

HON. MR. VENIOT GIVES OUTLINE OF PERMANENT ROAD POLICY

Wants Fifteen Years and \$24,500,000 to Put the Roads of Province in Good Condition—Says He Started Green, But Will Do Better if People Put Their Hands in Their Pockets—Thanks to Federal Government He Hopes to Improve Road Between St. John and St. Stephen.

Though chains were not used, and it was a stormy night, there was no shivering at the Union Club last night when upwards of two hundred and fifty members of the automobile fraternity gathered at a banquet given by the New Brunswick Automobile Association in honor of the Hon. Peter J. Veniot, provincial minister of public works.

Red and white, the colors of the association, were used as a basis of the room and table decorations, a streamer of scarlet beseeching the table covers, with American Beauty roses, carnations and ferns adding a beautiful floral finish. The tables were decorated with club insignia, while new and used outer casings, spare tires, auto headlights and other essentials to the motoring craft were prominently displayed.

When an excellent menu had given ample consideration, T. F. Regan, president of the association, arose to introduce the guest of the evening. He made passing mention to the fact that the function was a "dry" dinner and said while the obsequies of John Barrymore were being said the usual custom could be reversed and unlike mere mortal demerol run could be credited with having many public enemies and quite a number of private friends.

Good roads were absolutely essential to the well-being of the province, he declared, and while some are good enough under light traffic they could not stand under the wear of constant heavy loads. Road conditions are changing rapidly, the motor truck is an absolute necessity. The great improvement in public roads and bridges, he said, was due to the guest of the evening, who is doing much to lift New Brunswick out of the mud. He considered the steps of the Minister of Public Works, towards better roads, to be justifiable and was sure that the efforts he made were appreciated by the people, especially by the farming element, whose properties were being enhanced in value where the roads were being put in better shape. Considering the large mileage of the province, the limited revenue at hand, he thought the Minister had done a great deal of good work, and stated that the banquet was a token of appreciation from the association.

The Honorable Mr. Veniot said that it was indeed an honor to be toasted by a non-political association such as the N. B. A. A. while the members of both political parties. He deeply appreciated the honor conferred upon him and was sure that it would be an incentive towards greater efforts in the future. He agreed with President Regan that good highways are considerably to the value of property along which they run, such as increase in value running all the way from \$7 to \$18 an acre.

At present there are 17,000 miles of main trunk roads in New Brunswick, which he hoped would be put in permanent shape within the next ten or fifteen years. To the hosts of the evening he wished to offer thanks for the hearty co-operation given by both officials and members of the association for the past three years, while he has been in office, and he also wished to thank the Good Roads Committee for their encouragement and help. While the banquet was a pleasure to him, it was also something of an embarrassment, for he knew the members had a deep interest in the development of the provincial highways and would like a statement from him regarding the future policy of the government.

In 1917 he had started with the fixed idea of helping the trunk roads

ing to the speed limit. The stretch of highway from the Nine-Mile house to Highway was the best bit of road in North America, but in speeding, the section of the three cause as much wear from a light Ford as from a three-ton truck. If speeding along this road is not stopped, he will have a mounted policeman stationed there—mounted on a motor-cycle—and offenders will be promptly dealt with.

Lumbermen, also, moving their portable mills, usually take the worst time of the year to do this work, and he had been informed by members of his staff that a stretch of road which cost \$1,500 to repair last September, had been made impassable a short time ago by the extra heavy traffic following a light frost.

In the Province there are 34,000 miles of trunk and secondary roads, which would cost \$18,000,000 to place in permanently good shape; there are 14,000 miles of branch and by-roads and these would cost \$24,500,000 to place in right condition; besides this, there would be \$600,000 to put the back roads in ordinary condition, a expenditure which the Province could not possibly stand.

"We cannot do better than we are doing," he said. "If we attempted it we would be ruined financially."

Let People Pay.

The solution he favored was for the people to put their hands in their pockets and pay out a proper tax for road maintenance. He had been asked to pay \$15,000 a mile on a road between Newcastle and Chatham, and when he objected, a millionaire there asked what he was getting for his country road tax. Learning out what this man really paid for his road tax, the Minister found that the sum was only 50 cents a year, and another man who asked about his tax was paying only 80 cents. In the provinces he had visited, the road taxes had amounted to only \$100 a year.

Neglected St. Stephen Road.

Delving into statistics, the speaker said that there were in the Province at present 5,651 motor cars and 410 trucks. Of these there were 1,343 cars and 100 trucks in the city and county of St. John. During the past year there had passed into the Province 922 of these cars came over the much abused St. Stephen-St. John road. He did not know if any had been forced to go back by bad or not.

He did not do more work on the St. Stephen-St. John road because he could not, and he promised the gathering that if they would wait he would give them a road there which would be a pride of the Province. The plans have been made, he said, and on Sunday he goes to Ottawa, where he expects that the arrangements will be approved. Fenders will be called upon for work on the road and the work started as soon as possible.

Regarding the St. John road, and the fact that it was not a highway, he said he received very unfair and unjust treatment. He had been told that it was the right road to build. When building a permanent bridge a detour route of some 20 miles had to be made if a temporary passage had been made it would have cost \$5,000 or \$6,000. He had been told that he had travelled the 91 miles between St. Stephen and St. John in four minutes, and if he did not see where there was much room to complain.

He also spoke on the matter of dimming lights when meeting other cars as an observance of the law and a safety precaution; mentioned the matter of putting signs on the road and stated that his department would take over the expense in this province, and he promised nothing definite in the matter of the rule of the road, as both Nova Scotia, Prince Edward Island and sections of the Province had already taken action from the present left hand system, in concluding he thanked the New Brunswick Automobile Association for the hospitality extended and hoped that the honor was not tendered him with the hope of getting promises for the future which he could not fulfill.

Percy Thomson.

Percy W. Thomson, chairman of the Good Roads Committee, thanked the Minister for the work he had done in the past, and said he would accept his explanation regarding the "dry" dinner, though he had been given assurance from 13 municipalities, two Boards of Trade, and 34 members of the Provincial Legislature that support would be given to the movement. Tourists, he thought, would make this idea more popular.

He suggested that patrol men be placed along the impaired roads, furnishing their own equipment except a road drag, as he considered this the only means at hand to keep the roads smooth. Even making an average road at \$100 a mile each year would be worth while.

Mr. Veniot: "There are 1,200 miles under patrol now. In Maine last year, and he thought there was a great deal of business being lost to the Province through the condition of the roads connecting the countries."

Automobile owners, he said, would be willing to pay 25 cents per hundred pounds extra, if the money were put back into road improvements. The money should be spent where the tax was collected. The people wanted better roads, and were willing to pay for them.

R. Downing Patterson.

R. Downing Patterson, chairman of the Publicity Committee, said that it was at the instigation of the N. B. A. A. that the Good Roads Committee had its inception. The antipathy throughout the Province against the auto had passed, and he thought the Association would be of assistance to the Minister in helping along his good roads programme. He thought more meetings of the present kind would be productive of good. The N. B. A. A. was not a sectarian or a political organization and has done much towards having the roads properly signed and mapped and publishing mileage and in publishing direct information. He urged that an effort be made to get tourist traffic back to normal and that adequate hotel accommodation should be provided for that traffic.

A. G. Buchan, executive chairman of the American Automobile Association, Washington, delivered an inter-

TACTICS EMPLOYED BY THE INSPECTORS

Strange Story Comes from Chatham—Claimed Two Bathurst Men Were Badly Beaten—Clergyman Scores Inspectors.

A strange story of the tactics employed by Rev. Mr. Wilson's liquor inspectors comes from Chatham. According to the Commercial of that town two men from Bathurst had come to Chatham to take the examinations for salariness inspectors. They were badly beaten up by three liquor inspectors. Both the Bathurst men were sober, but had it appears, some liquor in their possession. The following is taken from the Chatham paper:

The Commercial, learning that Rev. Mr. Wilson's liquor inspectors had been at the station when the row occurred, asked for his views as to the brutal method employed by the inspectors to enforce Prohibition, and with pleasure that we give below the reply from the reverend gentleman who has always manifested a deep interest in the welfare of the community.

Clergyman Scores Lurking Inspectors

The Rectory, Newcastle, N. B., Nov. 21, 1919. To the Editor of The Commercial:

Dear Sir:—Your letter of yesterday's date to hand in which you state that having heard I was a witness of the scene which took place at Chatham station on Wednesday night last, you would be glad to hear what my views are concerning such methods of enforcing Prohibition.

In reply, I cannot do better than quote the exact words of another gentleman present, presumably a commercial traveller, viz:

"If that is the way these fellows (prohibition inspectors) earn their living, I am thankful I earn mine as a clerk."

It was brutal and literally bloody, and all present expressed their abhorrence of the scene. I say unhesitatingly and unqualifiedly, partly because it is the solemn truth and partly also because Barry, even in his drunken and battered state, recognized me by my name as a clergyman and appealed to me, that the disturbance and breaking of the peace outside the Chatham station on Wednesday evening, just before the departure of the 11.45 train was not due to Barry, Gatone, and a third man who was not arrested, but to the lurking, blind-dog, seize upon-their methods of the three agents of the Prohibition law of New Brunswick.

I may further state that I have brought the case before the president of the Newcastle G. W. V. A. to see if something could not be done to remit the heavy fine in the case of the returned wounded soldier Barry (I believe he is now in the hospital) and his chances of qualifying as a Fishery Inspector, for which I was told he was qualified. Chatham that same morning to appear before a Board, are not prejudiced by the events of Wednesday evening.

W. J. BATE.

The Commercial adds: "As this paper has often remarked, the Prohibition law should be enforced. The fact that there is no necessity to beat respectable citizens into insensibility in enforcing it. In discussing this disgraceful occurrence, which should be thoroughly investigated by the Prohibition authorities, the Chatham World pertinently enquired:—

"Does the Rev. W. D. Wilson, who appoints and dismisses inspectors at will, authorize them to use their clubs in this way? If not, what has he got to say for himself and his appointees?"

During the evening musical numbers were provided by a select orchestra, and DeWitt Cairns, vocalist.

To Fortify The System Against Colds, Grip and Influenza Take

"Laxative Bromo Quinine Tablets"

Be sure you get the Genuine Look for this signature

E. W. Groves on the box. 30c

EACH CENTURY ENDS WITH BLAZE OF WARFARE

Since and Including the Eleventh Century Each Cycle of Hundred Years Has Been Completed With War.

It is at least a curious fact, however little real significance it may have, that regularly, since and including the close of the eleventh century, each cycle of a hundred years has been completed with a blaze of war. In nearly every instance they were conflicts of importance and had the roar of the cannon.

At the close of the tenth century there was comparative peace among the European peoples, or as near peace as ever existed in those troublous times. There were some minor struggles, to be sure, but they were rather in the way of organized brigandage than real warfare. A throne or two made up the booty for which the highwaymen contended and the lanes were massed in England in 1102, but otherwise the sunset of the old era and the dawn of the new were unaccompanied by storm. What vigorous warfare was carried on did not affect Europe because it resulted from the first invasion of India by Mahmud of Ghazni in 1000.

But with the close of the eleventh century not only did the crusade begin, but Robert Duke of Normandy, made war on his brother, Henry I. and invaded England, and so the last half decade of the eleventh century was signified by strife and bloodshed on the one hand by Jerusalem and on the other by London.

In 1165 a series of general wars began with the successful of the Moors over Alfonso the Noble King of Castile, and the opening of that great strife which was to shake Europe, the struggle for supremacy between the Guelphs and Ghibellines. Pope Innocent III. summoned Europe to a crusade, and that added to the general uproar. A fourth crusade was inaugurated in 1201 and Philip Augustus wrested one French province after another from King John of England.

The war dance of the end of the thirteenth century began with an invasion of England by Philip the Fair and John Balliol, and the Scots under Wallace supplemented this with a series of fighting on their own account. The French invaded Flanders at the same time, 1257, and Albert of Austria son of Rudolph of Hapsburg, took up arms for the detronement of the German Emperor, Adolphus of Nassau.

The Genoese did a little naval fighting with the Venetians and Bonifacio VIII had a successful bout with the Colonna of Rome. In 1393 there was a riotous fight against the French and the last year Edward I. completed his conquest of the Scotch. So the fourteenth century began noisily enough.

To jump forward to the end of that century, we find the Turks and Hungarians fighting, and Ladislaus fighting for Naples with Louis II. of Anjou. Owen Glendower led a revolt of the Welsh, and the Percys defeated the Scots. Tamerlane defeated Bajazet and all these troubles happened in the last four years of the 14th century and the first two of the 15th.

The 16th began quite as hopefully, Charles VIII. conquered Naples, and Ferdinand II. recovered it. Purkin Warbeck signalled the death of the old era in England by backing his pretensions to the throne with arms. The French conquered Milan and Maximilian of Germany made war on the Swiss. Louis XII. conquered Naples, and so all Europe, practically, was in trouble.

The next century was near its beginning when Howard and Essex captured Chalis Maurice of Nassau, also took a ray at the Sepulchre, and Elizabeth sent Essex to Ireland to put down the insurrection under the Earl of Tyrone.

Sigismund Vasa was driven out of Sweden and the French invaded Savoy. Maurice of Nassau, defeated Albert of Austria, and so again we find Europe warring from Ireland to Sweden and south of Austria.

At the close of the seventeenth century there was a particularly warm time. Villeroi fought William III. in the Netherlands. Savoy finished off a war with France. Peter the Great took Azov from the Turks and the French captured Barcelona.

The forces of Leopold I. under Prince Eugene of Savoy, annihilated the Turkish army at Zenta; the Swedes revolted in Russia, and in 1700 Russia, Poland and Denmark entered into a league against Sweden. Philip V. entered Madrid and the great war of Spanish succession, which involved nearly all Europe, began in 1701.

The close of the eighteenth century brought the French conquest of Holland, insurrections in Paris, the French invasion of Germany, a successful campaign by the Austrians, the earlier victories of Bonaparte with the famous "Army of Italy" and the campaigns of 1796 against Austria and Germany and a declaration of war against England by Spain.

During the last three years of that century, England trembled under the shock of the earlier Napoleonic wars, and there was a great rebellion in Ireland. The English stormed Seringapatam and in 1801 came the war between Tripoli and the United States.

The precedents of history hint at war. We have had it; the question, however, is, is peace an established fact? It certainly does not look so.

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Colds Cause Headaches and Pains

Feverish Headaches and Pains caused from a cold are soon relieved by taking LAXATIVE BROMO QUININE Tablets. There is only one "Bromo Quinine." E. W. GROVES' signature on the box. 30c.

A. B. Copp, M. P., for Westmorland, and E. Rene Richard, of Saskatchewan, were passengers on last night's Maritime.

BIG MEN FOR A BIG MOVEMENT

A Glittering Galaxy of All-Stars Are Coming to St. John Next Week for the New Brunswick Convention of the Great Inter-Church Forward Movement.

They offer to those who attend an intellectual probably never approached at any previous gathering.

Here are the records of the men:

BISHOP JAMES RICHARD LUCAS, Anglican, was born in Brighton, England, nearly fifty years ago and early in life was sent to the Canadian Northwest by the Church Mission Society. He made his headquarters for a long time at Fort Simpson and some years ago was appointed Bishop of the Yukon. He has made an intensive study of the habits, customs and language of the Indians of the Northwest and has compiled a complete dictionary of the Slave tongue. The Montreal Witness has said of him: "He has accomplished a great work."

ABRAHAM LINCOLN MCCORMICK, L. D. Baptist is a gold medalist from Toronto University and also graduate from York University. He was Principal of Woodstock College, Ontario, for some years and has been Chancellor of McMaster University since 1911. He was president of the Baptist Union of North America in 1911 and is well and favorably known on the lecture platform. The Toronto News said of him: "A competent professor, combining fine qualities of scholarship and excellent ability."

REV. J. W. GRAHAM, D. D., is one of the prominent Methodist Ministers. After taking the degree of B. A. at Toronto University he spent some years at the Ontario Law School, but changing his mind in regard to the Legal Profession he entered the Ministry of the Methodist Church and was ordained in 1896. He occupied prominent pulpits in Toronto and in 1901 was Pastor of Great Saint James Church, Montreal. For a number of years he has occupied the position of Educational Secretary of the Methodist Church. The Westminster speaks of him as "a man of the highest class." Of him the Canadian Courier says: "A marvel in Methodism. Is doing a big work, which no man could do well and be either a bigot or a conventionalist."

OMAR L. KILBORN, M. D., Methodist Missionary in West China, is a graduate of Queens University, in arts and medicine, taking a gold medal in Chemistry. He lectured in Queens and later took a special course in Europe. Going to China he was one of the eighteen missionaries who had such a miraculous escape from death at the hands of a fanatic mob in Shen-tow in the year 1905. This party escaped only through the intervention of a friendly magistrate who secreted them in his house and spirited them down the river by boat at dead of night. Dr. Kilborn wrote "Heal the Sick."

REV. R. M. MILLMAN Anglican missionary from Japan, took an honor arts course in Toronto University, graduating from Wycliffe College in 1905. He has been in Japan since 1909 and has a most interesting story to tell of the growth of Christian sentiment there. Rev. Mr. Millman has the reputation of being one of the best fencers in Canada. He won the Varsity championship in 1899 and the Ontario title in 1906.

REV. ROBERT LAIRD, D. D., occupies a prominent place in the Presbyterian Church in Canada. He was formerly Professor of Practical Theology in Queens University and contributed very largely to the success of the Queen's Endowment Campaign some ten years ago. He has occupied the position of Chairman of the finance board of the Presbyterian Church in Canada, has wonderful organizing ability and is a highly gifted platform speaker. He is the director of the Forward Movement campaign in Canada for the Presbyterian Church.

These Are the Men—Hear Them Tell of the Movement.
Centenary Church—Monday and Tuesday, Dec. 1 and 2.



Ol' Winter is just waiting to get a shot at you. If you are short of an overcoat don't wait long. Here are the long ones waiting for you. Double breasted storm coats in cloth, or leather. You'll warm up to 'em all right and they'll warm up to you.

\$25 to \$50. Some at \$20.

Gilmour's, 68 King St.

BORN.

PARLEE—At P. M. Hospital, Windsor, N. B., on Nov. 17, 1919, to Mr. and Mrs. Henry K. Parlee, Ottawa, Ont., a daughter.

MARRIED.

BRITTAIN-HODGSON—At Woodstock, N. B., on November 26th, 1919, by the Rev. L. E. Ackland, Reta Hodgson of Woodstock to Robert Lee Brittain of West St. John, N. B.

DIED.

ROBINSON—Suddenly in Boston, Mass., on November 24, Mrs. Katie E. Robinson, wife of the late Samuel H. Robinson, of Lakeside, Queens Co., leaving two sons, five brothers and five sisters. Funeral Thursday morning at 6.45 o'clock. Interment at Cambridge, Queens Co. Service Wednesday evening at 8 o'clock at home of her brother, W. Howes, 8 Brindley street.

Grove's O-Pen-Trate Salve Opens the Pores and Penetrates the Skin. It Stimulating, Soothing and Healing. Sore throat, sore chest, colds, Head Colds, Colds in the Back, Spasmodic Croup, and any congestion, inflammation, or pains caused from Colds. 35c per box. If your Druggist hasn't any, send 35c in postage stamps to Paris Medicine Company, 183 Spadina Ave., Toronto, and a free package will be mailed to you promptly.

WANTED

WANTED—Second class female clerk for District No. 7. Apply, salary to R. S. Hawkshaw, Secretary Summer Hill, Queens Co., N. B.

WANTED—A first or second class female clerk for District No. 4. Apply, salary to R. S. Hawkshaw, Secretary Summer Hill, Queens Co., N. B.

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SCHOOL CHILDREN OF NEW BRUNSWICK

A TENTION!

The following prizes will be offered for the best essay on "THRIFT—its benefits to Canada and its people."

| | | |
|-----------|----------------------|------|
| 1st Prize | 4 War Savings Stamps | \$20 |
| 2nd Prize | 3 War Savings Stamps | 15 |
| 3rd Prize | 2 War Savings Stamps | 10 |
| 4th Prize | 1 War Savings Stamp | 5 |
| 5th Prize | 1 War Savings Stamp | 5 |
| 6th Prize | 1 War Savings Stamp | 5 |

CONDITIONS OF CONTEST

1. Competitor must be a member of a school War Savings Society and have saved at least four Thrift stamps by December 1st, 1919.

2. Compositions must be sent to the National War Savings Committee, 147 Prince Wm. St., St. John, N. B., at the end of the school term, and prizes will be awarded early in January.

3. Have your teacher O.K. your compositions to the effect that you have complied with the rules of this contest.

NATIONAL WAR SAVINGS COMMITTEE

New Brunswick Division
147 Prince William Street, Saint John.

Grove's O-Pen-Trate Salve Opens the Pores and Penetrates

A Remedy for Chest Colds, Head Colds, Sore Throat, Stiff Neck, Earache, Spasmodic Croup and kindred ailments. Apply freely to the skin just over the affected parts and rub it in.

GROVE'S O-PEN-TRATE SALVE is also an Excellent Germicide for the Nose and Throat.

It should be applied to the nostrils so that you will be continually inhaling the vapors while in the presence of patients who are sick with contagious diseases, or when you are entering crowded cars or other public places during an epidemic of Grip or Influenza. Any Grip or Influenza germs breathed through the nose are destroyed by this germicide salve before the germs can reach the throat.

FOR THE SICK

Place One Level Teaspoonful of GROVE'S O-PEN-TRATE SALVE in a hot saucer in the sick room. The Antiseptic Vapor rising from the heated salve makes breathing easy for the patient. It induces sleep and is a great comfort to anyone suffering with Spasmodic Croup, Asthma, Bronchitis, Sore Throat, Coughs, Colds, Whooping Cough, Diphtheria or Pneumonia. The Healing Effect of the Vapor relieves the patient and is very comforting. Price 35c per box. If your Druggist hasn't any, send 35c in postage stamps to Paris Medicine Company, 183 Spadina Ave., Toronto, and a full-size box will be mailed to you promptly.

WATERFRONT DIFFICULTY

Conference at City Hall yesterday Made No Change in Situation — C.P.A. Making Any Change Present.