his trade of ship carpenter until declining years made it desirable for him and his wife to live nearer their children, so they went to Massachusetts to make their home.

His wife was Lydia Doty and they were privileged to spend fifty nine years together in happily wedded life. They were the parents of twelve children, of whom six sons Daniel, William, Simeon, James, Albert, Asa and Lemuel and one daughter, Annie, survive. Mr. Murray was an honest industrious man, a thorough Christian, for many years a member of the Barton Baptist Church. His trust in God never wavered. He was very familiar with the Bible and an able speaker on religious subjects. Up to the age of ninety four he was active and intelligent and able to go about from place to place unattended. The last eighteen months of his life were spent at the home of his daughter. Previous to that he divided his time between the homes of his sons, Daniel, in Essex, and Simeon, in Lynn. Several grandchildren also survive.

Mr. Lemuel Murray, the youngest son of the deceased resides at Albany, Annapolis County.

WM. A. HUTCHINSON

A well known farmer, of Digby Co., in the person of William A. Hutchinson died last Friday at the residence of his niece, Mrs. Joseph O'Neil in Marshalltown. Mr. Hutchinson was a son of the late Mr. and Mrs. Richard Hutchinson, was born in Roxville 63 years ago. He leaves to mourn their loss four daughters, Mrs. R. K. Taylor, Atlantic, Mass; Mrs. C. C. Johnson, New Hampshire; Mrs. E. Wright, Roxville, and Miss Wealthie at Hillsburn, and one son, H. V. Hutchinson, in Roxville. The funeral which was largely attended, took place on Monday, Rev. D. E. Hatt officiating.

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The term schooner G. H. Murray, 353 tons, launched at Comeauville last fall, is a total loss on the Coradoros reef off the coast of Cuba according to a cable received Wednesday by the managing owners from Captain Boudreau. The cable made no reference to the crew, but it is believed all are safe. She was bound from Havana to San Domingo to load sugar for Mobile.

TO-DAY

In medicines, as in every other necessity, the public is satisfied with nothing but the best. This explains the ever-increasing demand for Zam-Buk. Not only is this great tannin the best household remedy to-day, but it is also the most economical.

Zam-Buk's superiority is due to the fact that it is all medicine, containing none of the coarse animal fats or harsh mineral drugs found in ordinary ointments. Again, the medicinal properties are so highly concentrated that they contain the maximum amount of healing, soothing and antiseptic power, so that a little of this balm goes a long way.

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OUR NATIONAL ECONOMIC PROBLEM.

The following interesting extract from an article by Mr. E. W. Beatty, president of the C. P. R. and recently in the Montreal Gazette:—"So much for the manner in which the transportation machinery of the country is carrying out its obligations to the Canadian producer. Other aspects of the transportation problem are less satisfactory. There are many people who look upon Canadian railways as custodians of magic fortunes which are being hoarded. That bookkeeping should be as simple and inexorable in its tale of losses and vanished profits to a railway as it may be to a corner grocer, is to these people an unthinkable thing. That bookkeeping should be as simple and inexorable in its tale of losses and vanished profits to a railway as it may be to a corner grocer, is to these people an unthinkable thing. That bookkeeping should be as simple and inexorable in its tale of losses and vanished profits to a railway as it may be to a corner grocer, is to these people an unthinkable thing."

It is a well known fact that the Canadian public pays a very low rate for the quality of service rendered, and that a time is rapidly approaching when, if Canadian railway securities are not to be made as desirable to investors as almost any other kind of industrial security, railway rates will either have to go up, or railway operating costs go down. Such persons recognize that it is not because the situation of the railways is an easy one that certain companies have been able to show net earnings—very low net earnings compared to the actual cash invested in the industry—apparently in the past the shareholders of such companies have been, as they are to-day, courageous persons willing to supply the means for constructive enterprises in which no one but themselves had faith, and because, too, their officers have been skilled, resourceful and loyal business men, assisted by staffs filled with the spirit of pride and devotion to their work. This indeed is the thing which has made it possible for Canada's railroads to function successfully during the war without making any thing like the demands that their own roads—less efficient in serving their community, yet earning the same rates and paying the same wages—have made upon their public exchequers. I do not believe that this strain upon the railways and this tendency to weaken the general reputation of Canadian Railway securities should continue. The servant, after all, is worthy of his hire, and railway capital is not less worthy a servant than other forms of capital whose earnings have not been so consistently depressed.

"The net earnings during the war years of those companies which showed net earnings, would have been much lower had the Canadian railroads been making expenditures for maintenance which circumstances would have justified, but which conditions prevented during that period. These arrears have now to be made up. During 1919 the Canadian Pacific laid 70,000 tons of steel rail. In place of, say, 2,000,000 tons, worth 44c in 1914, the Canadian Pacific laid 4,434,000 tons at 85c per ton. The sensational advance in the rate of railway wages is well known. Further advance may be necessary within the very near future, as indicated by discussions in the United States. The price of coal for locomotives was \$3.09 in 1913. Now it is \$4.77. The cost of hauling an average train (freight or passenger) one mile has risen from \$1.604 in 1913 to \$2.494 in 1918. It is higher to-day. The operating expenses of one mile of line in 1915 were \$4.152; in 1918, \$7.046, and to-day they are even greater. On the other hand, railway rates, taking all classes of revenue together, have advanced scarcely 25 per cent. I venture to say no other industry in the Dominion can show such moderation."

Marine News

Capt. John R. Smith who arrived three weeks ago to spend a vacation with his mother in Plympton, Digby Co., and other points, returned to Yarmouth Tuesday afternoon to take passage by the North Land for Boston.

Digby Courier: The government pier is now quite a scene of activity. The J. B. King Company have three barges the Wildwood, Daniel M. Munro and Canada moored there and the work of loading the Munro commenced Wednesday.

J. Willard Smith, St. John received word Wednesday from Captain Longmire of the schooner Ononette saying that she was still fast in the ice at Newburg, N. Y., and there was little hope of getting her clear for some time. The vessel is owned by Mr. Smith.

It took the British schooner Mayflower, Capt. Desmond, forty three days to make her last trip from Parrsboro to Boston with a cargo of lumber. On the third day out the sails were split by a big blow and the vessel was obliged to put into a Maine port for a new set. Later the Mayflower ran into several storms and was blown off her course, she put into several ports for shelter before she was able to reach Boston harbor.

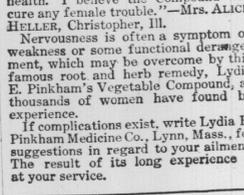
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Portrait of Mrs. Alice Heller, Christopher, Ill.

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