

The Union Advocate

A WEEKLY NEWSPAPER
Established 1867

Published every Thursday after noon, at Newcastle, New Brunswick by The Minerva Publishing Co. Limited.

Subscription price: A. Canada and Great Britain \$1.50 a year; in the United States and other foreign countries \$2.00. All subscriptions are payable in advance.

Advertising rates quoted upon request.

JOHN S. SCOTT,
Editor and Manager.

THURSDAY FEBRUARY 8th, 1917

EDITORIAL

A RECORD OF ACHIEVEMENT

The simple question the electors of New Brunswick have to decide on Feb. 24, is whether or not they will approve the program submitted by Hon. J. A. Murray with its definite assurance of sound, progressive development of the province.

It is not necessary to claim, or require, that Premier Murray's proposed policies of administration are perfect. They are perfect or imperfect, according to the understanding, desires and needs of those who examine them. To some people, upon this basis, they are perfect, to others very imperfect, as a matter of course. The essential question is: Which is better for the province of New Brunswick—the Murray government, or some other government? Every voter should ask himself what he may reasonably expect from the Murray government, and what he might reasonably expect from another government in the event of the present government's defeat.

Hon. Mr. Murray faces the electorate with a record of substantial achievement by the government which he represents. Among the first acts passed in the public interest when the Henson government came into power was an audit act to protect the public treasury. Then followed the breaking up of the school book ring and the reduction of school book prices. The Teachers' Pension Act came as a boon to deserving teachers. A Public Utilities Commission has been established to safeguard the public against unfair discrimination or excessive charges by public utilities companies.

A temperance law which assures effective prohibition has been enacted. The stampage returns within the last eight years have been doubled as compared with the years immediately preceding the present government's advent to power, and more than \$2,000,000 more revenue has been collected upon the same comparative basis. Bridges that the former government extended could not be built have been built. The most progressive after-war farm settlement and immigration plan in the Dominion has been formulated, and is being carried out. A thorough reclassification of the crown lands is being made, which will give a plan of development and conservation of the province's agricultural and timber resources can be made. The credit of the province is stronger today than it ever has been. These are conditions and facts for which the present government is responsible.

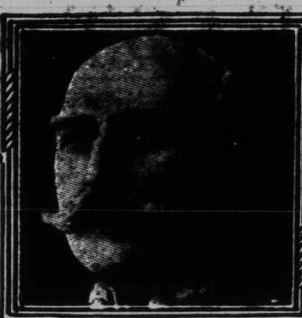
A continuation of such performances as mark the government's record, together with the establishment of technical education, a revision of the mining laws, the completion of the Valley railroad, a revision of the public accountancy act, a splendid road policy, and careful and prudent administration of the public business of the province are the definite benefits assured by the return of the Murray government to power.

As against the government's record and assurances of future good government, every voter should consider the possible results of putting another government into power. What other party or group of men can give any satisfactory assurance of doing anything at all for the good of the province? Leadership and without a platform, without the promise even of anything positive, how can the opposition be expected to give the people of New Brunswick the kind of government they demand? Does any sensible voter want to take the risk in a poke, offered by those who seek to find fault with the Murray government?

Whatever may be their political affiliations, most people will undoubtedly welcome the prospect of an election in Northumberland on straight party lines. More unsatisfactory or discouraging conditions than those which have resulted from the abandonment of party lines in provincial politics in this county could hardly be conceived. The electors generally certainly have enough of the coalition brand of politics, and there is very little difference of opinion over the proposition that whichever party ticket is elected the county will be better off when the straight party fight is over than it could be with independent or coalition representatives in the provincial legislature. With two party tickets in the field there is something definite to vote for and against. The political atmosphere is cleared, and the natural result will be a keener interest in public questions, from which everybody will derive benefit.

BUIE SCHOOL STANDING FOR JAN
Grade V—Martha Richardson, Eddie Russell 1; Dick Jones 2.
Grade IV—Jim Morell 1; Eddie Boyle 2.
Grade III—Ralph Croft, Margaret McKay 1; Blanche McLean 2.
Grade II—Lindsay McLean 1; Muriel McLean, Muriel Russell 2.
Grade I—Iva Mullen 1; LeRoy Vye 2.

WAR RELIEF WORKER



DUKE OF CONNAUGHT.

Since the Duke of Connaught gave up his post as Governor General of Canada there has been a notable increase in the activities of the various lodges of Freemasons engaged in war relief work. The Duke is Grand Master of the Masons in England and his great interest in the war work has stimulated the different lodges to redoubled efforts.

One of the first official acts of the Duke on his return to England was to pay an official call as Grand Master on the Freemasons' War Hospital in Fulham road.

—N. V. H. Special.

Letters to the Editor

(Editor's Note: The columns of The Union Advocate are open at all times, when space is available, to correspondents who may desire to express their opinions thereon on questions of public interest.)

Opinions differing from those held by The Union Advocate will be given space as freely as those with which this paper agrees, and letters from correspondents are published with the distinct understanding that the opinions expressed in such letters are not necessarily those of The Union Advocate.

Letters which, in the judgment of the Editor, are unreasonably offensive to anyone, will not be published. No letter will be published without the signature of its author.

Correspondents are requested to write only on one side of the paper they use, and to write as briefly, as legibly, as intelligibly, as honestly, and as temperately as they can write. —Editor.)

BAYSIDE HELPED

Bayside, N. B. Feb. 6, 1917

The Editor of The Advocate, Newcastle

Dear Sir:—I notice that in the list of contributions to "Belgium Relief Fund" from Hardwicke parish, a mistake has been made namely: Bay du Vin district, teacher Miss C. Brown, is credited with sending \$39.16. This amount was sent from Bay du Vin and Bay Side districts combined, as both districts united in raising this sum.

Kindly publish this correction. Thanking you in advance. Respectfully,
V. WILLISTON.

HARKINS ACADEMY

SCHOOL STANDING

Grade VIII—Hammond Jackson 1; Marjorie Kennedy 2; Joseph Campbell 3.

Grade VII—Clair Scribner 90; Elizabeth Nicholson 83½; Lillian Croft 83.

Grade VI—Hubert Russell 1; Gordon Petrie 2; Reta Brooks 3.

Grade V—Rex Murray 1; Willie Campbell, John Robertson 2; Harold Palmer 3.

Grade IV—(Miss McMaster's dept) Edith Williston 1; Althea Dutcher 2; Jean MacArthur 3.

Grade V—Edna Whitney, Ralph MacMichael 1; Mary McCormack 2; Billie Ronan 3.

Grade III—John Gabriel, Douglas Kennedy 1; Harry Robertson 2; Bertha Copp 3.

Grade II—(Miss Craig's dept)—Gertrude Maltby 1; John Morrissey 2; Edith McWilliam 3.

Grade I—Florence Dutcher 1; Ethelwyn Ferguson 2; Louise Allison Alice Russell, Warren Craig, Audrey Miller 3.

December: (Miss Baldwin's dept) —Grade I—Denny Fitzgerald 1; Percy McCollam 2; Violet Gabriel, Marion Scott 3.

January:—Grade I—Percy McCollam 1; Denny Fitzgerald, Marion Scott 2; Violet Gabriel 3.

December:—Grade II—Elizabeth Stothart 1; Jean Weldon 2; Gwaetheddyne Gwentre Bower 3.

January:—Grade II—Jean Melancon 1; Elizabeth Stothart 2; Dora Palmer 3.

December:—Grade III—Elizabeth Stothart 1; Jean Weldon 2; Gwaetheddyne Gwentre Bower 3.

January:—Grade III—Jean Melancon 1; Elizabeth Stothart 2; Dora Palmer 3.

December:—Grade IV—Elizabeth Stothart 1; Jean Weldon 2; Gwaetheddyne Gwentre Bower 3.

January:—Grade IV—Jean Melancon 1; Elizabeth Stothart 2; Dora Palmer 3.

December:—Grade V—Elizabeth Stothart 1; Jean Weldon 2; Gwaetheddyne Gwentre Bower 3.

January:—Grade V—Jean Melancon 1; Elizabeth Stothart 2; Dora Palmer 3.

December:—Grade VI—Elizabeth Stothart 1; Jean Weldon 2; Gwaetheddyne Gwentre Bower 3.

January:—Grade VI—Jean Melancon 1; Elizabeth Stothart 2; Dora Palmer 3.

December:—Grade VII—Elizabeth Stothart 1; Jean Weldon 2; Gwaetheddyne Gwentre Bower 3.

January:—Grade VII—Jean Melancon 1; Elizabeth Stothart 2; Dora Palmer 3.

December:—Grade VIII—Elizabeth Stothart 1; Jean Weldon 2; Gwaetheddyne Gwentre Bower 3.

January:—Grade VIII—Jean Melancon 1; Elizabeth Stothart 2; Dora Palmer 3.

December:—Grade IX—Elizabeth Stothart 1; Jean Weldon 2; Gwaetheddyne Gwentre Bower 3.

January:—Grade IX—Jean Melancon 1; Elizabeth Stothart 2; Dora Palmer 3.

December:—Grade X—Elizabeth Stothart 1; Jean Weldon 2; Gwaetheddyne Gwentre Bower 3.

January:—Grade X—Jean Melancon 1; Elizabeth Stothart 2; Dora Palmer 3.

Hon. B. Frank Smith's Businesslike Road Policy

Hon. B. Frank Smith, Minister of Public Works in the New Brunswick government has shown by what he has already accomplished in his department, and by his grasp of the problems which must be worked out that he is peculiarly fitted for the work required of him. Realizing that a good roads system is one of the most essential factors in the development of the province he has set about his task with earnestness and enthusiasm.

He has undoubtedly the most progressive and businesslike move that has ever been made towards putting the public highways of the province in a condition to serve the needs of the people.

Hon. Mr. Smith's road policy, as described in his own words is as follows:

DEMAND FOR ADEQUATE IMPROVED HIGHWAYS

"The consideration of this great question which is of so much moment to the people of this province requires the most careful and sober thought. Twenty years ago the automobile was with us a curiosity; today there are upwards of three thousand automobiles using the public highways of this province to an extent utterly undreamed of and with the resultant creation of problems which necessitate a revolutionary change in every phase of road construction and management. The radius of travel has been greatly increased from that of the horse-drawn vehicle as to make farmers' homes which were considered remote from the cities in the old days, now almost in the class of suburban homes. The automobile at first a city luxury, afterwards a city necessity, then a country luxury and now a country necessity, has brought about an insistent demand from both city and country for adequate improved highways. The automobile has done more than create a demand; it has provided to some extent a source of revenue for road purposes which has now become quite considerable. The total motor vehicle registration and license fees during 1916 was a little in excess of \$38,000, and this formed less than one-fifth of what was expended upon the public highways during last season, and yet the demand is going out from our people coming from every direction through the province, saying that we want greater expenditure, made in a more efficient maintenance of the highways throughout the country. With the revenues which the government have at its command at the present time it has been difficult indeed to use a larger amount than has been expended upon the public highways, having in view the other public services of the country which must receive attention. Therefore, it will be seen that in dealing with this great question we find ourselves on the one hand, with the public anxious for greater expenditure, and on the other hand a revenue not expanding sufficiently to meet those needs which are so apparent. Hence, after giving this matter the most careful consideration, from a businesslike standpoint, the government has decided to submit for the consideration and approval of the public through-out this province the following plan, and the following method, to raise funds which may be applied as hereinafter referred to:

SERIAL BOND ISSUE TO RAISE \$500,000

The automobile fees, which, it is estimated, during the year 1917 will amount to \$50,000 it is proposed to place in a separate fund for the purpose of providing for a bond issue that will be made, and which will be retired, both principal and interest, by the fees from automobiles. It has been decided that the most attractive form will be a serial bond issue, upon which both the interest and the principal will be retired within fifteen years. The amount that can be raised from such bond issue, based upon the actual revenues from automobile fees as they exist this year, will be slightly in excess of \$500,000. The following table gives the exact method and shows the amount of principal and interest which will be payable yearly:

Yrs.	Amount of Deferred Bonds	Amount of Interest	Sur Car
1	\$24,000	\$26,000	
2	25,000	24,800	\$200
3	26,500	23,550	150
4	27,500	22,300	425
5	29,500	20,850	75
6	30,500	19,375	100
7	32,000	17,850	250
8	34,000	16,250	
9	35,000	14,550	450
10	37,500	12,800	150
11	39,000	10,950	225
12	41,000	8,975	250
13	43,000	6,925	325
14	45,500	4,775	50
15	46,000	2,500	
	\$520,000	\$232,350	

It will thus be seen that we are not handing down to posterity any burdens for the advantages which we are enjoying in the present age. It is safe to assume that this fund will increase from year to year much more rapidly with an improved condition of highways. This fund will be used for the purchase of improved machinery and for the building of gravel roads, for ditching and draining, and the installation of concrete and arch culverts throughout the province. The estimates of the department, which have been very carefully considered, make provision that \$100,000 will be expended next year throughout the province by the putting down of these concrete culverts alone, and the whole plan has been devised with a view to:

- (1) Judicious expenditure
- (2) Stable construction
- (3) Efficient maintenance

JUDICIOUS EXPENDITURE BY COMPETENT OFFICIALS

"It is a well defined principle that in order to obtain the best results from expenditures made some responsible head must have charge who will direct all movements in connection with the same. To meet this need it has been decided that an inspector of highways shall be appointed in each municipality throughout the province, whose duties shall be to give general supervision and inspection of all road construction and maintenance in that county. This official will be selected by, and will be responsible to, the Minister of Public Works and upon his shoulders will rest to a very large extent the responsibility of successfully carrying out the work which will mean much towards economy and the general improvement of the highways over which he has jurisdiction. The duties of these officials will be made with a view to their competency to take charge of a work of this importance, and from no other standpoint. We have throughout our province today many excellent men who are acting in the capacity of road supervisors that will be well qualified to take charge of this work made from among them, to undertake this important branch of service. The work that is done in every county, not only by the construction gangs, which it is intended to create, but the supervisor, also, who have in the past, and will have next season, charge of the local labor, will all be under his direction and supervision. Complaints that may be coming from any section of the county can promptly be referred to the inspector, and it will be his duty to see that the necessary information is sent to the Department of Public Works. This step will insure, without doubt, the most judicious handling of the expenditures which are to be made."

STABLE CONSTRUCTION WITHOUT EXTRAVAGANCE

"It is obvious that in the handling of the large sums of money as herein proposed, every precaution must be taken that it be not squandered. The department must see to it that all charges are charged with the greatest care, and that the expenditure are not only honest, but are as well as of sound practical judgment. It is essentially a business in which the leadership should be that of practical common sense. The controlling authority should be placed in the hands of men of a spirit of fairness in a distribution of road benefits. There are over eight thousand miles of highway in New Brunswick, and even with the proposed bond issue we cannot afford to carry on a type of construction excessive in cost. In the States of Maine, New Hampshire, Vermont and many other states, of the Union, a road policy has been in force for some few years which classifies the roads, and heavy taxes are levied upon the people to keep up the different highways in those states. In addition to the very serious question of justice has been given by the federal authorities in financing the project of building permanent highways. We in New Brunswick are depending wholly at the present time upon our provincial revenues to take care of the important work. Therefore, we cannot expect to enter upon the same class of road construction as is being done in many of the states to the south of us, where they are expending from \$5,000 to \$10,000 per mile. The best that we can expect in New Brunswick for some years to come, is to build roads that will be built to a uniform width and properly graded and drained."

MODERN EQUIPMENT TO BE USED IN ROAD WORK

"Too much stress cannot be laid upon the last mentioned phase of road construction, as the drainage of our roads is the first step towards permanency. In addition to this arrangements are being made so that gravel can be transported along the highways of the province at the lowest possible cost. Modern road trucks will be purchased and will be in operation to solve the problem of moving gravel along our highways; concrete culverts and arch culverts will be given special attention, and these will be laid down that they will not only be permanent, but remove entirely the possibility of the old dangerous wooden culvert that has given so much annoyance in the past. In order to perform this feature of the work and to construct a permanent base as far as it is reasonable to expect, it is our intention to organize a construction gang that will operate in every county in the province. These construction gangs will be headed by competent foremen who will have charge of them and direct their movements, who will do the work well versed in practical road building. They will be furnished with modern road machinery propelled by motor power; heavy plows, road graders, and other implements necessary for the accomplishment of effective road work no matter what conditions they may come in contact with."

PATROL SYSTEM TO BE ESTABLISHED IN NEW BRUNSWICK

"Our ambition is not only that the work that we shall do each year shall prove effective and give general satisfaction, but that we must protect the expenditures which we have made before and overcome as far as it is possible to do the tremendous rushing down the hillsides and carrying off the gravel which has been hauled upon the roadway the previous year and only leaving the condition as bad, if not worse, than that which formerly existed. To meet this need, we have decided to establish a patrol system, which will extend throughout the province and will result in the careful maintenance of our roads. Our patrolmen will be furnished with motor power that will enable them to transport gravel in order that they may make temporary repairs if necessary, also, split drag for the dragging of the road in their section. The highway will be divided into divisions; these men will each have a section of the highway under their control and under the inspector of highways perform a very valuable service. Their section will be numbered so that a complaint can be made from any part of the province to the Department of Public Works, and in this way will be dealt with promptly and effectively. The expense of this service will be borne out of our ordinary revenues."

OTHER FEATURES WILL FORM PART OF POLICY

"There are many other features which time will permit that I shall dwell upon in detail which will enter into and form part of our policy of road improvement. The administration is fully aware that the road question in the province is a very serious one. It proposes to move carefully in this matter but trusts that the general features of the policy of the Government which I have outlined in this article will meet to a very large extent the needs which exist."

CONCLUSION

In conclusion I desire to say that it is my wish that the Automobile Associations, Farmers' Conventions and Tourist Association and other bodies of this kind throughout the province will co-operate with me and my department in this great work, and I shall be very glad from time to time to receive suggestions from these bodies and from others interested in the great question of good roads for New Brunswick."

REMNANT SALE

Thousands of Odd Short Lengths of all kinds of Materials—Prints, Ginghams, Flannels, Dress Goods, Silks, Velvets, Satens, Ducks, Curtainings, Towellings, Linings, Etc., Etc.

EVERY REMNANT IS A BIG GENUINE BARGAIN. These ends we must clear at once, and the prices they are marked will make them go with a rush.

Call Here This Week for Remnants.

J.D. Breaghnan & Co. LIMITED

There's a Big Sale of Boys' Overcoats Now On.

In addition to this, a proportion of the mileage of highway throughout the province that is in bad condition. It is this percentage of mileage which makes the whole system at present unsatisfactory, and which it is proposed these construction gangs will grapple with. Our organization will be so arranged that these gangs will commence operation on the roads early in the month of May and we will seek to remedy the evils that exist as speedily as we can.

Road construction under the system that has been in vogue in the past has been delayed too late in the season. Serious complaints have arisen, and naturally so because the washouts that have occurred in the spring of the year have been allowed to remain untouched until the regular supervisor has come on to that portion of the work to perform his annual labor. This complaint will be entirely overcome by the proposed system and it is the intention not only that these construction gangs will commence their work early but that also the local labor and the work of the supervisor will be completed at an earlier date than has been done in the past. Therefore, it is proposed that this feature of our road policy will result in not only overcoming the minor evils, but as well in the widening of the roads to a uniform width as far as it is practicable; the proper drainage and widening of the roadway; the installation of concrete culverts to replace the old wooden ones and the graving or our highways generally together with rock filling, and surfacing where it is found that the ordinary earth will not make a sufficient road bed to endure."

EFFICIENT MAINTENANCE

FEATURE OF THE NEW POLICY

"To build and not build well is wasteful. To build and not maintain is criminal. We are all aware that the past years the road policy which has been in force has resulted in men performing their statutory labor and other work at a certain season of the year—usually far too late. The high ways were then left to suffer the weather conditions which they might be subjected to for the balance of the season without much attention having been paid to them. There is no feature of our road improvement policy which will appeal to the people with greater force than this, phase which we are now dealing with."

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Sheriffs Sale.

There will be sold at Public Auction at the Court House in Newcastle in the County of Northumberland, in the Province of New Brunswick, on Thursday the Twelfth day of April next, at the hour of Twelve O'clock Noon, all the estate, right, title, share and interest, both at law and in equity of James A. Rundle, of, in, and to the following lot or piece of land, viz:

ALL that piece or parcel of land and premises situate lying and being in the said Town of Newcastle in the County of Northumberland aforesaid, and abutting and bounded as follows: viz:—Beginning on the westerly side line of Chaplin Island Road at its intersection with the northerly side line of a road or lane leading westerly therefrom along the northerly side of the Intercolonial Railway Station lands, thence northerly along the westerly side line of Chaplin Island Road aforesaid to its intersection with the southerly side line of another road or lane also leading westerly from the said Chaplin Island Road, thence westerly along the said last mentioned line to the north easterly corner of lands owned by Mary T. Davidson and conveyed to them by the said James A. Rundle by indenture bearing date the ninth day of November, A. D. 1910, thence southerly along the easterly side line of the said Davidson land to the northerly side line of the said last mentioned lane or road, and thence easterly along the same to the westerly side of Chaplin Island Road being the place of beginning, and which piece of land above described comprises and includes all the land and premises owned by the said James A. Rundle by indenture bearing date the thirty-first day of May, A. D. 1910, and also the lands conveyed to him by Kirk W. Hobart and Henrietta Hobart by Indenture bearing date the thirty-first day of September, A. D. 1907, saving and excepting that said part of the said last mentioned or Hobart land which was conveyed as aforesaid by the said James A. Rundle to the said Mary T. Davidson and Allan A. Davidson Trustees by the said Deed bearing date the ninth day of November, A. D. 1910, together with all and singular the buildings and improvements thereon and every of them, and the privileges, hereditaments and appurtenances to the same belonging or in any wise appertaining, the same having been seized by me and to be sold under and by virtue of an execution issued out of the Supreme Court at the suit of John T. Rundle against the said James A. Rundle.

DATED at Nelson in the said County of Northumberland the seventh day of February, A. D. 1917.

JOHN O'BRIEN,
High Sheriff Northumberland County.

7-16

Assessment Notice

PARISH OF NEWCASTLE

The Assessors of Rates for the Parish of Newcastle having received the Warrant of Assessment for 1917, hereby call upon all persons liable for Taxes within the said Parish, to hand in to them, within Thirty days from this date a Statement of their Real Estate, Personal Property and Income as required by law.

The amounts called for by the warrants for the several funds are as follows:

Patriotic Fund	\$61.17
Contingent Fund	1416.00
County Home	220.00
County School Fund	697.78
Pauper Lunatics	154.88
Scott Act	58.40

C. E. FISH,
WILLIAM LINTIS,
ALLEN McLEAN,
Newcastle, N. B., Feb. 6, 1917 7-10

10 Per Cent. Off ALL SUITS and OVERCOATS FOR THE BALANCE OF JANUARY RUSSELL & MORRISON