

Classified Advertisements

PROFESSIONAL

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 Barrister, Solicitor, Notary
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 Morrison Bldg., Newcastle

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 DENTIST
 Over H. S. Miller's Store
 Telephone 73

DR. J. E. PARK, MD. CM.
 Physician and Surgeon
 Office at Residence, formerly the R. R. Call Property
 Office Phone 188

LAND SURVEYOR AND TIMBER CRUISER
R. MELROSE, D. L. S.
 Care Moody & Co., Ltd. Tel. 7

DURING RECENT YEARS
 We were obliged to turn away many prospective students for want of space for expansion.

In our present premises we have space for enlarging and we will be able to accommodate all applicants. No better time for entering than now.

Send for New Catalogue.

S. KERR
 Principal

GET READY

for the many positions that will be open to young men and women as soon as the

Big Business Boom Begins

BY TAKING A COURSE AT

FREDERICTON BUSINESS COLLEGE

Write NOW for particulars to

W. J. OSBORNE, Principal
 FREDERICTON, N. B.

WAVERLY HOTEL

Pleasant St., Newcastle, N. B.

Frank White, Prop.

Meals and Rooms furnished at moderate rates.

Special attention given to Commercial men and Tourists

Livery in connection with Hotel.

Hack meets all trains.

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Notice of Log and Tie Marks

This is to notify all parties that the registered log marks of D. & J. Ritchie & Co. are

Logs—Black R. (butt and top)

Ties—Black R. (at each end)

All parties are hereby warned against having logs or ties with these marks after this date, unless with our permission. Parties are also warned against copy-writing same, or using any mark that would in any way infringe upon this copyright.

D. & J. RITCHIE & CO.

tf Newcastle, N. B.

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.

STOUGHTON MERCANTILE CO., Ltd.
 Phone 45

MAIL CONTRACT

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon, on Friday, the 16th December 1920, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, two times per week on the route North Renous and Pineville, from the 1st of April.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Offices of North Renous and Pineville and at the office of the District Superintendent and at the office of the office of District-Superintendent.

H. W. WOODS, Act. Dist. Supt.
 St. John, Nov. 1, 1921. 45-3

MAIL CONTRACT

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon, on Friday, the 9th December 1921 for the conveyance of His Majesty's Mails, on proposed Contract for four years, Three times per week on the route—Derby Junction and Nelson Reserve, from the 1st April next.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Offices of Derby Junction and Nelson Reserve, and at the office of the District Superintendent.

H. W. WOODS, Act. Dist. Supt.
 Office of District Superintendent
 St. John, Oct. 26, 1921. 44-3

For Sale

50 Bbls. Cattle Turnips at the Miramichi Hospital.

Apply at
MIRAMICHI HOSPITAL

NOTICE

Prof. F. J. Liscombe a prominent teacher from New York has opened a studio for voice culture (the art-singing) and piano, in the O'Brien building, Castle Street, opposite Brunswick Music Store.

HAY, FLOUR and FEED

Quebec Hay, \$35.00 per ton
 Hard Wheat Flour in bags
 (Also Flour in wood)

Western Oats
 Cracked Corn
 Corn Meal
 Shorts and Bran.

We handle stock of A 1 quality and the prices are right.

Dry Cord Wood \$9.00 per Cord. Cut in Stove lengths \$10.50 per cord.

Stove, Furnace and Blacksmith

COAL
 SYDNEY MINES
 enough said

E. E. BENSON
 Phone 162



Charles Sargeant
FIRST CLASS LIVERY
 HORSES FOR SALE AT ALL TIMES
 PUBLIC WHARF, PHONE 61 Newcastle

If you have a used article to sell, advertise it in the classified—for SOMEBODY WANTS IT.

When you want to rent your house a tenant will be quickly obtained by using the classified columns of The Advocate. Everybody reads this paper. That's why it's so popular.

MEIGHEN RAILWAY POLICY BIG THING FOR MARITIMES

St. John Standard: J. P. Sherry a prominent merchant and lumber dealer of Memramcook, was in the city yesterday on business. While here he was a caller at The Standard Office where he described the general business outlook as he regarded it. Speaking of the lumber industry, he said the outlook was not encouraging for a busy season in his section. The uncertainty of the market, the instability of prices do not furnish an incentive for the lumber operator to attempt any extensive operations this winter. The cut in his opinion, will not be half of the normal.

The farming community has had a fairly good season. The hay crop was not up to the average, but potatoes and other produce have proven very satisfactory in yield and quality. It is expected that a satisfactory price will be realized by the farmers for their produce.

Memramcook is not seriously affected by the unemployment situation, he said. With the building of the new round house, and enlarging of the C.N.R. yards at Moncton employment has been provided for many Memramcook laborers, who, had it not been for these doings, would have had a slack season.

Mr. Sherry is one of the many business men who heard Premier Meighen when he spoke at Moncton and was impressed by the Prime Minister's reference to a railway unit for the Maritime Provinces with headquarters at Moncton. He says that thinking men can see in the Premier's railway policy a great boost to the industrial and agricultural interests of the sea provinces. In travelling through Nova Scotia last week he said he found the business, industrial and financial leaders of the same opinion, and all are working for the Government on December 6th, as it means a greater, busier industrial and agricultural life in the Maritimes.

Elect McCurdy and put Northumberland politics on a plane with the days of Adams and Mitchell.

OBITUARY

MARY A. McDONALD
 Mary A. McDonald, an old and respected resident of Sunny Corner, passed away at the home of Frederick Stewart at the advanced age of 77 years. Miss McDonald had been confined to her bed for the last four months, but her end was peaceful. She will be sadly missed not only in the home circle but the community at large for she was a valued neighbor, being a member of the Presbyterian Church. The funeral services were conducted by the Rev. Mr. Girdwood, and was largely attended. The pall-bearers were George Leach, Alfred Leach, Daniel Cain, David Sherrard, Wm. Nowlan and Allan Tozer.

Those sending flowers were as follows:

- Spray—Family
- Boquet—Ella McFarlane
- Boquet—Mrs. Edward Howe
- Boquet—Mrs. Robt. Allison
- Wreath—Angeline McDonald
- Boquet—Mrs. Irvine Matchett
- Boquet—Mrs. John Allison
- Wreath—Ada Leach
- Spray—Mrs. Hiram Matchett
- Boquet—Mrs. Chas. Mullin
- Boquet—Mrs. Anslie Mullin

She left a large circle of friends to mourn.

Northumberland wants many things! If any one can get them McCurdy can. Send him to Ottawa and see what will be doing.

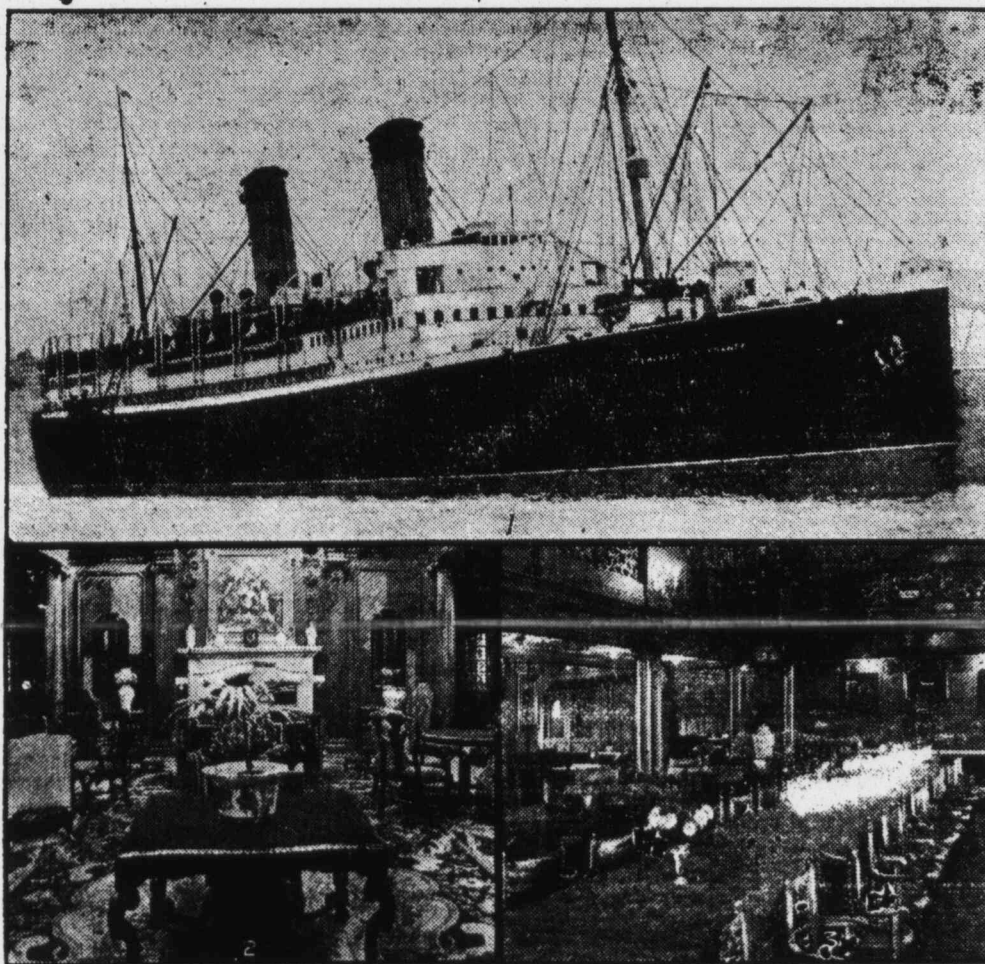
Distinctive - Exclusive

IN the higher grade of tea there should be something more in its appeal than merely quality. There should be that distinctive character which separates it from the mass. King Cole Orange Pekoe has a richness of flavor entirely its own. It is the King Cole judgment of what is delicious in a cup of tea.



"THE EXTRA IN CHOICE TEA"

AN INTERESTING WAR RECORD



(1) C. P. O. S. Empress of France. (2) The First Class Lounge. (3) The First Class Dining Saloon.

The latest addition to the great fleet of C.P.O.S. Steamships which ply between Canada and practically all the important ports of call in the world is the "Empress of France," before the war popularly known as the SS. "Alsatian" and one of the ocean grey hounds between Canada and Liverpool. The vessel has been reconitioned since the war ceased and recently completed her maiden trip to Quebec under her new name. The photographs here reproduced give an adequate description of her interior arrangements and fittings, and will compare favorably with the great Leviathans in this respect. The "Empress of France" has a length of 600 ft.; beam 72 ft.; depth (to D deck) 54 ft. 6 in.; and a tonnage of 13,000 gross. A striking peculiarity is the cruiser's stern, which imparts a warlike appearance to the vessel. Her war record is one to be proud of.

The "Empress of France" as the SS. "Alsatian" was requisitioned for war purposes under Royal Proclamation immediately on her arrival at the port of Liverpool, midnight on the 6th August, 1914. After completion of discharge, the entire removal of all passenger accommodation and other woodwork, she was armed with 8-6 in. guns, commissioned and manned by a naval crew under the command of Captain V. Phillimore, D.S.O., and was attached to the 10th Cruiser Squadron on northern patrol duty, sailing from Liverpool on August 15th, at which port she has been based during the entire period of her commission.

From August to December, 1914, she remained as above stated, but in December she was made Flag Ship of the Squadron to which she was attached, and Vice-Admiral Sir Dudley R. S. De Chair, K.C.B., M.V.O., hoisted his flag, which flew up to March, 1916, when he was succeeded by Admiral Sir Reginald G. Tupper, K.C.B., C.V.O., who was succeeded in November, 1918, by Rear-Admiral C. W. Keighley Peach, under whose flag she terminated her commission as an Armed Cruiser.

The Squadron to which she was attached, and later became Flagship of, consisted of 24 vessels, the majority of which were Armed Mercantile Cruisers. The duties of the Squadron consisted of the stopping of vessels, boarding them and examining their papers, and should on examination they prove to be at all of a suspicious nature, a Naval Officer was placed in charge and they were taken into a United Kingdom port for closer examination. This similarly applied to any members of the passengers or crew, as each and everyone had to give a satisfactory explanation as to their nationality and business. Available records show that in all the Squadron intercepted some 16,000 vessels, but it is impossible to state how many of these proved to be engaged in work hostile to the Allies' interests.

In the early part of 1918, circumstances permitted of the 10th Cruiser Squadron being considerably reduced in numbers, and vessels so engaged being allocated to Convoy Protection Duty, the "Alsatian" figuring amongst the number and being stationed on the North Atlantic route in

such capacity. While so engaged she escorted nine convoys of about 20 vessels each, carrying an estimated number of troops per convoy of 88,000, principally Americans.

While engaged on Convoy Escort duties the "Alsatian" also carried troops and cargo, the number of former per voyage being about 600, and the weight of cargo per voyage between 2,000 and 3,000 tons. She made her last voyage on Government Service in November, 1918, sailing from Liverpool on the 14th, and re-docked at that port on December 11th, 1918, having steamed a total distance on Government Service of 266,741 miles and consumed 170,571 tons of coal.

On January 17th, 1919, she left for Glasgow, having been placed in the hands of her Builders—Messrs. Beardmore & Co.—by the Admiralty, for reconitioning, being redelivered to the C.P.O.S. at the Port of Liverpool on Thursday, September 25th, and sailed for Quebec on Friday, September 26th.

Captain Outram, her captain when war broke out, was given the rank of Commander R.N.R., and acted in that capacity, which was of an advisory nature, under both Vice-Admiral Sir Dudley R. S. De Chair, K.C.B., M.V.O., and Admiral Sir Reginald G. Tupper, K.C.B., C.V.O., and was granted the D.S.O. for services rendered, being succeeded by Captain Cook at the same time as Admiral Tupper was succeeded by Rear-Admiral C. W. Keighley Peach. Captain Cook was appointed Flag Captain, and granted a commission as Captain R.N.R., and now commands the vessel.