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## SOME HOT SHOT FOR KING AND HIS LABOR MATTERS

Glace Bay, Jan. 31.—"Corporation tools," agents of the Huns of Canada, and other endearing epithets were showered upon Premier King, Hon. James Murdoch and U. E. Gillen, of Toronto, by the miners of Mechanics' Local, United Mine Workers of Glace Bay, in a resolution which prevails in the Cape Breton coal fields as a result of unemployment and recent wage reductions; a situation which it is feared may ultimately result in a strike disastrous alike to the community and the miners.

The resolution sets forth among other things that "whereas, the Hon. W. L. MacKenzie King, in Sydney, declared that the British Empire Steel Corporation has nothing to fear from him; and whereas, the British Empire Steel Corporation has instituted a policy of merciless oppression and whereas, the Premier in pursuance of his policy of befriending stock gamblers who are desperately striving to wring dividends out of miners who are reduced below the hunger line, has placed James Murdoch in the position of Minister of Labor; and whereas James Murdoch in his hostility to the great mass of laboring people of Canada has placed U. E. Gillen, a corporation tool, on a board of conciliation for the purpose of grinding the faces of the poor; and whereas U. E. Gillen to friend the Huns of Canada has signed an unjust and starvation wage award therefore Mechanics' Local 4522, United Mine Workers, hereby declare Hon. W. L. MacKenzie King, Hon. James Murdoch and U. E. Gillen are the agents of the Huns of Canada and the enemies of the people of Canada."

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with Cod Liver Oil Compound

After a few doses, you will notice a distinct improvement—the phlegm will be looser, cough easier, tightness in the chest gone—and day by day you will grow better, until, almost before you realize, the cough will be gone.  
Nadruco Syrup of Tar with Cod Liver Oil Compound is also excellent for Bronchitis and Whooping Cough—pleasant to take—especially recommended for children.  
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# REDMAC

## Railway News in Brief

Vancouver, B.C.—Madame Clara Butt, the famous English contralto, accompanied by Kennerley Rumford, her husband, a celebrated baritone, will start from Vancouver on February 11th, travelling over the C. P. R. in the private car "Montmorency," on a concert tour which will extend across Canada to Halifax. After completing the tour of Canada, Madame Butt will visit the United States, giving concerts at New York, Boston, and other Eastern cities. The company recently completed a tour of Australia.

Winnipeg, Man.—Canadian Pacific Officers at Winnipeg tendered a complimentary luncheon to W. C. Bowles, formerly general freight agent of Western lines, but who has been promoted to be assistant freight traffic manager of Eastern lines with headquarters in Montreal. The luncheon was presided over by D. C. Coleman, Vice-President, and attended by nearly one hundred officers.  
William Campbell Bowles, who is to be assistant to Mr. W. B. Lanigan, freight traffic manager, with offices at Windsor Street Station, Montreal, has ascended the long ladder to success step by step. He joined the service of the C. P. R. on December 1st, 1891, as junior clerk in the office of the general freight agent, Montreal. He continued with the following promotions: September, 1892, stenographer, same office; January, 1893, rate clerk, same office; July, 1896, correspondence clerk, same office; October, 1897, correspondence clerk, freight department, Winnipeg; June, 1900, general freight agent, Vancouver; November, 1901, general freight agent, Nelson; March, 1905, assistant general freight agent, Vancouver; November, 1907, general freight agent, Winnipeg; January 1st, 1922, promoted to be assistant freight traffic manager, Eastern lines.

Winnipeg, Man.—On his return from Montreal recently, D. C. Coleman, Vice-President of the C. P. R. Western lines, issued the following official statement regarding conditions and improvements of the company's lines west of Port William: "Commercial conditions as they exist at the moment have imposed on the C. P. R. as on all other business organizations, a policy of caution with respect to embarking on large expenditures on capital account. It has been decided therefore, to postpone until March or April when it is hoped that the outlook will be more clear and that the indications of a steady revival in railway traffic will be more definitely apparent."

"The most important work to be undertaken at once is the building of a large ocean pier at Vancouver. This is justified by the constant growth of ocean traffic through Canadian Pacific ports. It will take approximately eighteen months to complete the work. The filling and dredging for the site has already been completed. The pier will be eight hundred feet long (with provision made for further extension later), three hundred and twenty feet wide, and will carry four railway tracks to enable freight to be handled expeditiously between ship and cars. It will be equipped with the most modern facilities for handling passengers and freight. With the construction of this pier following on the reinforcement of the ocean fleet by the great steamships, the 'Empress of Canada' and the 'Empress of Australia,' the company is confident that it will hold for Canada for many years the blue ribbon of supremacy on the Pacific. To assist in the prompt movement of traffic, mechanical coaling plants of an improved type will be erected at Eagle River, Ont., La Riviere, Man., Estevan, Sask., Swift Current, Sask., and Medicine Hat, Alta."

"The growth of the fruit traffic on Okanagan Lake justifies the building of an additional ice storage building at Okanagan Landing, B.C., and this will be undertaken at once. Automatic protection signals will be installed at Sidney, Man., and Ruby Creek, B.C."

"Water supplies at the following plants will be improved with a view to meeting the demands of increased traffic: which may be expected, Rathwell, MacGregor and Wheatlands in Manitoba, Bredenbury, Hirsch, Frys, Weyburn, Macoun, Elbow, Parkbeg, Fauna, Outlook and Gull Lake in Saskatchewan, Bow Island and Lundbreck in Alberta, and Elko and Creston in British Columbia."

"The new office building at Moose Jaw and the important extension to the island coal dock at Port William will be pressed to conclusion and a considerable amount of work will be carried on in the replacement and standardization of bridges on the line."

## MARITIME RELIGIOUS EDUCATION COUNCIL

At a meeting of the Executive of the Maritime Religious Education Council which is the Maritime Sunday School Association reorganized, an ambitious program was planned for the coming year. Under the auspices of the Council and in accordance with its plan of denominational co-operation the Denominational Secretaries, Frank M. Milligan, Presbyterian, H. S. B. Strothard, Methodist and Waldo C. Machum, Baptist, will unite their efforts with the Secretaries of the Council, A. M. Gregg, Boy's Work, Miss Mary R. Allison, Girls' Work and Miss Alice M. Harrison, Children's Division, to hold some 225 district conventions during the year, covering the entire Maritime territory.

During the past year the Council has taken over from the Y. M. C. A. the responsibility for the promotion of organized Boys' work and the Canadian Standard Efficiency Training Program in the Churches and Sunday Schools and now provides the Boys' Work Secretary, Mr. A. M. Gregg. In a similar way the promotion of the Canadian Girls in Training Program has been taken over from the Y. W. C. A. and Miss Mary R. Allison, the Girls' Work Secretary

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added to the staff.

For some time there has been a demand for an Elementary Secretary to give special help to workers with children. This has been met by the appointment of Miss Alice M. Harrison who is doing most efficient work. The Officers of the General Board of the Council for the year are: Chairman, L. W. Simms, St. John N. B. Vice-Chairman, Geo. D. Wallace, Halifax, N. S. Secretary, Rev. F. M. Milligan, Halifax, N. S., Treasurer, Robert Reid, St. John, N. B. Headquarters have recently been removed from Moncton and are now

located at 94 Prince, William St., St. John with Miss Kate R. Abrams as the efficient Office Secretary.

## Pains After Eating

Today thousands are afraid to eat because of the pains that follow even a light meal of good and wholesome food. Mother Seigel's Syrup, taken after meals, has helped tens of thousands to enjoy their food, and put an end to the pains and miseries of indigestion. Sold in 50c and \$1.00 bottles at drug stores.

## Team of Huskies for Quebec Visitors



One of the chief innovations at the Chateau Frontenac, Quebec, in connection with the winter sports programme is the introduction of a husky dog team. In order to secure the genuine animal a representative visited the North Country to select dogs suitable for this purpose. Previous to the journey telegrams were sent to all important fur posts, north of Great Lakes, but owing to the unusual conditions prevailing during the fall of 1921, little success was met with. A variety of replies were received—one Hudson's Bay Post sent word that owing to the lateness of the "freeze up" and poor travelling conditions, Indian trappers were still far in the interior with their dogs, and were not expected until the New Year. Another factor repelled that strange sickness, the symptoms of which resembled distemper, was affecting most of the dogs in his vicinity, and that he would not advise their purchase. Another wire said that fish was so scarce the dogs were extremely thin and weakened, and weaker members had been sacrificed to provide food for the larger and more useful dogs. The value of husky dogs in the Canadian northern expanse is very high and prices reach surprising proportions in the fall when each man sets out to secure a string for his winter's work. Due to the heavy expense incurred in equipping and maintaining a team, the purse for the race has been raised this year to attract the most exciting trailers. Last year pups were selling for \$200 for a string of five, whilst animals fully grown and trained brought from \$75 to \$100 each.

The husky dog has been a valuable servant to the men of the Canadian North, and his part in Northern history has been no small one. His services are still of inestimable worth in the transport over snow-clad areas where no other means of travel exist, where the pioneers of civilization and progress are blazing trails, and securing the first fruits of a wealth which only time and the introduction of railroads will fully reveal for exploitation. The mounted police, trappers, miners, prospectors, all men of the snow-shoe trail, gallantly pay their tributes to the part the husky dog plays in their daily work.

The district north and west of Nipigon promised success in securing the Indians bring their fall catch into the posts, where they trade them for fresh supplies, beads, firearms, and other articles which they may require. The representative of the Chateau on arrival found some 15 to 20 dog teams, but they were a motley assortment, only a few running true to type.

Teams were constantly coming and going, and finally with a burst of speed, a fast young outfit approached the Hudson's Bay Post, and at the command of "Ho" from the Indian musher suddenly slowed up and came to a stop. The leader was a particularly young brown wolf-like animal, and was named "Nipmangiten," which translated means "Nipigon Wolf," and after various tests was selected as one of the proposed team. Finally the other four were purchased, as they proved to be one of the fastest teams in that part of the country. Exceptional care was exercised in the selection as they were to be used in the vicinity of the Chateau Frontenac, at Quebec, and naturally were bound to be handled and petted to a certain extent by the guests and spectators. Not having been trained together, considerable trouble was experienced at first. The Indian who assisted in breaking them in said, "Take away the harness and let them make friends." No sooner was this done than a regular pandemonium ensued, followed by a glorious rough and

tumble fight, and it was with great difficulty they were separated. The Indian merely grinned and said, "They are all friends now," which seemed to be the case, because after a certain amount of sniffing and licking they were again tamed and pulled much better. Ten to fifteen miles a day were made by the team without any individual loafing, and so fast were they that the Indian challenged a number of the other teams around to a series of races, and not once was the new team defeated. At last the animals were shipped by the Canadian Pacific to Quebec City, and arrived in excellent trim. The names of the dogs are somewhat interesting, being all Indian, and are as follows with the English translation:

Nipmangiten, Nipigon Wolf  
Wabus ..... The Rabbit  
Wabuska ..... Whitey  
Keego ..... Fish  
Mick ..... From "Nakwa" meaning bear.

At the age of nine months or one year the education of the Husky begins in earnest. He is broken to harness learning, with older dogs to pull his share of the load. At four years he has attained his full growth and strength, a stalwart wolf-build, half-wild, disdainful, powerful, perfectly proportioned, beautifully coated.

The harness is made of one long, continuous side-trace connected with a saddle, and belly-band around the middles, and to lead-collars which rest on fore-shoulders and receive each dog's pulling weight. The Indians save particular cries in which to guide or incite the dog teams: "Muk, Toyfay, Yukok," to coax them into a gallop. Then "Ah ..... Peen," as some dog slackens in his traces. "Ho, Corni" (leader), if the lead-dog is wanted to turn to the right, or "Chad, Corni, Chad" if to the left.

Redmac has become a household name—you cannot go out to spend the evening without hearing the name Redmac. People of society and those of humble life are to-day placed on the same plan: they are both human, both subject to the ills of life, Redmac heals them alike, and at the same price. No man or woman is too poor or too wealthy for Redmac. Sold by Dickson & Troy, The Rexall Store.