

# Classified Advertisements

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**Fire, Life, Accident and Automobile Insurance**  
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 Lime, Cement, Fire-Clay, Land Plaster, Hard Wall Plaster, Fertilizer, Slag, Sewer Pipe, Hay, Straw and Coal.  
 Orders taken at store and promptly delivered.  
**STOTHART MERCANTILE CO., Ltd.**  
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**Insist on Getting BURLEY'S Bread from Your Grocer**  
 Take no Substitute

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**Hard Wheat Flour in bags** (Also Flour in wood)  
**Western Oats**  
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 We handle stock of A 1 quality and the prices are right.

Stove, Furnace and Blacksmith  
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**E. E. BENSON**  
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**FERTILIZER**  
 One that has proved its worth. "Sydney Basic Slag" on hand now.

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**S. S. "MAX AITKEN"**  
**Time Table 1921**  
 Until Further Notice

The Time Table of the Str. "Max Aitken" will be as follows.  
**STANDARD TIME**

Leave Newcastle for Red Bank every Monday morning at 5.45 a.m.  
 Leave Red Bank for Newcastle daily except Sunday at 8.00 a. m. Calling at all intermediate points.  
 Leave Newcastle for Chatham at 10.00 a. m.  
 Leave Chatham for Newcastle at 11.15 a. m.  
 Leave Newcastle for Chatham at 1.00 p. m.  
 Leave Chatham for Newcastle at 3.00 p. m.  
 Leave Newcastle for Red Bank at 4.00 p.m.  
 Calling at all intermediate points between Red Bank and Chatham including Nordin Bushville and Douglastown.

Information regarding Freight, Passenger and Excursion Rates will be furnished by the Captain.

**Newcastle Steamboat Co., Ltd.**  
 Newcastle, N. B.  
 April 15th, 1921



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 Are you nervous? run-down? ...no life in you. You may be on the verge of a nervous break-down, due to over-work and severe mental strain.  
 A bottle of **HAWKER'S NERVE & STOMACH TONIC** will build up your physical strength, enrich and purify the blood, remove all nervousness, tone up the digestion, and make you eat and sleep well.  
 Get a Bottle  
 At all Druggists' and General Stores  
**THE CANADIAN DRUG CO. LIMITED**  
 ST. JOHN, N.B.

## MANY HONOR THE REV. JAMES CRISP

Salisbury, May 21—The funeral of Rev. James Crisp at the Methodist church here on Monday was one of the most impressive memorial services ever held in this village. Rev. Mr. Crisp passed away very suddenly at his home in Alma Saturday morning on Sunday evening at the parsonage the Alma Christian Brotherhood, which some time ago had been organized by Rev. Mr. Crisp, held a very interesting service. On Monday morning the body was conveyed to Salisbury by rail from Alma and placed in the Salisbury Methodist church, where years ago Mr. Crisp was the beloved pastor. At 1 o'clock the memorial service was held, many relatives and friends being present to pay a tribute of love and respect to his memory. Among the large assemblage were twelve of his brother ministers. Rev. W. H. Barraclough of the Central Methodist church, Moncton, conducted the service and on the platform with him were Rev. Hammond Johnston, Rev. Henry Penna, Rev. Thomas Allen, Rev. William Harrison, Rev. George Sellars (Moncton), Rev. Charles K. Hudson (Salisbury), Rev. Neil MacLauchlan (St. John), Rev. William Kirby (Dorchester), and Rev. Stanley Young (Sunny Brae). Among the mourners were Rev. Robert Crisp of St. John, a brother, whose fiftieth year on the Methodist ministry was recently commemorated in St. John, and Rev. Spencer Crisp, a son of Stanley.

All of the ministers on the platform took part in the solemn service. Rev. Neil MacLauchlan of St. John being the principal speaker. All spoke with deep feeling and paid a high tribute to the life and work during the last fifty years of their dead brother. The music, under the direction of the church choir, was fitting to the solemn occasion. John Taylor sang as a solo "Under His Wings." Beautiful floral tributes covered the casket.  
 All of the surviving members of the family were present; they were the widow and the two sons and three daughters by Rev. Mr. Crisp's first marriage—Rev. Spencer Crisp of Stanley; Frederick Crisp of Hampton Miss Mary Crisp of Coverdale; Mrs. W. D. Geldart and Mrs. M. Geldart of Coverdale; A. W. Reeder of Salisbury, a half brother, and Mrs. Gullford Trites of Salisbury, a half-sister of the late Mr. Crisp. They and their families were among the mourners. Among near relatives from outside points who were present were Rev. Robert Crisp (brother) and Mrs. Crisp and their daughter, Mrs. A. Estey of St. John; Mrs. F. G. Williams (niece) and Mr. Williams of Moncton; Mrs. H. Waterbury (niece) of Petticoatic. Several prominent Methodist laymen from other places were present.  
 The body, accompanied by the late Mr. Crisp's two sons and his half-brother, Arthur Reeder, was taken by rail to Keswick, where, today burial was made, the body being laid at rest beside the grave of his first wife who passed away more than thirty years ago.

## PREMIER MEIGHEN AT FREDERICTON

Fredericton, May 24—An audience estimated at about three thousand people heard the Right Hon. Arthur Meighen, Premier of Canada, deliver a great address in defence of the policy of the Government, in the Arctic Rink Monday night. In the afternoon in the Opera House he spoke to a large number of ladies. The two speeches were the same although in the evening he enlarged upon the main points of his address.  
 Mr. Meighen was in fighting form. His address was argumentative from the beginning and intended to answer the attacks of the Farmer party. He denied that the Government was the friend of the "big interests" citing in support of his position the enormous income taxes it had imposed upon the wealthy; he claimed that free trade would result in the ruin of Canadian industries and would leave Canada at the mercy of the great industries of the United States; he recalled the experience of the Dominion in the wheat and potato deals with the Americans; Canada has less unemployment than any other nation in the world while her defence bills were the smallest known; and he admitted there was a large number of lawyers in the Commons, but he thought that men who were trained in the law were well qualified to have a part in their making.  
 He was accompanied by Mrs. Meighen, who was presented with a magnificent bunch of roses in the Council Chamber at the civic reception, and

## IMPLICIT FAITH IN ABILITY OF C. P. R. TO MEET DEMANDS

Head of Railway Expects U. S. Readjustment of Wages and Rates to React On Canada.

At the annual meeting of the C.P.R. Mr. E. W. Beatty, President of the Company, made the following interesting statement regarding the affairs of the Company:  
 "The operations of the Company during the year, the Annual Report for which is now submitted for your approval, have been conducted under conditions which were so exceptional as to costs, as to make it unique in the Company's history, as well as in the transportation annals of Canada. The shareholders are aware of the general conditions which so strongly influenced the results for the year in question but I doubt if a full appreciation of them is possible save with a very intimate knowledge of the details, the aggregate of which is so vividly reflected upon the Company's revenues. The cost of labor, materials and fuel reached their peak during the year and extraordinary added costs, such as high exchange and taxes, added their quota to the expenses.  
 "The back pay which accrued before the increased freight and passenger rates became effective amounted to a little less than seven million dollars and the additional amount required to pay exchange on coal and other purchases, to four million dollars. The total, including provision for income taxes, involved additional costs of approximately thirteen million, five hundred thousand dollars which were charged to the expenses of the year. All these extraordinary and abnormal expenses the Company was able to absorb and pay its fixed charges and usual dividends. This result was only possible because of the excellent character of the Company's facilities provided by you in previous years at large capital expense and the possession by it of equipment used with the greatest possible efficiency, which enabled the heavy fall movement of traffic to be effected with a despatch which has rarely, I think, been equaled. I cannot speak too highly of the loyal and effective work done by the officers and men of the Company, without whose efforts such favorable results could not have been secured.  
 "While the condition of the Company's property has never been permitted to deteriorate, due to the provision made for its upkeep to a high standard in pre-war years, there were expenditures which had to be incurred in 1920 which, except for the shortage of labor and materials during the War, would either not have been included in the expenses for that year in their entirety or would not have had to be incurred at all. The Company's equipment was put to a great strain from 1914 to the end of 1919, and both freight and passenger business—including train and coal movements—was so extensive that the usual shopping programme had to be reduced because every unit was required in actual service. When these movements ceased, repairs to equipment and renewals, of course, became extensive and, while I should have preferred that the work could have been postponed until price conditions were more favorable, it was necessary, unless the Company were to suffer in prestige, that the work should be done on with as soon as possible.  
 "About the middle of December a pronounced contraction in business took place, resulting in diminished traffic in all descriptions. This depression still continues, but by rigid economies the net results for the first three months of this year are somewhat in excess of those of the corresponding period of last year notwithstanding the greatly increased costs of labor prevailing in 1921.  
 "As you are aware, the parity of conditions which has existed in United States and Canada resulted in the forced adoption in Canada of what is known as the "McAdoo Award" and amendments and of the award of the United States Labor Board made in August, 1920. Increases in wages may have been justified at that time by the abnormal increase in the cost of living, but they were accompanied by alterations in working conditions of such a character as to impose heavy and unnecessary burdens on the transportation agencies of North America. The combined effect of them has been to greatly increase the cost of the operations of all companies. The conditions which rendered them necessary being rapidly ameliorated, it is apparent that readjustments will be essential. The effort to secure reductions in wages and alterations in working conditions has already been commenced in the United States and is proceeding in a sane, orderly and legal manner. What is accomplished there will undoubtedly reflect on the rates of pay and working conditions in Canada. These increases in wage scales, while not the only element which entered into the



E. W. Beatty, President of the C.P.R.

increase in freight and passenger rates, were still a very outstanding and potent factor and when the readjustment of wages takes place it is only right that the rate situation should be again re-considered with a view to revision downward. The rates are high but I am not one of those who believe that the existing scale of wages and consequent high freights is responsible for the present business depression; the causes of that go much deeper than the mere standard of wages paid to any given class and are world wide. While reduction in wages does carry with it a reduced purchasing power in the individual, such reduced purchasing power is not represented by the difference in the scales of wages because of the general decrease in prices of the commodities to be purchased. Nevertheless, a reduction in both wages and freight rates would have a pronounced and beneficial effect on the general sentiment in the country through the encouragement it would give and the confidence that normal conditions had been more nearly reached.  
 "The general trade depression has, of course, reflected itself in the results during the present year's operations of the Company's steamers and the passenger business is well maintained and the prospects of immigration on a large scale are very promising. The construction of the new steamers for the Atlantic and Pacific, to which reference is made in the Annual Report, has been very seriously delayed by the "Joiners' Strike" in Great Britain, which is still apparently far from settlement and which will defer the delivery of these steamers until at least the end of the present year. These ships are of a class that would render great service during the Summer and Autumn of this year and the fact that they will not be available is to be regretted. As both the direct and indirect benefits of a continuance of an adequate service are very great it may be desirable to purchase other ships, if these can be obtained at moderate prices.  
 "As indicated in the Annual Report, your finances are in excellent shape. While the balance in the Bank is not, of course, as large as it was at the end of the last fiscal year, the amount is nevertheless a very substantial one, and there is still unissued or undisposed of over Sixty-seven Million Dollars of Consolidated Debenture Stock the issuance of which has been heretofore authorized or that you will be asked to sanction at this meeting. Even in the trying times during and immediately succeeding the War the progression of the Company has been steady and sure and the Assets Statement shows an increase since 1914 of an amount in excess of One Hundred and Seventy Million Dollars.  
 "Your Directors have recently accepted a proposal for the acquisition by London, England, interests of a substantial amount of Four Per Cent. Consolidated Debenture Stock at a price which was very favorable.

This is the first application for the acquisition of Debenture Stock from England since the outbreak of hostilities in 1914, and, in the opinion of your Directors, is an incident of the utmost significance as indicating the resumption of interest in your principal Capital security in Great Britain. It may conceivably be the first step towards the re-establishment of a market in England for the ranking securities of the Company which cannot but have an important influence on its future financing.  
 "As explained in the Annual Report, you will be asked at the special general meeting to be held immediately after this meeting to approve the issuance of Bonds, Debentures or other securities collateral to Consolidated Debenture Stock which the Company is or may hereafter be empowered to issue and to the same amount, such securities to be payable in such currency and at such times and places and bearing such interest as your Directors may think proper.  
 "While it is not easy to designate in advance the exact purposes for which money may be from time to time required, it is thought by your Directors that your approval should be asked to the creation and issue of such securities as will enable them as conditions warrant to provide money for extensions and new steamers and also restore the cash reserves of the Company, substantial amounts of which have, during the last few years, been expended on Capital Account.  
 "The Company's enterprise is now so extensive that in providing for normal and proper expansion, large sums of money are absorbed. You will, I feel sure, recognize the desirability of having your financial arrangements in such shape that your Directors can, without avoidable delay, secure funds for your purposes at intervals as circumstances may justify or require and to that end will invest them with the proposed powers.  
 "While the period of rigid economy and retrenchment has not yet passed, your Directors do not look forward to an indefinite continuance of the present commercial depression. Certain basic elements in cost have yet to be reduced but the stimulus of restored confidence and commercial activity is not, I think, in the distant future. When it is reached and traffic approaching normal is resumed, the full effect will be felt on the Company's operation. Over-expansion and consequent financial embarrassment have caused in many localities a pessimism which is not warranted by the fundamental soundness of Canadian conditions and its almost unlimited natural wealth.  
 "I have the most implicit faith in the ability of the Company to satisfy all the public demands which may be made upon it and to meet with credit to itself and advantage to your interests the steadily advancing commercial and transportation requirements of Canada."

with a great basket of flowers at the close of the afternoon meeting. At all places Mr. and Mrs. Meighen greeted all who came to the front of the hall; the Premier, in particular, met many old friends in this way, for he had visited the city before.

**ECZEMA**  
 You are not cured by ointmenting when you use Dr. Chase's Ointment for Eczema and Skin Irritations. It relieves at once and gradually cures the skin. Sample box, Dr. Chase's Ointment free if you mention this paper and send 2c. stamp for postage. Box a box; all dealers or Edmondson, Bates & Co., Limited, Toronto.

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 INTERNATIONAL LINE  
 Resumption of Freight and Passenger Service between St. John and Boston COMMENCING MAY 25  
 S. S. GOVERNOR DINGLEY will leave St. John every Wednesday at 8 a. m. and every Saturday at 6 p. m. (Atlantic Time).  
 Wednesday trips are via Eastport and Lubec, due Boston 11 a. m. Thursday Saturday trips are to Boston direct, due Sundays at 2 p. m.  
**FARE \$10.80 STATEROOMS \$3.00 UP**  
 Direct connection at Boston with Metropolitan Line Steamers for New York via the Cape Cod Canal. For rates and additional information apply to  
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