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"SALADA" Teas has been gained account of their uniform goodness, and entire freedom from dust.

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GEORGE DEBAN
ROADS-IMPRESARIO
PALLAS-PARAMOUNT

Appearing at the Happy Hour Friday and Saturday with extra special Fox Comedy

HYMENAL

KELLY-MCKINLEY

A very pleasant event was the wedding in St. Andrew's Presbyterian church, Chatham, August 29th, of Miss Martha, daughter of Mr. and Mrs. Charles McKinley of McKinleyville, to Douglas Kelly of Moncton. The ceremony was performed by Rev. Alex. Rette, M. A. of Millerton at 7:30 p.m. The bridal party entered the church, which was beautifully decorated by the bride's girl friends for the occasion, to the strains of Lohengrin's wedding march played by Miss Leora McKinley, the bride leaning on the arm of her brother, Alex. A. McKinley. The groom was supported by Wm. C. McKinley, another brother of the bride. The bride was beautifully gowned in white silk crepe de chene, and was attended by Miss Scdie Smallwood of Newcastle, who was attired in pale pink silk. After the ceremony the party repaired to the home of the bride where supper was served to the immediate relatives, after which Mr. and Mrs. Kelly motored to Newcastle where they took the maritime express for Montreal. On their return they will reside in Moncton.

DOAKTOWN

Doaktown, Sept. 11—An auto party consisting of Mr. and Mrs. Jas. Holmes, Mr. and Mrs. Geo. Wathen with Akeley Holmes as chauffeur, motored to Bay du Vin on Saturday and were guests of Mrs. Wathen's daughter, Mrs. Jack McMaster.

Miss Josie Hannon left this morning for Pineville, N. B., where she will teach school for the coming year.

Miss Hazel Baldwin of Douglasfield is the guest of Miss Rena Russell this week.

Mr. and Mrs. Karl Hilderbrand accompanied by Miss Bessie Wathen have returned home after a pleasant trip to Amherst, Halifax and Truro, N. S.

Mrs. Arthur Ballard and Mrs. Burns of Blissfield, were visitors to town on Saturday.

Mrs. H. Martin and son, accompanied by Misses Bertie and Edith Martin, who have been spending several weeks with relatives in town, returned on Friday to their homes in Minneapolis.

Friends of Mrs. Wm. Murray will be glad to know that she is slowly recovering from her recent illness.

Mr. Everett Donald, Mrs. William Cumming, Mrs. Robert McLaggan, Miss Bertie Berry, motored to Houlton one day last week.

Mr. William McLellan visited Newcastle one day last week.

Mrs. Mary Attridge has returned from Fredericton after spending a few weeks with Mrs. E. A. Logan.

Mrs. Jack McMaster and son are guests of Mrs. McMaster's parents, Mr. and Mrs. Geo. Wathen this week.

Mrs. E. A. Logan of Fredericton, spent Sunday with her parents, Mr. and Mrs. Bradford Ogvie.

Today is election day, which has caused quite a lot of excitement in town.

Rev. Mr. Kochaloy of Upper Blackville, was in town on Tuesday.

Mrs. James Weaver and Mrs. Miles Maconey of Blissfield, were calling on friends in town today.

Mr. Cyril Freeze has returned home after visiting relatives at Newcastle.

Mrs. William Trip who has been visiting relatives here for the past two weeks, left for Aversy Portage last week to visit her mother, Mrs. Duncan.

Mrs. Howard Holmes was the guest of her daughter, Mrs. L. E. Doak one day last week.

Mr. F. W. Swim, who has been visiting his son Earle at Boston, has returned home.

Mr. Harry Russell who has been working in Newcastle has returned to his home here.

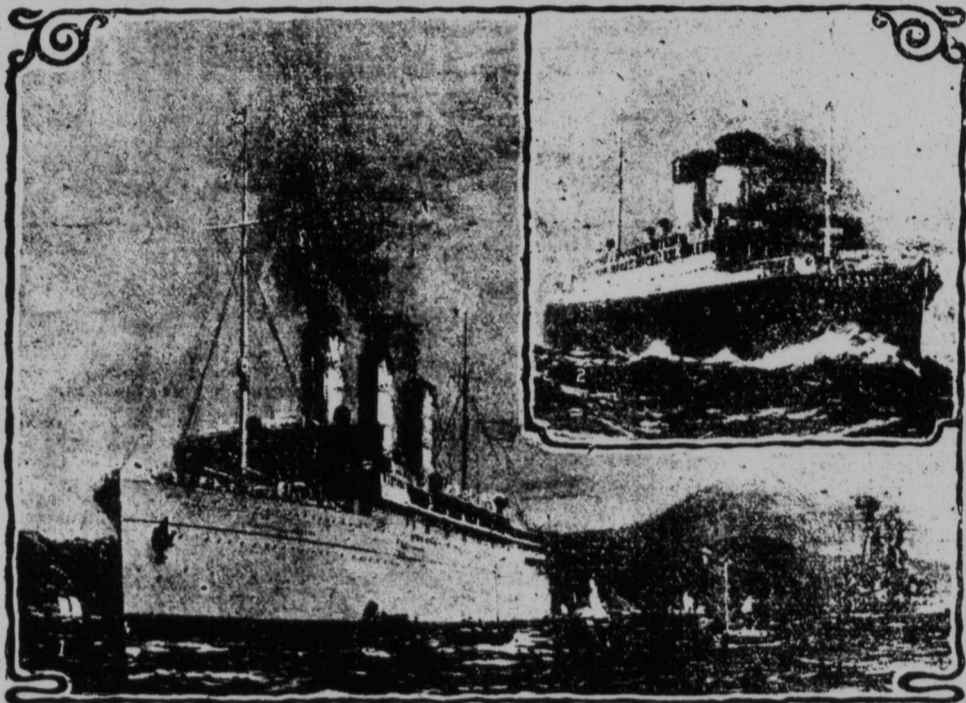
The Women's Auxiliary of the Church of England will meet on Wednesday afternoon at the Rectory.

A special meeting of the Red Cross Society will be held on Tuesday evening at the Aberdeen. All members are requested to be present.

WHEN USING
WILSON'S FLY PADS
READ DIRECTIONS CAREFULLY AND FOLLOW THEM EXACTLY

Far more effective than Sticky Fly Catchers. Clean to handle. Sold by Druggists and Grocers everywhere.

IN SPITE OF THE KAISER



(1) C. P. O. S. Pacific Liner which made a speed record a few weeks ago.
(2) C. P. O. S. Atlantic liner.

THE claim made by Kaiser Wilhelm and his satellites that the British merchantile fleets are disappearing from the ocean seems particularly ludicrous in the case of the fleet most closely associated with Canada, namely that of the Canadian Pacific Ocean Services, which so far from diminishing has actually increased its tonnage since the beginning of the war by nearly 30%. No fewer than 15,000 men are employed with approximately 50,000 dependents, and the numbers are steadily increasing. Taking the Atlantic fleets first. At the outbreak of the war the steamships of the Allan Line and Canadian Pacific Co. (now known as the Canadian Pacific Ocean Services) numbered 35, with a gross tonnage of 315,000 tons. The value of these fleets to the British Empire in war-transport work has been inestimable, and the earliest possible advantage was taken of it by the British Government. Almost from the moment of declaration of war on the 4th August, 1914, a large proportion of the joint fleet was requisitioned, including the larger and newer vessels then in service. Two of the newest and largest of the Allan Line steamers were immediately put into commission as armed merchant cruisers. "The Empress of Russia," "Empress of Asia," "Empress of India," and "Empress of Japan" were immediately fitted out as armed vessels. Many of the other vessels of the joint companies previously engaged on the passenger trade between Europe and Canada were brought into Trooping Service or employed in transporting supplies and munitions, not only across the Atlantic but all over the oceans of the world from the Far West to the Far East. Notwithstanding this great call on the Canadian Pacific and Allan Lines' resources, these companies have been able without break to carry on regular passenger and freight business, maintaining an uninterrupted service of mails and passenger and freight traffic westbound, as well as carrying home eastbound

large supplies of troops, stores, munitions of war. From the outbreak of war down to the present day the Canadian Pacific and Allan vessels engaged on trooping and similar work have transported no fewer than 700,000 troops and passengers from or to Canada, the Mediterranean, India, China, Egypt, Gallipoli, Mesopotamia, or across Channel, or on the Pacific. Up to the same moment the company's vessels since the outbreak of war have steamed over 1,250,000 miles and have carried eastbound and westbound over three million tons of cargo, munitions, supplies, etc. These figures indicate no mean contribution to the "carrying on" of the war, and constitute a splendid tribute to what Canada-Britain's Nearest Dominion has tried to do to help the Mother Country in her hour of need. Add to this the fact that these ships have been carrying in practically every case large quantities of munitions made in the Canadian Pacific August Shipyards, the value of the contribution of the companies under notice and of the great parent company—the C. P. R.—received still greater emphasis. The Canadian Pacific Fleet, although suffering but a slight diminution of tonnage by the act of the King's enemies, has been gradually increasing by purchase or building, so that to-day the combined fleets of the Allan Line and Canadian Pacific number 40 steamers, with a gross tonnage of 411,000 tons, whilst further orders have been placed for four more of still greater tonnage. Services are being steadily maintained carrying mails for the different parts of the Dominion and the outer European ports of the Allied countries. Every means within the power of the Canadian Pacific is being used to maintain expert trade and the importation of necessities alike for the use of the armies in the fields, and for the people at home.

The fact that the Allan Line was one of the first companies, if not actually the first to effect a direct service between Great Britain and Canada. The founder of the Allan Line was Captain Alexander Allan, who in 1822 sailed from Glasgow to Quebec in the brig "Jean," in search of cargo for his vessel. In 1852 the sailing vessels of the Allan Line were replaced by steamships in the Canada-British trade. As showing the progressive tendencies of these hard-headed and tenacious Scottish founders of the line, it is worthy of note that the Allan Line has been pioneer (A) in the adoption of steel in the construction of its vessels; (B) in the adoption of the turbine as a mode of propulsion; (C) in the adoption of twin-screws on its steamers; and (D) bilge keels as a means of checking oscillation. The founder's family, now headed by Col. Sir Montague Allan, C.V.O., and his cousin, Mr. H. A. Allan, always adopted a progressive policy, with the result that steady increase in the size and speed of steamers has been witnessed whenever additions to the fleet were made, and these adjuncts have done much to stimulate the demand for passenger and cargo accommodation on the Atlantic service to Canada. Manila, in the Philippines, has also been of late brought into the service as one of the numerous ports of call in the East, and the company is steadily but surely working up a strong and useful service on the Pacific which cannot but be of the greatest advantage to the Pacific trade in general. On the Atlantic, the C. P. R. instituted its own directly owned and controlled fleet of steamers in 1903 by the purchase of the Atlantic vessels of the Elder Dempster Beaver Line, a service which has grown to its present proportions and which now includes some of the finest passenger and cargo carrying vessels plying between Canada and the Mother Country.

The Business Woman

Today, more than ever before, is woman's opportunity. Many new occupations are now opened to her, which, before the war, she was deemed unfitted to fill. And truth to tell she has risen to the opportunity, and now shares many business responsibilities in former times confined to men. But, as women are subject to more frequent fluctuations of health than men, many will be handicapped early, if they regard their health requirements too lightly. The nervous strain, long hours and prolonged mental or physical fatigue thin the blood and weaken the nerves. Such conditions as women are now called upon to undergo can only be endured by a full-blooded constitution. This is as true for men as for women, only weaker women suffer sooner. The woman worker, in any line, requires her blood replenished frequently. She needs new, rich blood to keep her health under the trying conditions of business life, and to fortify her system against the effects of overwork. This applies also to the woman in the home who, perhaps, has more worries and anxieties than usual. So let all girls and women take heed and renew their blood promptly at the first approach of pallor, lack of appetite, headache or backache. This can be best and most effectively accomplished by taking Dr. Williams' Pink Pills which make new, rich blood and thus help womanhood so perfectly. No woman need fear failure of health if they take these pills occasionally to keep them well, or give them a fair trial if they find themselves run down. You can get Dr. Williams' Pink Pills through any medicine dealer or by mail at 50 cents a box or six boxes for \$2.50 from The Dr. Williams' Medicine Co., Brockville, Ont.

Of Course, it makes good Pastry

In fact, "Beaver" Flour is a special pastry flour. It contains the choicest Ontario fall wheat (the finest pastry wheat in the world) blended with western spring wheat to increase the strength.

BEAVER FLOUR

MILLED OF BLENDED WHEAT

makes the lightest, flakiest Pies and Tarts—the most inviting Cakes, Cookies and Doughnuts—and real homemade Bread, with the delicious, nutlike flavor.

There's no comparison between the tough Pastry and tasteless Bread, made with western wheat flour, and the "good things" made with "Beaver" Flour. Order some.

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

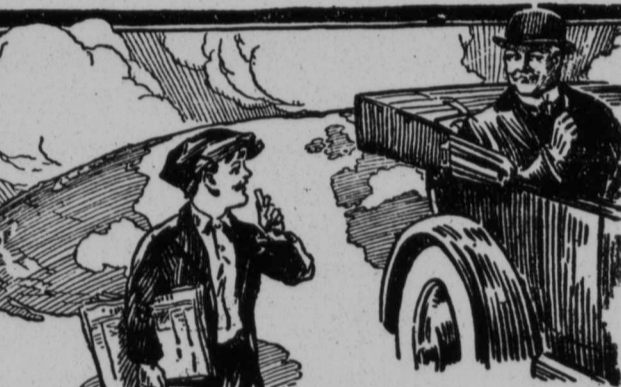
NEPONSET TWIN SHINGLES

DID you ever see a big fire, where burning embers falling on wooden shingles set other houses alight? Neponset Twin Shingles absolutely resist fire, and cost little more to lay than wooden shingles.

Double Width Cuts Cost of Laying and Reduces Cravices and Nail Holes

Made of the finest asphalt and surfaced with crushed slate, Red and Green, they give the beauty of slate at much less cost.

NEPONSET DEALER
NEWCASTLE
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A Little Stick of WRIGLEY'S Makes the Whole World Kin!

This famous chewing gum aids appetite and digestion, quenches thirst, keeps the teeth clean and breath sweet.

Fresh, clean, wholesome and delicious always.

No wonder WRIGLEY'S is used around the world, whenever and wherever people want lasting refreshment.

ON SALE EVERYWHERE

Sealed Tight—Kept Right

After every meal

Made in Canada

The Flavour Lasts

