

DESPERATE HUN ASSAULT REPELLED IN FRANCE; HUNDREDS SHOT IN PETROGRAD WHICH IS CALMER; CANADIAN ELECTIONS PROBABLY IN SEPTEMBER

COMPULSORY SERVICE BILL NOT LIKELY TO BE ENFORCED UNTIL AFTER ELECTION

Latter Will Probably Be Held During Last Ten Days of September—Much Depends on Action of Unionist Liberals and Western Convention

SOME LEGISLATION NECESSARY BEFORE AN APPEAL TO PEOPLE CAN BE MADE

Will Be Necessary to Take in New Cabinet Members and Also to Complete Arrangements for the Soldiers in France and England Voting

Ottawa, July 19.—With parliament performing the last rites over the conscription bill the question is how soon will the act be endorsed. The answer is necessarily linked up with the fate of proposals for union government. One of the principal terms of Sir Robert Borden's offer of coalition to Sir Wilfrid Laurier was that conscription should not be enforced until the proposed union government had appealed to the country. While not speaking with official sanction or authority, it is understood that this condition remains one of the basic terms of the union offer still held out to pro-conscriptionist Liberals.

GERMANS ADVANCING IN WAVES ARE REPULSED BY THE FRENCH

Teutons After Violent Bombardment Fruitlessly Attack Gen. Petain's Army Northeast of Craonne as Far East as Hurtebise.

Paris, July 19.—The official communication issued by the war office tonight reads: "The artillery was particularly active today between the Somme and the Aisne. South of St. Quentin a fresh enemy attack, delivered about 1.30 o'clock, against the hill of Bouleaux-Neuvevent failed completely. "After a bombardment of extreme violence, lasting the entire day, the Germans attacked our positions from northeast of Craonne as far as east of Hurtebise, sending forward the 21st Infantry division, which engaged at several points in thick waves. The attack was a complete failure on both wings; only in the centre were the Germans able to reach some elements of our first line trenches, where counter-attacks arrested them after they had suffered additional heavy losses. "There was a prolonged enemy bombardment on one side south of Craonne and on the other as far as the region of Cerny, where the German infantry, caught under the fire of our artillery, was not able to debouch. The artillery was active on the left bank of the Meuse. During the days of July 18 and 19, 1,150 shells were thrown into Rheims."

REV. J. EASTBURN BROWN DIES AT COAL BRANCH

Moncton, July 19.—Rev. J. Eastburn Brown, for many years rector of St. Paul's Reformed Episcopal church in Moncton, died today at Coal Branch where he had been living since his retirement from the ministry eight years ago. Rev. Mr. Brown was eighty-four years of age and first came to Moncton forty-two years ago, serving long as pastor probably than any minister who ever held pastorate in this city. He came here from Philadelphia in 1875. During his active ministry he was a prominent figure in religious and temperance circles, being known to very many clergymen throughout the province.

LADY DENISON AND THE MARQUIS OF CARISBROOKE WED

London, July 19.—The Marquis of Carisbrooke, who was Prince Albert's uncle of Eastbourne, and King George's daughter, was married in the chapel of St. James' palace today to Lady Irene Denison, daughter of the Earl of Leinster. The King, Queen and other members of the royal family attended the wedding. The Marquis is a son of Princess Beatrice.

THEOLOGICAL STUDENTS TO BE CALLED

Ottawa, July 19.—When routine work was disposed of in the common today G. W. Kyle, liberal, Richmond, N. S., said he had received a telegram saying that on the south shore of Cape Breton there was no coal available, although plenty of fish, and the situation was very bad. Sir George Foster replied that since it had been practically impossible to get private charters to bring over salt, arrangements had been made by the government with the admiralty for vessels coming across to bring salt, which would be put on transports and delivered where needed. Instructions had been given with the intention that importing agents were to get in touch with the local consignment at London so that the necessary arrangements could be made.

PIPER CAMERON UNDER CHARGE OF BIGAMY

Boston, July 19.—Mrs. May C. Cameron of Bridgewater, Conn., who claims to be the real wife of "Piper" Jimmie Cameron of the Kitties, who married Beatrice Carvell of Mattapan a short time ago with a big military wedding, which was attended by Lieut.-Col. Percy A. Guthrie and his officers, called at Superintendent of Police Crowl's office today and lodged a complaint against her alleged husband. She was then taken to the district attorney's office by Captain Good and remained in that office while the records of the woman's marriage to Cameron were looked up.

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BASEBALL

At Detroit—Detroit 3, New York 0. At Chicago—Chicago 3, Boston 2. At St. Louis—St. Louis 4, Washington 1. At Cleveland—Cleveland-Philadelphia, 1-0. At Boston—Boston 6, Philadelphia 1. At New York—New York-Chicago, 1-0. At Philadelphia—Philadelphia-Cincinnati, 1-0. At Brooklyn—Brooklyn-Louis, 1-0. At Montreal—Montreal 11, Baltimore 2. At Buffalo—Buffalo 3, Buffalo 1. At Toronto—Toronto 1, Providence 1. At Rochester—Rochester 5, Rochester 4. Second game, Rochester 1, Newark 4.

THE FORCE OF FIGHTING NOT ON CANADIAN TROOPS

Major General Maurice Refutes Another Crafty German Assertion—English Troops Do Greatest Part of Fighting as They Form Largest Part of Army

London, July 19.—Summarizing the military operations of the past week, Major-General P. H. Maurice, chief director of military operations at the war office said today to the Associated Press: "The British front has been noteworthy only for the fact that it has seen the heaviest air fighting in the history of the war, with the losses on the German side, and the results generally favorable to the British. On land there was only minor fighting without material change. "On the French front, the Germans are carrying on their policy of using picked troops for local operations aimed at exhausting and harassing the French. The result has been all, and the policy is a confession that the Germans are incapable of attempting any really great effort. "As a matter of fact, the greatest part of the fighting since the war began has naturally fallen on the English troops, they are the largest part of the army, and have borne the brunt of the fighting. "The casualty lists show that the English formations have fought just as gallantly and bravely and have lost as heavily as any regiment in the Empire."

LAURIER WANTS CHANGE

This would include a very large body of young men in my province whom I believe ought to be exempted," said Sir Wilfrid Laurier. "These young men certainly are not part of the conscription act, but they are entitled to exemption under that act. "Sir Robert read the British act which exempted those in holy orders and ministers of recognized religious denominations. "Then Mr. Lemieux moved an amendment calling for the adoption of the American form. His amendment, however, did not exempt the clergy, but only those who were taking their courses before the passing of the act. "Sir Robert in replying to Mr. Lemieux said that the work of his bill was well founded. "Sir Wilfrid supported Mr. Lemieux's amendment. In the United States military students were exempted and they should be in Canada. "Religious Orders. "Sir Robert related by pointing out that there were exceptions in the Canadian act which were not in the United States act. "Anglican and Roman View. "O. Turgeon, of Gloucester, appealed to the prime minister to leave it as it stood when the House met, and not to cause any new disappointment to the people of the country. "The house went into committee again on the military service bill which was once more taken in charge by Hon. Arthur Meighen. "Hon. Mr. Meighen replied that business affairs before going into the service. "Hon. Mr. Lemieux again brought up the matter of extra premiums charged by insurance companies for men going to the front. "Sir Robert said that he would bring this matter to the attention of the Minister of Finance at the earliest possible moment. He however did not think it was a matter to be brought up in this bill. "Then trouble started. It was suggested by Sir Robert Borden who rose to move that the 'divinity student' be struck from the list of exemptions, leaving the clause as it was in the first draft. He stated that he did so for three reasons: "It had been presented that the 'divinity student' included a great many men who would be exempted by the term 'clergy.' It had also been represented that the class covered did not desire

FIVE HUNDRED KILLED OR WOUNDED IN PETROGRAD IN PERIOD OF TWO DAYS

Government Using Firm Hand in Dealing with Outlaws and Pro-Germans and Situation Has Greatly Improved

MINISTER OF JUSTICE IN PROVISIONAL GOVERNMENT RESIGNS PORTFOLIO

Nichol Lenine, Paid German Agent, Fugitive—Kronstadt Sailors Return to Fortress and City Quieter

Petrograd, July 19.—Another member of the Russian provisional government resigned today, M. Perevozoff, who held the portfolio of minister of justice. It is estimated that the number of killed or wounded in the two days of disorder in the capital will total about 500. The government is taking a firm hand in dealing with those who have been responsible for the rioting, and wholesale arrests of ministers and subordinates is continuing. Nichol Lenine, now revealed as a paid German agent, is a fugitive. The city is rapidly approaching normal—it was quiet tonight with no shooting reported. The Kronstadt sailors who were in the rioting here, escaped unharmful by leaving the city. "There has been no shooting on the streets for thirty-six hours. In the height of the rioting there were several cases where one faction fired on another group of sympathizers simply because they could not distinguish friend or foe. "Looked Alike. "The armored automobile manned by government troops and those commanded by the Bolsheviks Social Democrats were hard to tell apart. Ernest Pool, an American, caught in a clash on the Nevski Prospekt, Monday, escaped unharmful by lying flat on the sidewalk. Cossacks and other mounted troops patrolled the streets all day yesterday, and all thoroughfares were guarded by infantry. "As an additional precaution, the Trotki Bridge which leads most directly to the factory district, and the

THOUSANDS GET RAISE IN WAGES

Moncton, July 19.—Negotiations between the C. G. R. mechanics and the management for increased pay have been brought to a satisfactory conclusion. The men asked for an increase of seven and eight cents an hour and the management offered the generous increase of six cents all round. "This offer has been accepted. This probably constitutes the largest increase of pay ever given employees of the C. G. R. system. "The employees affected are those in the general shops and engine houses and the increase applies all over the division. The men asked for twelve hundred men in the Moncton shops are affected by the increase. "The city tomorrow morning. There will be a military funeral with interment at Mount Royal cemetery. A firing squad will be furnished from No. 2 reinforcing Co. 5th Royal Highlanders, and the militia headquarters also will be officially represented. "The deceased was a private in the 1st Battalion, The Buffs, and was killed at Ypres, and came to Canada on the advice that the climate would be beneficial for his lungs. "Mrs. William Clarke. "Newcastle, July 19.—The death of Mrs. Wm. Clarke occurred in 2111 1/2th street, Newcastle, on Monday. She leaves her husband and following children: William, George, Blanche and Myrtle. The bereaved husband has the following brothers and sisters in this country: Thomas A. Clarke, Newcastle; George, Upper Nelson; Abram E. Woodstock, and Mrs. R. Maxwell of St. Stephen.

WAR AMONG BAKERS IN MONTREAL CITY

Special to The Standard. "Montreal, July 19.—A bakers' war seems to be on in Montreal, begun through a peculiar coincidence on Wednesday, the day on which the board of grain supervisors of Canada held its sitting here. One baker capitulated the eleven cent per bushel loss, with but little good grace the others had to follow suit. Today the same baker again threw out another cent. But his competitors today refused to follow his lead, claiming they could not do it as it would mean a dead loss, and claim that the ten-cent loss is an impossibility. Meantime they stand pat, but the rate man's trade is thriving mercly.

CANADA'S SOLDIERS PRAISED

Special to The Standard. "New York, July 19.—High praise for Canada's soldiers by Major Gen. Franklin Bell, U.S.A., was heard today by the Canadian Highlanders on a visit to Governor's Island, which was part of their program during British recruiting week here. Major Gen. Bell in a patriotic speech, referred to the bonds of unity existing between this country and Canada. "The Highlanders, commanded by Lt. Col. Guthrie, were received by U. S. troops and escorted to the parade ground where they were reviewed. Later marching through Wall and Broad streets, the heart of the financial district, the Highlanders received a tremendous ovation.

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ADVANCE POSTS NEAR MONCHY ABANDONED ONE WEEK AGO

General Haig's Men Make Successful Raids North and East of Ypres and Capture Some Prisoners.

GERMANS MAKE STRONG ATTACK ON FRENCH LINE SOUTH OF ST. QUENTIN

Enemy Gains Footing on French First Line, But Was Expelled from Greater Part of These Positions.

London, July 19.—As a result of the recent fighting east of Monchy in France, the advanced posts from which our troops were expelled to fall back by the enemy's attack on July 11, have now been re-established, says today's official statement.

"Hostile raid parties were repulsed last night west of Cherley, before reaching our trenches. We made successful raids north and east of Ypres and secured prisoners. A few other prisoners were captured by us in an unsuccessful hostile attack upon one of our advanced posts east of Oostvaerne.

"There was considerable artillery activity on both sides in the night."

The statement follows:
"Our artillery and the enemy's were active over the whole front.

"There was especially violent firing between the Somme and the Aisne, in the region of Valenciennes and Craonne and on the left bank of the Meuse. South of St. Quentin the Germans, after a violent bombardment, delivered an attack at about nine o'clock last evening on a front of 300 metres, east of Gauchy, against the hillock of the Mill of All Winda. The enemy succeeded in gaining a footing in our first trench line, but was driven out of the greater part of the occupied positions by a counter-attack.

"More Attacks Repulsed.

"After a very intense bombardment last night the Germans made a counter-attack on our new positions at Avocourt wood but were checked by our fire before they were able to reach our lines.

"Attacks on our trenches at Panthou, southeast of Sapineul, and in the region of Douvament were repulsed completely. One of our detachments in an operation east of Badonviller succeeded in inflicting serious losses on the enemy and in taking prisoners."

SEVERE REVERSE FROM FRENCH

Latter Attack and Recapture All the Positions Northwest of Verdun—Cost Germans Much Hard Fighting and Heavy Losses.

French Front in France, July 19.—(By the Associated Press)—The German Crown Prince's army suffered its rudest shock when the French yesterday attacked and recaptured all the positions northwest of Verdun. These cost the Germans much hard fighting when they took them from the French.

The affair of yesterday cost the Germans not only the loss of their former conquest and about 500 prisoners, but the French cut into their line and repeated German counter-attacks failed to recover any part thereof and resulted even in more losses.

able to gather many prisoners and dashed even farther forward than they intended and occupied ground on a three hundred yard front of what had been French positions before the German attack in June.

The French now hold all the observatories overlooking the slopes of La Mort Homme and Mill 304. The whole engagement lasted only thirty minutes. The first German reaction occurred unsuccessfully twelve hours later.

Probate Court.

In the matter of the estate of Terence McMurray the will was proved in common form and letters testamentary granted to Anne McMurray, the surviving executrix. William H. Ryan is executor.

In the matter of the estate of Isabella McLennan, the last will was proved in common form, and letters testamentary granted to John Willet, the executor named. Heber S. Keith is executor.

In the matter of the estate of Joseph Albert Parker, late of Simonds, letters of administration have been granted to William A. Johnston. Horace A. Porter is executor.

In the matter of the estate of Cyril Carney, upon the application of the next of kin, letters of administration have been granted to Edward P. Raymond. Thomas P. Regan is executor.

No Meeting.

The committee meeting of the common council was not held yesterday morning as only the mayor and Commissioner Wigmore were on hand at 11:30, the hour for opening.

St. Quentin Attack.

Paris, July 19.—The Germans made an attack last night on a front of 800 metres south of St. Quentin. The war office announces that the enemy gained a footing in the French first line, but was expelled from the greater part of these positions by a counter-attack. A German attempt to regain ground captured by the French near Avocourt wood, on the Verdun front, was defeated.

After a very intense bombardment last night the Germans made a counter-attack on our new positions at Avocourt wood but were checked by our fire before they were able to reach our lines.

It was well noted that the French surprised the enemy by appearing in their trenches while the bombardment was proceeding. The French battalions were greatly animated. In a few seconds they had surrounded the objects separating the armies and disappeared down on the other side. Before the Germans could recover the French were within the third line German trenches. The enemy's disorder was so great that the French were

POST CANNON IN WINTER PALACE SQ.

Government Forces Bivouacking at That Point to Meet Expected Crisis

GENERAL ASSEMBLY MEETS IN MOSCOW

Radical Socialist Leader Lenin Believed to Be in Pay of Germany

Petrograd, July 19.—The general staff buildings and Winter Palace Square are headquarters for the government forces which are bivouacking there and have posted cannon. The general feeling is that the decisive stage between the forces in order and disorder is rapidly approaching.

M. Tseretelli, minister of posts and telegraphs, and member of the council of workmen's and soldiers' delegates, said yesterday that the general assembly of workmen and soldiers and peasants would be held in Moscow in order to prevent the interference from an irresponsible section of the Petrograd garrison.

More Shots Fired.

Owing to Reports of an Intended Attack on the Tauride Palace for the Purpose of Arresting M. Skobeleff, Minister of Labor, M. Tseretelli, Minister of Posts and Telegraphs, and M. Tcherepanoff, Minister of Agriculture, the Military Authorities Sent Two Light Gun Batteries, which met on route a machine gun party. Shots were exchanged and some horses were killed.

Lenin in Germany's Pay.

DYSENTERY IS DANGEROUS

BORN

DIED

DR. G. R. PARKIN IS VISITING IN FREDERICTON

After Vacation of Month in Shediac He Will Leave on Long Trip of United States

Fredericton, July 19.—Dr. George R. Parkin and his wife, of London, arrived here today. Dr. Parkin is one of New Brunswick's most distinguished sons and one of the prominent alumni of the provincial university.

In 1888 he became principal of U.P. per Canada College, and four years later was appointed a Rhodes scholarship commissioner. Interviewed today Dr. Parkin said that since his arrival in the Eastern States and Canada in connection with the reorganization of the Rhodes scholarship system. Experience of the past several years has shown the committee members where changes can be made to advantage and has given an opportunity for such reorganization as the number of scholars has been greatly reduced. German scholars have gone into the army, and American scholars now will do likewise. Dr. Parkin is now on his way to Shediac, where he will spend a month's vacation. After that he will leave on a long tour which will include the Pacific coast and the Southern States.

DYSENTERY IS DANGEROUS

Dysentery is one of the worst forms of bowel complaint. It comes on so suddenly, the pains in the bowels become intense, the discharges occur with great rapidity, and are very often accompanied by blood, and the action on the system so weakening that its termination often proves fatal.

When the bowels get loosened up in this way, and you wish to check the unnatural discharge without bringing on constipation, there is only one remedy to use, and that is Dr. Fowler's Extract of Wild Strawberry.

This remedy is not an experiment as it has been used in thousands of Canadian homes during the past 75 years.

Mrs. Albert Fearon, Bryant's Corner, N. B., writes: "I have used Dr. Fowler's Extract of Wild Strawberry for the past ten years, and I would not be without it in the house."

"Last fall my little boy, three years old, took very bad with dysentery. After taking 5 or 6 doses of 'Dr. Fowler's' he began to improve, and before he had used all the bottle he was entirely cured. I sincerely recommend it to all."

BORN

DIED



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Wilcox's July Clearing Sale Is The Place For Bargains

We hardly have time to tell you just how many bargains we have. The best way to find that out is to come and see.

Last Friday and Saturday were banner days since in business, and we hope you will all try and make those two days this week better than last. We still have a house full of bargains.

HERE ARE A FEW:

- LADIES' BLACK RUBBER RAINCOATS Worth \$18.00, For \$14.85 Only \$4.96
- LADIES' SUITS Silk Lined, Worth \$14.00, Sale price, \$7.98
- LADIES' SUITS Worth \$22.00 For \$16.00
- LADIES' COATS Worth \$7.50, For \$4.98
- LADIES' COATS Worth \$10.50, For \$6.98
- LADIES' SILK SUITS Only \$15.98
- LADIES' PALM BEACH SUITS, Only \$6.48
- LADIES' SILK DRESSES Worth \$18.00, For \$12.98
- LADIES' ALL-WOOL SERGE SKIRTS, Only \$3.48
- LADIES' SERGE DRESSES, Worth \$8.50, For \$5.98
- LADIES' VOILE SHIRTWAISTS Worth \$1.50 For 98c
- LADIES' SILK SHIRTWAISTS From \$1.15 up
- GIRLS' MIDDIES Worth \$1.00 For 69c
- GIRLS' DRESSES Worth \$1.50 For 89c
- MEN'S SUITS Worth \$24.00 For \$19.85
- MEN'S SUITS Worth \$22.00 For \$18.45
- MEN'S SUITS Worth \$18.00, For \$14.85
- MEN'S SUITS Worth \$14.00, For \$10.35
- MEN'S SUITS In Broken Sizes Worth \$10.00 to \$14.00, For \$7.98
- BOYS' SUITS From \$3.98 to \$12.00 All at Special Cut Prices
- BOYS' DUCK PANTS Only 39c
- BOYS' BLACK RUBBER RAINCOATS, Only \$3.29
- BOYS' SPORT SHIRTS Only 39c and 49c
- BOYS' GOOD STOCKINGS, Only 22c
- MEN'S SILK HOSE, 3 Pairs for \$1.00
- MEN'S CASHMERE HOSE 3 Pairs for \$1.00
- MEN'S COTTON HOSE
- MEN'S HEAVY WOOL SOX Only 22c
- MEN'S CAPS, Worth from 75c to \$1.00 Only 29c
- MEN'S HARD HATS, Worth from \$1.50 to \$2.50 For 89c
- MEN'S STRAW HATS Worth from \$1.00 to \$2.50 For 79c
- MEN'S GOOD WORKING PANTS Only \$1.29

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Where You Can Save from 15 per cent. to 50 per cent. on All You Buy.

FOR FRIDAY BUYERS

Enough of these suits we have been clearing at \$10, and raincoats at half-price to interest a number of men.

The Suits are two-piece and three-piece; regular prices \$12.50 to \$18—your choice for \$10.

The Rain coats were \$10 to \$15—now half-price. Some of the \$15 ones are cape coats that at present day values are well worth \$20—now \$7.50 to clear.

Also a bunch of Sport Coats in fancy striped flannel—they're really good, but a great buy at half-price, \$2 to \$3.25.

Gilmour's, 68 King St.

MAINE LINE WILL MEET N. D. ROAD

Eastern Maine Railroad Will Swing East to Connect With International Border.

Houlton Me. July 19.—It is expected that the work of making a survey for a part of the proposed Eastern Maine Railroad to make a connection with the International Railway of New Brunswick will be completed soon by Engineer Frank S. Holmes, who has been engaged in this proceeding for several weeks.

The International railway desired a connection with the new railroad line from Bangor to Houlton, in short line, and overtures were made for the construction of a branch line, some six miles in length, to connect with the foreign road.

No Branch Line.

Work was carried along on those lines for a time, until it was decided that a branch line would be a matter of heavy expense and much trouble, consequently a way out of the difficulty was sought. Consideration of the situation resulted in the commencement of a new survey of that part of the line beyond Danforth which would meet the International on the new Brunswick side.

Starting at a point nearer Danforth, a survey was run further to the east to strike the New Brunswick line, and when well under way it was discovered that the new route would be much better in every way for the Eastern Maine railroad, as it would eliminate much expense in construction and would produce a line for some miles with less than one-half of one per cent. grade. Furthermore, the new survey does not increase the distance from Danforth to Houlton.

SIR JOHN EATON IN THE CITY YESTERDAY

Head of Canada's Largest Retail Establishment Visits St. John.

Sir John Eaton, head of the house of T. Eaton, the largest department store in Canada, was a visitor to St. John yesterday, and while here was the guest of W. S. Fisher.

Speaking to a Standard representative, Sir John said this was the first time he had had the privilege of seeing our fair city and he expressed himself as delighted with what he had seen. He came over on a sailing trip to Cain's River, and took advantage of his proximity to St. John to pay a long promised visit to the winter port of Canada.

Sir John was asked to say something on the political outlook but excused himself as he said that was not his business and he did not take any active part in the political game. In regard to conscription he said the west was all for it and Ontario very largely although some held the opinion that it was coming too late. He felt, however, that conscription would come and the country as a whole would be back of the enforcement of the military service bill.

With reference to business conditions, Sir John said that while it was harder to get goods and took longer for shipments to reach here the volume of business kept up much as usual.

Mrs. Dr. Cortice of Winnipeg, the Stacey Jew and Gold Broker of Devon, and Miss Beatrice Burrows of Fredericton, spent yesterday in the city. Mrs. Cortice will be better remembered by her friends in St. John as Mrs. G. B. Boone, formerly of the Standard staff.

DIRECTORS ARE ELECTED

Subscribers of Home for Invalids in Annual Session—Ten Patients Accepted—Incoming Year—Treasurer reports Good Balance—Head

The subscribers to the St. John Home for Invalids held their annual meeting yesterday afternoon.

The board of management reported that at the beginning of the year there were twenty-six patients in the Home (twelve males and fourteen females). Twelve applications were considered, four males and eight females. Ten were accepted, four males and six females. Of these one male and one female did not enter and one female application was tabled. Eight patients died, four males and four females, and two females were removed, leaving in the home twenty-five patients (eleven (11) males and fourteen (14) females). Seventeen meetings were held during the year, twelve regular and one special and one executive.

The receipts are greater than the expenditures, as nothing was needed for the way of repairs. Donations have been made away of \$100.00 in membership during the year. The coming year will likely be a hard one for the Home, as the cost of everything we use, especially coal, is so high.

The board expressed thanks for the valuable services of the medical staff and the Women's Aid Committee.

The treasurer, P. B. Ellis, reports as follows:

The capital funds of the Home total \$12,500.00. Other moneys in the treasurer's hands aggregate \$3,000.00, making the total holdings in capital account, funeral expenses, life insurance, etc. \$15,500.00, an increase of \$1,524.82 in the year. The revenue above:

July 19, 1916—By balance	\$2,365.77
Donations	114.90
Annual members	114.90
Interest	1,603.40
Paying patients	3,324.90
Total	\$12,057.97

The year's expenditure for maintenance and wages were \$8,280.34, an increase of \$212. The balance on hand is \$3,856.57.

P. F. Blanchet, auditor, reports that he had checked over the bonds, stock certificates and mortgages in the Bank of Nova Scotia vault and found them to correspond with liabilities attached to Treasurer's Report amounting with cash on hand, to \$12,057.97.

Lillian Hazen, for the Ladies Aid and Dr. P. T. Dunlop, for the medical board, also reported on their work accomplished during the year.

The following were elected as the board of directors:—R. B. Emerson, J. S. Gregory, P. B. Ellis, W. W. Ellis, Mrs. John Seely, G. Fred Fisher, Mrs. Silas Alward, Mrs. Thomas Walker, Mrs. F. W. Robertson, Mrs. Richard O'Brien, Mrs. W. G. Carter, Mrs. E. G. Elkin, Mrs. David McLehlan, Mrs. W. C. H. Trimmer, Mrs. John McAvilly, Mrs. H. A. Fowler, Mrs. H. S. Burleigh, Dr. Thomas Walker, Dr. Silas Alward, Dr. P. R. Inches, W. R. Turnbull, Judge Hickey, E. J. Turnbull, S. J. Scott, P. L. Starr.

The election of 1916 was held at the place at the next regular meeting.

After votes of thanks had been passed to the clergymen, in church and Dr. Thomas Walker, the meeting adjourned.

C. N. R. EARNINGS INCREASE

Special to The Standard.

Toronto, July 19.—Gross earnings of the Canadian Northern Railway system for the week ending July 16th were \$935,600, and for the same week last year \$876,900, an increase of \$58,700. From July 1st to date this year gross amounted to \$1,537,900, and for the corresponding week last year \$1,760,900, an increase of \$223,000.

Children Cry CASTOR

The Kind You Have Always In Use For Over 30 Years

Castor Oil is a harmless substance. All-Over-the-World. Experiments that prove it safe for Infants and Children.

What is Castor Oil?

Castor is a harmless substance. Drops and Soothing Syrup, neither Opium, Morphine nor any other drug. Its ingredients are safe in its use. For the relief of Croup, Whooping Cough, Sore Throat, and Diarrhoea; therefore, and by regulating the action of the bowels, it is the best of all remedies for the Children's Passions.

GENUINE CASTOR OIL

Bears the Trade Mark of the

In Use For Over 30 Years

The Kind You Have Always Used

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ST. JOHN, N. B., FRIDAY, JULY 30, 1915.

"We are fighting for a worthy purpose, and we shall not lay down our arms until that purpose has been fully achieved."—H. M. The King.
 TO THE PEOPLE OF THE EMPIRE—Every fighting unit we can send to the front means one step nearer peace.

CONCERNING DR. MICHAEL CLARK

Because he has chosen to stand for the rights of the soldier boys at the front and the honor of Canada, instead of allowing his political affiliations to blind him to the duty of the hour, Dr. Michael Clark, Liberal member for Red Deer, has been read out of the Liberal party, declares the Telegraph.

The Telegraph does not speak the truth. The Liberals did not disavow Dr. Clark. Dr. Clark disavowed the Liberals. He found it impossible to be a patriot and a Laurier-Liberal at the same time and he elected to stand by his country.

For this he cannot be too highly commended, and the country will approve of his action. It is, however, the most miserably dirty sort of politics for the Telegraph or any other machine Grit newspaper, which dare not voice its own opinion on compulsory military service to impute dishonorable motives to the member for Red Deer because he possesses courage which the Telegraph lacks. That newspaper intimates that Dr. Clark and Albert Champagne, both of whom voted in favor of the parliamentary extension measure, are "under the wing of Hon. Bob Rogers," and the Telegraph knows when it makes that statement it is speaking without warrant, and with disregard of the truth. Apparently that newspaper is commencing the election campaign as it intends to continue, by slandering and abusing all who dare to oppose it and its racialist political idol on the question of adding the soldiers.

Dr. Michael Clark has a hidden motive in supporting conscription and opposing a war-time election. He has frankly given to the country his reasons for both votes. In fact that is the chief fault the Laurier Liberals have to find with him—he is too frank, too honest, for a party which aims to cater to the agitators and victory demagogues of Quebec. Dr. Clark's speech in Parliament on Tuesday night when this matter of an election or extension was under consideration is held to be one of the greatest, most statesmanlike utterances ever heard in the Canadian Commons. He did not mince words then, he will not mince his words during the election campaign. And here is what he gave as his reasons for supporting parliamentary extension and opposing the strife and turmoil of a war-time election:

"WE SHALL HAVE TO FACE AN ELECTION. WELL, THE RESPONSIBILITY WILL BE FIXED BY THE PEOPLE OF THIS COUNTRY, AND I DO NOT DOUBT THAT WHEN THE ISSUES ARE FULLY DEBATED AND THE CIRCUMSTANCES FULLY UNDERSTOOD THERE WILL NOT BE ANY DOUBT AS TO WHERE TO PLACE THE BLAME OR HOW TO JUDGE THE MOTIVES WHICH HAVE BROUGHT THE ELECTION ABOUT. I DO NOT THINK SO. FOR MY PART I WOULD SAY THAT IF THE DIE IS CAST THE SOONER THIS DEBATE COMES TO AN END THE BETTER. LET US CLEAR OUR MINDS OF GANT AND OUR CONDUCT OF SHAM. LET US GET TO THE ELECTION. IF THIS MATTER COMES TO A VOTE I VOTE FOR THE EXTENSION OF PARLIAMENT. I SHOULD BE AFRAID TO TAKE ANY STEPS WHICH CAST DOUBT IN ANY WAY THE FACT THAT I HAVE ONLY ONE OBJECT AND THAT IS THE WINNING OF THE WAR. I WOULD BE AFRAID TO TAKE ANY STEP WHICH WOULD LEAD ME TO FEAR THAT THE 30,000 CANADIAN CORPSES IN FRANCE AND BELGIUM MIGHT POSSIBLY RISE OUT OF THE GRAVE IN THE SHAPE OF GHOSTS TO POINT THEIR GAUNT FINGERS AT ME AS HAVING, AT THE END OF THE THIRD YEAR OF THE WAR, HAD ANY PART IN PREVENTING A UNITED PEOPLE FROM DOING THEIR FULL SHARE IN BRINGING ABOUT A VICTORY FOR FREEDOM, JUSTICE AND HUMANITY."

Every man and woman in New Brunswick whose blood is represented on the flag lives in France and Flanders should memorize that statement from Dr. Michael Clark. Then, when newspapers of the Telegraph type attempt to say that this big, loyal Canadian whose own home has been the horror of war, is actuated in the public concern by any consideration of that of political laws for Canada and the situation for the boys at the front, the likelihood of such assertions can easily be shown.

Why the Telegraph disapproves of Dr. Clark.

The following extracts from the great speech of Dr. Michael Clark in the House of Commons on Tuesday night may throw some light on the anxiety of Mr. Pugsley's organ, the Telegraph, to read the western member out of the Liberal party.

In expressing his opinion that to win the war should be the first and only desire of every Canadian, Dr. Clark said:

"There is only one alternative policy to winning the war, and that is winning elections. That is the only alternative. If we analyze this thing to the bottom, we cannot ignore the fact that this election is being forced at this time by the refusal of extension, not with a view to helping on the war for the honor of Canada and the Empire, but with a view to exchanging the people in office for those opposed to them and with a view to securing the fruits of office."

"In other words, those who are notoriously doing the least to win the war are forcing this country into the turmoil of a general election when the world and all that

THE BERRY'S NOTE BOOK

Remember it was having a drill outside of General Martin's house, and a second man started to come up the street with a pushcart full of peanuts, pulling all his tails, peanuts, peanuts, & a bag, get your double jointed peanuts.

Halt, Kumply A, I small counterband of war, and General Martin. And the peanut man went past yelling, if they're not double jointed I'll take them back, if a bag, if a bag, if a bag, being a little fat peasant man with blue slippers, and General Martin and, Volunteers, volunteers, I call for volunteers to watch you vessel for counterband at war.

Which me and Puds Simkins both stepped out of line and saluted, saying, I, I sir.

Kaptin Potts and Kernal Simkins has volunteered for the dangerous mission, followed march, Kaptin Potts and Kernal Simkins, and bring back a report dead or alive, and General Martin.

I, I sir and me and Puds. And we marched up the street after the peanut man, and the peanut man kept on going, yelling, if a bag, fresh roasted, double jointed each and every one. And me and Puds kept on marching till we got rite in back of him, and Puds sed, Halt ahoy, And the peanut man stopped his pushcart and looked around, saying, Peanuts?

Wat ehls? I sed.

Wats that? sed the peanut man, and Puds sed, We demand to search the ahlp for counterband of war.

Do you want peanuts or dont you? sed the peanut man. Starting to look so mad that I sed, No sir, and turned around and started to march back, and Kernal Simkins turned around and marched back in back of me, and wea we got back to the rest of Kumply B General Martin sed, Ah, my brave lads, welcome back alive, wats the report.

Innocent, sed me and Puds. And we got back in line and kept on drilling.

Comparing the war-winning spirit of the present administration with that manifested by Sir Wilfrid Laurier and his racialist anti-conscriptionists, Dr. Clark asked:

"If you are determined to settle this on personalities who are the people who are most likely to conduct the war to a successful conclusion? I venture to say that as far as earnestness and aliveness of motives are concerned, as far as determination is concerned, as far as working in and out of session, day and night is concerned for the great principle at stake on the battlefield of Europe today there is no man in Canada today who fits to stand in the same company as my right hon. friend the Prime Minister."

It is the expression of opinions such as those quoted, opinions directly opposite to those advanced by Dr. Pugsley, that causes the Telegraph to devote so much space to the declaration that Dr. Clark is no longer to be numbered as a Liberal. Be that it may, he is a Canadian and any political party can be proud to include him in its following. The Conservatives of Canada will gladly welcome Dr. Clark to full membership. He is at last placed where a man holding his views should be, as a supporter of the Borden administration.

WIRELESS LEAK WAS IN MEXICO

United States Government Still Investigating How Germany Got News of Troop Movements.

Special to The Standard. Washington, July 19.—Senator James Hamilton Lewis, of Illinois, says: "The administration heads have information that much of the knowledge which Germany got of the movements of American troops and of our conduct of the war were caught on the wireless stations of Mexico and transmitted to Germany. We have reason to believe that the ships carrying American soldiers were betrayed by Germany through Mexico, and that the dispatches sent from the ships to that government were caught on the wireless that was set at a Mexican port, and that because of such information they were pursued by submarines and their landing announced in Europe days before our navy was ready."

"The representatives of Carranza here said that this information did not go through the Carranza element, that some of these wireless stations are in control of those who are oppos-

In These War Times you want real food that contains the greatest amount of body-building material at lowest cost. The whole wheat grain is all food. Shredded Wheat Biscuit is the whole wheat in a digestible form. Two or three of these little loaves of baked whole wheat with milk and a little fruit make a nourishing, strengthening meal.

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Eye "Defects" Are Not Disease

They are mechanical troubles—something wrong with the shape, structure, or muscles of the eye. Therefore eye defects call for mechanical remedies, glasses—not medicine.

Sharpe's Optometrist being highly skilled in examining eyes, finds out what is needed and prescribes exactly the right lenses to correct the defects, improve and preserve vision. Consult him and your eyes are under the best professional care.

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 JEWELERS AND OPTICIANS,
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Couch Hammocks

A real Couch Hammock will give you a whole lot of enjoyment right now and for a long time to come.

Illustrated is the last thing in Hammock construction. Made of extra heavy duck with extra fine mattress, upholstered back that can be raised, lowered or converted into a sleeping bed.

Complete with Stand and Canopy \$60.00

We also have other good Couch and Ordinary Hammocks

SELECTION OF 607,000 U. S. MEN BEGINS TODAY

Plan Arranged to Choose Men for Big Army with Absolute Equality

Special to The Standard. Washington, July 19.—The selection of 607,000 Americans from the 10,940,000 registered as the first call for a great army will begin tomorrow. Provost Marshal General Crowder, issued a statement today outlining a simple plan for choosing the names with absolute equality. There are 4,557 exemption districts throughout the United States with an average of 3,000 registrants for each. Two drawings which will be conducted in Washington, one of the numbers from one to 1,000, and another from 0 to 10. The numbers drawn will reach every man in every district who will then appear at his local board for examination.

A Single Application Banishes Every Hair

(The Modern Beauty.) Here is how any woman can easily and quickly remove objectionable, hairy growth without possible injury to the skin: Make a paste with some powdered detolone and water, apply to hairy surface and after 2 or 3 minutes rub off, wash the skin and the hairs are gone. This is a painless, inexpensive method and, excepting where the growth is unusually thick, a single application is enough. You should, however, be careful to get genuine detolone.

Reduced Prices On Ladies' Newest White Footwear

A Very Large Stock and Assortment.

Bargains in Broken Stock Lines

Ladies' White Duck Pumps, Leather Heels, sizes 2 1-2, 3, 4, 5, 6, 6 1-2, and 7. Were \$1.50. Now \$1.00 per pair

Children's White Duck Strap Pumps, White Rubber Soles, sizes 4, 5, 6, 8, 9, 10. Were 85c. Now 65c. per pair

Ladies' Brown Kid and Black Kid Low Shoes, sizes 2 1-2, 3, 3 1-2, 4, 6 1-2 and 7. Were \$2.75. Now \$1.50 per pair

Men's Black Calf and Tan Calf Goodyear Welt Laced Boots, sizes 5 1-2, 6, 6 1-2, 7, 7 1-2 and 8. Were \$5.00. Now \$3.00 per pair

Open both Friday and Saturday nights until 10.30 p. m.

FRANCIS & VAUGHAN
 19 King St.

Douglas Fir Flooring

For rooms where the wear and tear is not great Fir Flooring makes a good looking floor.

It is a nice color, free from knots and comes in good lengths.

The Christie Woodworking Co., Ltd.
 65 Erin St.

Summer Vacation

But will not get a chance to do so in some of our students would be inconvenienced thereby. We can stand it, however, at St. John's Summer weather is ideal for study. One of the principal and other experienced teachers always in attendance.

Students can enter at any time. Send for rate card.

S. Kerr,
 Principal

Canada Brushes Win

Most Modern Equipment, Skilled Workmanship and Best Selected Materials Enable Us to Produce Superior Grade Brushes, which we feel, will meet your entire satisfaction.

Our Solid Backed Household and Dandy Brushes are daily winning preference, and we would especially draw attention to our STRAIGHT COMPRESSED VARNISH BRUSH so made that it absolutely will not flare.

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It is absolutely assured in our every offering. Whatever the price we personally guarantee your purchase to be as represented at the time of sale.

Ask to see our Diamond and other Gem Set Rings, or our Platinum Jewelry.

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Long Arms and Short Arms
 Half Patent Steel or Common Iron

A large assortment of Knuckles now in stock
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We have just the
KODAK or BROWNIE
 you need for that vacation

THE KODAK STORE
J. M. Roche & Co., Limited
 94-96 King St.

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 IN STOCK FOR IMMEDIATE SHIPMENT

Single and Double—All Sizes

Also—Lace Leather, Patent Bolt Fasteners, Cotton Waste. MARKET CONDITIONS SUGGEST TO BUY NOW.

D. K. McLAREN, LIMITED, — Manufacturers
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Most Modern Equipment, Skilled Workmanship and Best Selected Materials Enable Us to Produce Superior Grade Brushes, which we feel, will meet your entire satisfaction.

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TRAIN SE
For Picadilly
SATURDAY AFTERNOON
JULY 21st,
 LEAVING ST. JOHN—
 Suburban
 Fredericton
 Suburban
 RETURNING 9.15 P. M.
 Ample Accommodation

PICTURES AND

We are showing an unusual statuettes in quite a wide variety with electric lights, some with date, and we can show any in any house.

These articles make

A. G. GIBBS
THE HOUSE

HABERDASHERY
Of The Better Kind

Soft Lounge Collars, 20c. to 40c. each
 W. G. & R. and Tooks Collars, in the newest laundered styles. 5 for 50c.
 Men's Soft Colored Shirts,
 Men's Sport Shirts,
 Men's Light Weight Shirts and Drawers
 Men's Light Weight Combination Undershirts
 Men's Leather Belts,
 Boston and E. Z. Garters,
 Men's Plain and Fancy Sox,
 Men's Summer Caps,
 Silk Neckwear,
 "Or Anything Else in Up-to-Date Furnishings"

H. N. DeMILLER

"La Corona"
Guy Street, N. B.

Convenient to All

"Amusement, Residential and EUROPEAN"

Rates:—\$1.50 a day
 Special Engagement of the "F. Band" of New York, in the O. L. S. M.

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The Automobile

recommended to the Legislature be established on all trunk roads for months of each year. The Legislature in the Session to be acted motor car owners can secure to fluence with the various members either direct or through the Association. Every motor car owner should will give you your money back

New Brunswick Automobile
 P. O. BOX 1240.

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Couch Hammocks

A real Couch Hammock will give you a whole lot of enjoyment right now and for a long time to come.

Illustrated is the last thing in Hammock construction. Made of extra heavy duck with extra fine mattress, upholstered back that can be raised, lowered or converted into a sleeping bed.

Complete with Stand and Canopy \$60.00

We also have other good Couch and Ordinary Hammocks

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Best Possible Values

It is absolutely assured in our every offering. Whatever the price we personally guarantee your purchase to be as represented at the time of sale.

Ask to see our Diamond and other Gem Set Rings, or our Platinum Jewelry, Ferguson & Page Diamond Importers and Jewelers 41 KING STREET

WAGON AXLES

Long Arms and Short Arms
Half Patent Steel or Common Iron

A large assortment of Knuckles now in stock
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GENUINE ENGLISH OAK TANNED
IN STOCK
FOR IMMEDIATE SHIPMENT

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PICTURES AND STATUARY

We are showing an unusually nice assortment of statues in quite a wide variety of subjects, some with electric lights, some with globes for gold fish.

Our stock of pictures is always thoroughly up-to-date, and we can show something suitable for any room in any house.

These articles make splendid wedding gifts.

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Soft Lunge Collars, 25c. to 40c. each
W. G. & R. and Tacke Collars, in the newest laundered styles, 8 for 95c.

Men's Soft Colored Shirts, 75c. to \$1.75
Men's Sport Shirts, \$1.00 to \$1.50 each
Men's Light Weight Shirts and Drawers, 60c. to \$1.00 each
Men's Light Weight Combination Undershirt, \$1.00 to \$1.50 suit
Men's Light Weight Jerseys, in blue and khaki, \$2.75 each
Men's Leather Belts, 25c., 35c., and 50c. each
Boston and E. Z. Garters, 25c. pair
Men's Plain and Fancy Sox, 20c. to 50c. pair
Men's Summer Caps, 50c. to \$1.75 each
Silk Neckwear, 25c., 35c., 50c., 75c., and \$1.00

"Or Anything Else in Up-to-Date Furnishings that You Might Require"

H. N. DeMILLE, 199 to 201 Union St.
OPERA HOUSE BLOCK

"La Corona Hotel"

Guy Street, Montreal
Convenient to All Points:
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EUROPEAN PLAN
Rates:—\$1.50 a Day Upwards.

Special Engagement of the Famous "Manhattan Jazz Band" of New York, in the Open-Air Dining Gardens

L. S. MULDOON, Manager.
(formerly of the Windsor Hotel.)

Carter's GIGO

The New Liquid Paste
For Office and Home

Requires No Water
Ready for Instant Use

BARNES & CO. LTD.
Stationers, 84 Prince Wm. St.

The Automobile Association

recommended to the Legislature that a Patrol System be established on all trunk roads during the summer months of each year. The petition was received too late in the Session to be acted upon, but next year the motor car owners can secure this if they use their influence with the various members of the Legislature, either direct or through the Automobile Association. Membership in the Association costs you \$5.00—Every motor car owner should join—Smooth roads will give you your money back every day.

New Brunswick Automobile Association,
P. O. BOX 1240. ST. JOHN, N. B.

Announcement

TRAIN SERVICE

For Picadilly Circus

SATURDAY AFTERNOON and EVENING
JULY 21st, 1917

LEAVING ST. JOHN—
Suburban 1.10 P. M.
Fredericton 5.10 P. M.
Suburban 6.10 P. M.
RETURNING 9.15 P. M.

Ample Accommodation on All Trains

Inquest Concluded Last Night — Lambert Heard John O'Brien's Wife Say Next Day That O'Brien Had Not Been Home.

The jury empaneled to inquire into the death of Robert Harris last night at the St. John Infirmary from fracture of the skull complicated with hemorrhage and meningitis, the said fracture of the skull was due to being struck on the head with some heavy instrument on the 14th day of June last, near the Haley House on Beckford's Lane, City of St. John, at the hand or hands of some person or persons unknown, which person or persons did feloniously and wilfully, and of his or their malice aforethought cause such injuries against the peace of our King, his crown and dignity.

JOHN W. GODDARD, foreman
CHARLES HEANE, GEORGE W. CURRIE, JOHN KEMP, FRANK CURRAN, JOSEPH CORREY, HERMAN HOYT.

The jury brought in the above verdict after one hour and twenty minutes deliberations.

The first witness was Thomas F. Ramsay, who kept a beer shop on Main street. He did not know whether he was in the store on the night Harris was assaulted. Witness did not know either Carland or O'Brien.

William W. Stevens, who worked in the beer shop at 677 Main street, did not know Carland or O'Brien, and could not say whether they were in the shop on the night in question.

William F. Gulliford was called but was not present.

George L. Kelsey, one of the striking plumbers, told of his movements on the night of June 14. He saw

HOW FRENCH WOMEN DO THE WORK OF MEN

Private George Bastin Writes from Battlefield — Women Have Raised Great Crop — Men of 26th Enjoyed Rest in Beautiful Weather

A letter dated June 6th, somewhere in France, from Private George Bastin of the "Fighting 26th," was received by a friend in the city yesterday. Accompanying the letter is the official programme of battalion sports that was held by the 26th on June 11th, which shows the committee in charge of the same to be as follows: Captain G. Anglin, M. G.; Lieut. R. B. Campbell, R. B. Coster, N. E. Sharpe, M. C., G. R. Harrison, G. Hallett, A. W. Gregory, with Privates Hinchley, Bennett, Cook, Henshaw and Brown. The letter in part says:

Dear Friend—
Just a line to thank you for the very nice box received the other day. John and I received one the same day and we divided them up amongst the four sections, and the boys were all very pleased indeed. I am enclosing a programme of the sports that we held recently and you will be pleased to know that the 26th swept the prize board for everything in the divisional centre. This is no small thing to write home about as we have sixteen more battalions to compete against, besides other branches of the service.

You will be pleased to know we have enjoyed nearly a month in rest billets and everyone feels much better for it and we are again ready for the fray whenever it likes to start. We are very strong now, in fact more so than ever. The month of June was very hot, much like our August. The fruit is getting ripe. This is really a very pretty country when one gets out and stands nature, as she is, if left alone. In fact, the difference between the firing line and one mile behind it is really wonderful. I wish you could see how the women work over here, they do everything that was once a man's job to do. France has to thank her women for the crop, which is a feast for any pair of eyes to gaze upon. I often wonder when I am perched upon a small hill if our Canadian women would rise to the occasion as these women have done, if ever the need arose. I hope so, but I can't conceive it myself that they would take to the plough as well as these people have done. I hope I am a little pessimistic on the subject as I like to think that the Canadian women are the flower of the Empire.

I don't think it will be long before we are all back in good old St. John again.

Yours sincerely,
GEORGE BASTIN.

UNCLAIMED FREIGHT AND BAGGAGE SOLD

Over Thousand Lots of Articles Auctioned at Long Wharf—Church Organ Sold for Fifty-Five Dollars

A large crowd of men and women assembled in the government warehouse on Long Wharf yesterday morning and afternoon, when Auctioneer Pettit sold a large amount of unclaimed freight and baggage. There were in all 1,661 lots of articles sold, some valuable articles going clean while some cheap articles brought good prices. There was a great list of articles including household effects, farming implements, wagons, baby carriages, showcases, groceries, thread, dry goods, sewing machines, medicine, boots, charcoal, fish, candy, bottles, crates of oil, canned goods, as well as nearly two hundred pieces of baggage, including trunks, valises and suitcases.

The baggage went for small sums of money, some of the purchasers obtaining some excellent clothing, while others did not.

A church organ, with three large cases, and which the auctioneer claimed was worth one thousand dollars, was sold for fifty-five dollars, and the next lot sold was three barrels of oysters for twenty-five cents per barrel. There were plenty of eager buyers present and the sale proved an interesting one.

DIVER DOYLE WILL AID IN THE SEARCH

For Body of Missing Pilot—All Hope for Robert Doherty's Safety Abandoned

Providing the weather is favorable today Diver Doyle will go down to Potters wharf in an endeavor to locate the body of Pilot Robert Doherty. The family have abandoned all hope of seeing the young man alive, being forced to the conclusion that he met his death by drowning, falling off his pilot boat following an attack of heart trouble to which he was subjected. The young pilot who was one of the most efficient and popular men on the water front had been subject to weak spells. He experienced one of these spells about three weeks ago at the pilot rooms falling to the floor and being unconscious for twenty minutes. Dr. Bentley attended him at that time and expressed his opinion that he had a weak heart. As the young pilot when last seen was as active as usual the conclusion is that he tripped into the harbor following one of these attacks. The genuine sympathy of the community will be extended to the bereaved family to their great loss.

BROMPTON STOCK GOES ON 5 PER CENT. BASIS

Quarterly Dividend of One Per Cent. Declared—Has Surplus of More Than \$1,500,000

Special to The Standard.

Members of the Directors of the Brompton Pulp and Paper Company, Limited, at a meeting held this afternoon, decided to place the common stock of the company on a regular dividend of 5 per cent. basis, and a quarterly dividend of 1 1/4 per cent. was declared. While today's action will not increase the yield to investors it places the stock on a regular dividend basis.

Announcement

TRAIN SERVICE

For Picadilly Circus

SATURDAY AFTERNOON and EVENING
JULY 21st, 1917

LEAVING ST. JOHN—
Suburban 1.10 P. M.
Fredericton 5.10 P. M.
Suburban 6.10 P. M.
RETURNING 9.15 P. M.

Ample Accommodation on All Trains

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OAK HALL'S Midsummer Economy Sale

Is Breaking All Records

Yesterday our store was crowded to capacity with eager buyers and we expect every day of this great sale to be the same. If you have not already taken advantage of this money saving opportunity, we would say come today while the stocks are large and selection is good.

SPECIALS FROM OUR LADIES' READY TO WEAR DEPARTMENT

Ladies' \$37.50 Silk Suits, Sale Price \$28.50
Ladies' \$9.00 Silk Sweaters, Sale Price \$7.65
Ladies' \$16.00 Oiled Silk Coats, Sale Price \$13.60
Ladies' \$6.00 Wash Skirts, Sale Price \$2.85
Ladies' \$2.75 Voile Waists, Sale Price \$1.79
Ladies' 75c. Silk Hose, Sale Price 59c.

Extra salespeople to serve you quickly. The morning is the best time to shop—Store opens at 8 o'clock.

OAK HALL SCOVIL BROS. Limited
ST. JOHN, N. B.

The Strawberry Situation.

The strawberry drive on the city dropped off yesterday and prices rose accordingly. The O'Connell and the D. J. Purdy brought down small shipments of berries but not enough to stem the rising price. Berries were being sold on the wharf yesterday for 3c. a box, an increase of about 4c. over the previous day, and for 10c. a box over the counter, a rise of 2c. to 3c. Consumers will be glad to hear that the prices will drop today on the arrival of the Majestic, which is expected to bring in a large cargo from points up river.

Dr. Wilson's HERBINE BITTERS

Burdock, Dandelion, Mandrake and other purifying, healing herbs go in this famous Tonic and Blood Purifier, which has been making people well for more than half a century.

Get a bottle today.

25c. a bottle. Family size, five times as large. 91c. a bottle. Wholesale dealers or prepare on receipt of price.

The Brantley Drug Co., Limited, St. John, N.B.

Oysters and Clams

Usual variety of fresh, smoked and salt fish

Smith's Fish Market
25 Sydney St. Phone 1704

The Blue Ribbon of Breaddom—

BUTTERNUT

Toothsome, Pure Wholesome

Ask Your Grocer

SPRING CHICKEN and SPRING LAMB

Buy Sugar now. We look for higher prices.

10-lb Bag for 90 cents.
20-lb Bag for \$1.80.

VANWART BROS.

Corner Charlotte and Duke Streets. Tel. M. 108.

IN STOCK 20 Tons Linseed Oil Cake Meal

C. H. PETERS SONS, Ltd.
Peter's Wharf, St. John.

W. E. WARD, 53 King Street

New Showing Men's Silk Neckwear, 60c. to \$1.00
Men's All Silk Shirts, \$3.00 to \$6.00
Men's Silk Front Shirts, \$1.50 and \$1.75
Men's Porous Knit Combinations, \$1.00 the Suit
Men's White Balbriggan Combinations, \$1.25 to \$2.85 Suit

Semi-ready Store, Cor. King & Germain Sts.

GRAVEL ROOFING

ALSO MANUFACTURERS OF SHEET METAL WORK OF EVERY DESCRIPTION
COPPER AND GALVANIZED IRON WORK FOR BUILDINGS A SPECIALTY.

J. E. WILSON, LTD.,
Phone M. 356. 17-19 Sydney St.

The Union Foundry and Machine Works, Ltd.

Engineers and Machinists
IRON AND BRASS CASTINGS

West St. John. Phone West 15
G. H. WARING, Manager.

THOMAS BELL & CO., St. John, N. B.

Pugsley Building, 48 Princess Street.

Lumber and General Brokers
SPRUCE, HEMLOCK, BIRCH, SOUTHERN PINE OAK, CYPRESS
SPRUCE PILING AND CROSSBOTTED PILING

ESTABLISHED 1870

GILBERT G. MURDOCH

A. M. Can. Soc. C. E.

Civil Engineer and Crown Land Surveyor
Surveys, Plans, Estimates, Superintendence, Blue Prints, Black Blue Prints, Maps of St. John and Surroundings, 74 Carmichael St., St. John

ELECTRIC IRONS

Fully Guaranteed for All Time.
HELP OUT YOUR SUMMER DAY'S WORK.
For Sale By
Hiram Webb & Son, Electrical Contractors
91 Germain Street. Phone M. 2579-11, M. 1695-11.

Arriving Daily:
FLOUR, OATS, MIDDINGS, BRAN, ETC.
Write for Prices
R. G. & F. W. DYKEMAN — 68 Adelaide Street

THE UNDERWOOD TYPEWRITER

Corona Portable Typewriters, Re-built Typewriters of all makes. Machines Repaired and Rented. Supplies for all Typewriters.

UNITED TYPEWRITER COMPANY, LTD.
56 PRINCE WILLIAM STREET.

FIRE ESCAPES

Structural Steel, Bolts and Rods
WM. LEWIS & SON, St. John

BROADWAY BATH SOAP

Full Size Cake of Soap and a Rubber Wash Cloth for 25c.
At the Royal Pharmacy, 47 King Street

G. B. CHOCOLATES

A FEW FAVORITES—Cereals, Almondines, Almond Crispets, Nougats, Buns, Almonds, Maple Walnuts, Caramels, Cream Drops, Milk Chocolate, Creams, Fruit Creams, etc.

DISPLAY CARDS WITH GOODS.

EMERY BROS. * * * * * 82 Germain Street
SELLING AGENTS FOR GANONG BROS. LTD.

EDGEcombe & CHAISSON

81 GERMAIN STREET
(2 doors beyond C. P. R. building.)
Full Assortment of English Woollen Suitings.

Great Britain's premier yacht club, the Royal Yacht Squadron, has just one of its most popular members and King George one of the favorite officers of his household through the death of Capt. Charles Cunningham-Graham, of the Royal Navy, who has just been laid to rest on the island of Inchcolm, (Gaelic for "The Island of Rest"), in the Firth of Clyde, near Glasgow, where so many of his ancestors sleep their last sleep. His tomb is under the shadow of the ruined walls of an ancient Augustinian priory, dating from 1320, while on the neighboring island of Inchalla are the ruins of the castle of the Earls of Monteth, where Mary Queen of Scots made her home in her early childhood. Charles Cunningham-Graham's name will be for all time connected with the Royal National Lifeboat Institution, of which he was one of the pillars and moving spirits. So universally was his authority on the subject recognized, both at home and abroad, that it was in consequence of his efforts that the British government invoked his assistance in the organization of their lifeboat services, while the high state of efficiency attained by the institution in the United Kingdom, and the immense sums of money that it has gathered in through subscriptions, donations and bequests are largely due to his efforts and to his enthusiasm in the cause.

Shipsmate of King George. Although some twelve years older than King George, they were shipsmates in the navy, Cunningham-Graham as a lieutenant and the King as a midshipman, and the friendship thus formed remained very close ever afterward. It was through King George that Edward VII. got to know and to like the Captain so well that he appointed him one of his gentlemen in waiting, and evidence of the regard in which the present monarch held the Captain was shown by the latter's frequently having royal residences in Scotland and in the Isle of Wight placed at his disposal.

The Captain, whose mother was a sister of the fourteenth Lord Elinston, leaves one son, now serving at the front, to inherit his own name and rights, as well as those of his forefathers. Cunningham-Graham, the Laird of Ardoch, who is a childless widower. So that the house of Cunningham-Graham will not become extinct on the Laird's death, as has been more than once stated in print.

The Laird and his nephew, that is to say, the son of the brother-in-law, stand in a most peculiar position with regard to the Crown. For were their rights to the Earldoms of Monteth and Ardoch, in accordance with the provisions of the Act of 1706, to be acknowledged by the Committee of Privileges of the House of Lords, to whom the Laird has more than once submitted his claim, it would be equivalent to an admission that they would be the lawful heirs to the thrones of Scotland and England, were it not for the so-called Act of Settlement which two centuries ago gave the British crown to the Hanoverian house of Guelph in preference to less remote kinsfolk of the Stuarts.

Descended from Robert II. The fact of the matter is that the Laird of Ardoch and his nephew are descended from Robert II. of Scotland, that monarch was first married to a girl of the name of Elizabeth Mure of Rowallan. He had no children by her after his marriage, and she was no less than eight years previous to the ceremony, that is to say, born out of wedlock. At no time previous to the Reformation was a marriage even with a Papal dispensation have been held by the law of Scotland to have legitimized the birth of offspring previously born. Yet it is from these illegitimate children of King Robert II. of Scotland and Elizabeth Mure of Rowallan that the Stuarts reigned in Scotland and Great Britain are descended.

After Elizabeth Mure's death King Robert married the widow Countess of Moray. These unions were in perfectly good order, and David, Earl of Monteth and of Arth, was his lawful issue. Before dying Robert II. executed a settlement, entitling the Crown of Scotland on the sons of both his wives, according to priority, and their male heirs. Thus, even admitting King Robert's unwarrantable legitimization of his elder children, the fourth Earl of Monteth should by virtue of this entail have succeeded to the throne of Scotland as next male heir on the death of James V., instead of Mary Queen of Scots, who was beheaded by Queen Elizabeth of England at Fotheringhay Castle. This fourth Earl of Monteth was a prisoner in England at the time of the accession of Mary Queen of Scots, which may account for his making no claim to the Scottish throne.

"The Proudest Scottish Peer." The first of the Lords of Monteth. WASH ON BABY CAUSED PAIN. Itched Very Much. He Was Always Scratching. Cuticura Healed Him.

My baby was suffering with scaling and crusting of the skin and scalp which caused a good deal of itching and pain. The breaking out was in a red rash on his face which was sore and itched very much, as the child was always scratching till it would bleed. I tried Cuticura Soap and Ointment and I used about one box of Cuticura Ointment and two boxes of Cuticura Soap when he was healed. (Signed) Mrs. Hartshorne, 940 Old Orchard Ave., Notre Dame de Grace, Montreal, Que., Dec. 16, 1916. Cuticura Soap and Ointment prevent scabies or other eruptions. For Free Booklet, Send by Mail address post-card: "Cuticura, Dept. A, Boston, U. S. A." Sold everywhere.

to put forward his pretensions to the throne, not only of Scotland but also of England, was the seventh Earl of the line, who according to contemporary history, was "the proudest and grandest Scottish peer of his day." The great Sir Francis Bacon, in his capacity as Lord High Chancellor and Lord Treasurer of the Great Seal, reported, in an official document which is still on record, to James I., that the Earl of Monteth's "claim to the crown is so just a point of law that all that is needed to sit him on the throne is a sharp sword." Bacon's successor on the Woolsack made a similar report to James I., and it was in consequence of these warnings that the latter monarch fought, persecuted and finally executed the seventh Earl of Monteth to complete ruin, after changing all claim high reason for publicly stating that he, the Earl, had "the blood of Scotland" and that Charles was "held to be the crown's heir." The son of this seventh Earl of Monteth was murdered in Montrose's camp by Stewart Ardvillich, as related in Sir Walter Scott's novel "A Legend of Montrose."

Ninth Earls Mendicant. The ninth Earl was so completely destitute that he became literally a mendicant, begging from door to door. He was known as the "Beggar Earl," and was found lying dead of exposure and was laid in a ditch by the roadside at Bonhill, in Dunbartonshire, in 1783. Then the Earl went into abeyance between his two sisters, and it is from the only one of them that had children that are descended from Robert Cunningham-Graham, the Laird of Ardoch, and his nephew, the son of the fourth Cunningham-Graham of the Royal Navy who has just been gathered to his fathers. The eldest genealogist in the United Kingdom, and the Royal College of Herald of England and Scotland have admitted that the Laird is able to trace in a direct and unbroken line his descent from the Earls of Monteth, and it is on the strength of these opinions, official and private, and of documentary evidence of the most incontrovertible character, that he claims the right of the throne of Scotland, and it is on the strength of these opinions, official and private, and of documentary evidence of the most incontrovertible character, that he claims the right of the throne of Scotland, and it is on the strength of these opinions, official and private, and of documentary evidence of the most incontrovertible character, that he claims the right of the throne of Scotland.

The Committee of Privileges of the House of Lords, to which all claims for peerages are referred by the Crown, is proverbially slow, and has had the matter under consideration ever since. Nor is there any likelihood of any early decision. For the latter could only be in favor of the claimant, and that would create an awkward situation, since it would be practically admitting that the throne of Scotland subsequently to the reign of Robert II., and that of England from the death of Queen Elizabeth, have been occupied by an illegitimate royal line. The Laird, who has been employed during the present war as chairman of the Commission in South America, especially in Argentina, for the purchase of horses for the British army, is a most picturesque and interesting personage, suggesting in his character and appearance a very good looking Don Quixote. It would have been impossible to find anyone better equipped for the task which he has undertaken in behalf of the War Department. For he spent a portion of his life in raising cattle and breeding horses on ranches which he has owned on the river Plate and elsewhere in Argentina, as well as in Mexico. He is equally at home among the Moors in the highlands of Morocco and in the most remote portions of Central Asia. He has had several terms in parliament, and is a mixture of Socialism and Conservatism of the most aristocratic type. He is on terms of intimacy with the most uncompromising of the revolutionists as well as with the most ardent champions of legitimism.

FUNERALS. The funeral of Miss Tabitha Hingley took place yesterday afternoon from the residence of her mother, Mrs. Stone, 46 Sherbrooke street. Services were held at the house and grave by Rev. John Hardwick. Interment at Cedar Hill cemetery. The funeral of Mrs. Violet Evelyn Vanwart took place at 8:00 o'clock from 274 Waterloo street to the steam or Mackenzie Rev. W. A. Robinson conducted services at the house and accompanied the remains to Wickham where interment was made yesterday afternoon. The funeral of Robert J. Stevens was held at 3:30 o'clock yesterday morning from his late residence 35 Wall street to Holy Trinity church, where requiem high mass was celebrated by Very Rev. Monsignor Walsh, P. O. Interment was made in the new Catholic cemetery. The funeral of Mrs. Ellen Kerr took place yesterday afternoon at 2:30 o'clock from Messrs. Fitzpatrick's undertaking rooms to the Cathedral, where services were conducted by Rev. M. P. Howland. Burial was made at the old Catholic cemetery.

OBITUARY. The death of Joseph D. Hatfield took place on Wednesday evening at 4 Chubb street. Burial service was held yesterday afternoon at 2:15 o'clock by Rev. R. H. Nobles and the body taken by Ocean to Hatfield's today. The deceased was the son of the late Uriah D. Hatfield. He is survived by three sisters, Mrs. E. B. Bell, Mrs. Louise Gould and Mrs. Franks, and two brothers, George and William, all of this city.

ATHLETICS WON. For a wager of \$10 per side the Hampton Athletic Club easily beat the Hampton Station team with a score of 9 to 2. The game took place at the Hampton school grounds Wednesday night. The batteries—for the Athletics, Francis and Sharp, and for the Station, Fyfe and Bennett. The Athletics have played four games this year, not losing a game. Any team wishing to play the Athletics can communicate with Milton Boydair at Hampton Village.

PROPOSAL OF THE GERMAN?

Paris Hears Interesting Report of What Teutons May Possibly Offer.

Paris, July 19.—A despatch to the Temps from Geneva says the German government, according to reliable information, meditates a dramatic proposal to its enemies and to the world, that of a complete disarmament, except for sufficient forces to maintain compulsory peace by compulsory arbitration.

"The German government," says the Temps, "while allowing the solution of the internal crisis to appear as a success for the pan-Germans has in view a manoeuvre of a quite different aspect. The bellicose declarations which resound and will perhaps continue in Berlin will be nothing but the prologue designed to represent Germany as an invincible. Afterwards, perhaps sooner than is expected, will come the theatrical initiative in which Germany will show a disposition to disarm."

Washington, July 19.—The United States has been officially invited by the Allied governments to participate in the inter-allied conference to be held in Paris some time this month, but has decided that for the present it will not be necessary to take part in such meetings not directly affecting this country's part in the war.

Republic Considers It Unnecessary to Take Part in Inter-Allied Conference in Paris.

U. S. WILL NOT PARTICIPATE

WANTED

One cent per word advertisement... T. S. SIMMS & Co. Ltd. FAIRVILLE, N. B. BOYS and GIRLS

WANTED—Marine Engineer. Apply to Thos. Bell, Pugley Building.

WANTED—Representative for Fresh Meat and Provisions for New Brunswick, experienced man preferred. Apply giving age, experience, references, to P. O. Box 1560, Montreal.

LABORERS WANTED—Rate thirty cents per hour. Segies Bellows Ring, Co., C. O. R. Elevator, Water Street.

WANTED—A man to run a Gasoline lighter carrying wood from Labec to Calais, Maine, for the balance of season. Apply to P. B. Newton, 70 State Street, Boston.

WANTED—A Second Class Teacher for District No. 5, Parish Lepreau. Apply stating salary, Hugh J. Kilcup, Lepreau, R. 1, Charlotte county, N. B.

WANTED

WANTED—Drug Clerk two or three years experience. Apply to Moxley & Co., 217 Barrington Street, Halifax, N. S.

TEACHER WANTED—A First or Second Class Female Teacher for School District No. 4, Parish of Eldon, in the county of Restigouche. Apply stating salary to David J. Myers, Myers Brook, Restigouche county, N. B.

WANTED—Second Class Female Teacher for School District No. 23 (Rates Poor). Apply stating salary to John March, Secy., Fairfield, St. John Co., N. B.

WANTED—Well furnished small flat or suite. Central locality. No children. Reply stating all particulars to Box 13, Care Standard.

WANTED—A Second Class Female Teacher for District No. 10, Apply stating salary required to W. H. McCracken, Armstrong's Corner, Queens county.

WANTED—First or second class teacher, District No. 3, Jemseg, Queens county. Apply, stating salary wanted, James Elgie, secretary.

WANTED

WANTED—Porter for general warehouse work and attending furnaces. Apply in person. Brock & Paterson, King St.

HOUSEKEEPER WANTED—For private family in provincial town. Send references and state salary expected to A. B. Standard Office.

AGENTS WANTED. AGENTS WANTED—Agents \$3 a day selling mendata, which means creditworthiness, hot water bags, rubber boots, reservoirs, boilers, metal tubs and tinware without cement or solder. Sample ten cents. Collette Mfg. Company, Collingwood, Ontario.

A TREATMENT FOR NERVES. Woman Tells How Lydia E. Pinkham's Vegetable Compound Helped Her.

West Danby, N. Y.—"I have had nervous trouble all my life until I took Lydia E. Pinkham's Vegetable Compound for nerves and female troubles and it straightened me out in good shape. I work nearly all the time, as we live on a farm and have four girls. I do all my sewing and other work with their help, so it keeps me in the house all the time and recommends it."—Mrs. Dewitt Suckrath, West Danby, N. Y.

Shows that it stands it real well. I took the Compound when my ten year old daughter came and it helped me a lot. I keep it in the house all the time and recommend it."—Mrs. Dewitt Suckrath, West Danby, N. Y.



He used a pebble in his day, to keep his mouth moist— WE use WRIGLEY'S

WRIGLEY'S DOUBLEMINT MINT CHewing GUM

WRIGLEY'S SPEARMINT MINT CHewing GUM

WRIGLEY'S JUICY FRUIT CHewing GUM

WRIGLEY'S MINT FLAVOR LASTS

WRIGLEY'S gives us a wholesome, anti-septic, refreshing confection to take the place of the cave man's pebble. We help teeth, breath, appetite, digestion and deliciously soothe the mouth and throat with this welcome sweetmeat.

The Flavour Lasts!

(Beware of imitations—none can equal the WRIGLEY quality—materials, flavour and lasting goodness)

Made in Canada

WILSON'S "The National Smoke" BACHELOR CIGAR. Refuse substitutes. Always mention the name. Nothing else can be "Just as Good."

ANDREW WILSON & Co. Montreal, Que.

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THE HOME THE WORLD

Here are Related Facts Activities of Individual Home, Fashions and

WOMEN'S CANADIAN CLUB LUNCHEON. To wish their president bon voyage and to express their deep appreciation of the work she has done during the year she has been in charge of the club's affairs, a luncheon was held yesterday in the Royal Gardens. Over one hundred members were present, seated at a centre table decorated with red roses were the guest of honor, Mrs. Kuhring, Lady Tilley, honorary president of the club, Mrs. John McAvity, Mrs. Leonard Tilley, Mrs. H. J. Powell, vice-president. The secretary, Miss Jarvis, and members of the executive were placed at tables nearby.

After a delightful luncheon with everything daintily served had been enjoyed, Lady Tilley in a few feeling and graceful words presented Mrs. Kuhring with a gray suede purse of gold which Miss Jarvis had made to her on behalf of the Women's Canadian Club. Mrs. Kuhring was also made the recipient of a travelling rug upon which Mrs. H. A. Powell had embroidered initials. Mrs. Kuhring is noted for her charming speeches but her few words yesterday were the more eloquent as she said she was really unable to express her feelings of appreciation for the kindness shown her. She said her work in the Canadian Club had been some of the happiest time she had spent and the good feelings and fellowship which had existed among the members was a source of joy she knew to all. That in Toronto she had heard of the efficiency and capability of New Brunswick women but since living among them she had realized that even more than she had heard was true in this respect.

The orchestra which all through the luncheon had played delightfully then struck up "For She's a Jolly Good Fellow" in the singing of which all joined.

Among the guests was Lady Eton, who was the guest of Mrs. W. S. Fisher. Lady Eton is accompanied by Miss Frutkin. Mrs. Watson, a member of the Ottawa Women's Canadian Club, was also present.

There were many pleasing features about this luncheon which made it the more enjoyable. During the hour two songs were charmingly rendered by Mrs. Kuhring, whose singing always gives so much pleasure. The souvenir menu had the coat of arms of the Women's Canadian Club at the head of the card and contained special reference to the patriotic nature of the club's activities. The less which were served in fringed glasses were of the most delicate and artistic character. The color scheme white a Canadian flag topped the whole. With the tea was served confectionery wrapped in waxed paper having on the crest the coat of arms of the club. The music was well chosen and contained besides Oh Canada and Tipperary, songs such as the Yuletide Song and others of a national character. The music was supplied by the Royal Hotel Orchestra. Mrs. William Raymond had charge of the music and designed the pretty menu cards. Miss Grace Leavitt was head of the committee from the Canadian Club. Mrs. Leonard Tilley assisted.

At Mrs. Kuhring's place was a volume of poems "In the Battle Silence" by George Frederick Scott. This book so prettily tied with ribbon contained a card wishing Mrs. Kuhring bon voyage with the compliments of Messrs. Raymond and Doherty. This gift was much appreciated by Mrs. Kuhring.

ECONOMY VS. FOOD WASTE. Miss Nixon, representing W. J. Hanna, Canadian Food Controller, will speak in the High School tonight at 8 o'clock. The meeting is under the auspices of the Y.W.P.A. Mayor Hayes will preside. Patriotic songs and those of interest are asked to attend. Admission free.

SOLDIERS ENTERTAINED. The soldiers at the Parks Convalescent Home and the Military Hospital were given a most enjoyable outing on Wednesday afternoon by the ladies of the Ingleisle Red Cross Circle. They were driven out to Ingleisle in autos and there entertained during the afternoon with boating, canoeing and driving. Supper was served out of doors and the return trip made by automobile. About forty soldiers enjoyed the hospitality and voted it one of their very pleasant jaunts. Cars were loaned by the ladies.

Bringing Up F...

NEWS OF SPECIAL INTEREST

THE MOVIES THE PLAYERS

Here are Related Facts and Fancies Concerning the Activities of Individuals and Organizations, the Home, Fashions and Other Matters.

WOMEN'S CANADIAN CLUB LUNCHEON

To visit their president hon. Mrs. Wood, Joseph Lively, George Wilson, Fred Beatty, J. Hunter, White, G. H. V. Byles, George Arnold and others.

LETTER FROM DR. COPP

Mrs. Kurling has received a letter from Dr. Copp, who is in charge of all arrangements for the Volunteer Aid Department, saying that while all must be in readiness to sail there will be considerable delay and some time may elapse before the party can leave for overseas.

RUSSIANS ATTACKED STRONGLY

Berlin Claims, However, that They Were Reputed Everywhere with Heavy Losses.



"TIZ" is grand for itching, swollen, tender, calloused feet or corns.

Who's Who and What's What in the Picture World and on the Stage--Favorites and What They Say and Do.

UNIQUE

Chaplin in "The Immigrant." Realism is all right in some cases but when it comes to ship-board scenes it is apt to be carried to extremes.

OPERA HOUSE

JEANETTE LaFARLON & Co. Novelty Illusion Feature. JENNINGS & DORMAN Comedy Singing and Good Dancing.

WANTED. Valuable Freehold City Lots, Green Head Road, BY AUCTION.

T. S. SIMMS & Co. Ltd. FAIRVILLE, N. B.

BOYS and GIRLS

WANTED

WANTED—Marine Engineer. Apply to Thos. Bell, Pugsley Building.

WANTED—Representative for Fresh Meats and Provisions for New Brunswick, experienced man preferred.

LABORERS WANTED—Rate thirty cents per hour. Single Bellows Bldg. Co., C. G. R. Elevator, Water Street.

WANTED—A man to run a gasoline lighter carrying wood from Lake to Calais, Maine, for the balance of season.

WANTED—A Second Class Teacher for District No. 1, Parish Lepreau.

WANTED—Clerk Drug two or more years experience. Apply to Buckley & Co., 217 Barrington street, Halifax, N. S.

TEACHER WANTED—A First or Second Class Female Teacher for School District No. 4, Parish of Eglon.

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HOUSEKEEPER WANTED—For private family in provincial town. Send references and state salary expected to A. B. Standard Office.

AGENTS WANTED.

AGENTS WANTED—Agents for a day selling mandarin, which needs greasewater, hot water bags, rubber boots, reservoirs, boilers, metal tubs and tinware without cement or solder.

A TREATMENT FOR NERVES

Woman Tells How Lydia E. Pinkham's Vegetable Compound Helped Her.

West Danby, N. Y.—"I have had nervous trouble all my life until I took Lydia E. Pinkham's Vegetable Compound for nerves and for female troubles and it straightened me out to good shape. I work nearly all the time, as we live on a farm and I have four girls. I do all my sewing and other work with their help, so it shows that I stand it real well. I took the Compound when my ten year old daughter came and it helped me a lot. I keep it in the house all the time and recommend it."—Mrs. DEWITT SUGGARD, West Danby, N. Y.

BISURATED MAGNESIA

For Dyspepsia, Indigestion, Heartburn, Belching, Sour Stomach, Gas in Stomach, etc. take a teaspoonful of Bisurated Magnesia in a half glass of hot water after eating.

Shows that I stand it real well. I took the Compound when my ten year old daughter came and it helped me a lot.

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GOOD SECURITIES ARE FIRMER IN LONDON

Money Plentiful and Discount Rates Quiet—Bank of England Statement Good One.

CHARGE DETECTIVE WITH NEGLECT OF DUTY IN MURDER

Arrest Made in Case of Ruth Cruger, Killed by Alfredo Cocchi

ECONOMY VS. FOOD WASTE

Mrs. Nixon, representing W. J. Hanna, Canadian Food Controller, will speak in the High School tonight at 8 o'clock.

SOLDIERS ENTERTAINED

The soldiers at the Parks Convalescent Home and the Military Hospital were given a most enjoyable outing on Wednesday afternoon by the ladies of the Ingleside Red Cross Circle.

A Grand Week-End Bill for North End STAR THEATRE

"PATRIA" - Chapter Seven - "RED DAWN"

An Interesting Subject "Cattle Raising" Harold Lloyd in "Two Part Drama—THE INTRUDER"

Vitaphone Produces Splendid Indian Drama ANTONIO MORENO AT THE IMPERIAL

In a Spectacular Five-Act Feature "The Captain of the Grey Horse Troop"

Dashing Edith Storey the Heroine HERE WE HAVE THIS FAVORITE MALE STAR IN HIS GLORY—

REDSKINS, SOLDIERS AND PRETTY ROMANCE

"The Great Secret" Amazing Adventures This Week

A RED-BLOODED WEEK-END SHOW "The Law of Compensation" Monday.

"THE DEEMSTER" BY HALL CAINE

REGAL FILMS LIMITED PRESENT DERWENT HALL CAINE

AND MARION SWAYNE In a Photo-Dramatic Interpretation of This Widely Read Novel

The Deemster is the most powerful dramatic story written by Hall Caine.

The locale of its scenes is the Isle of Man.

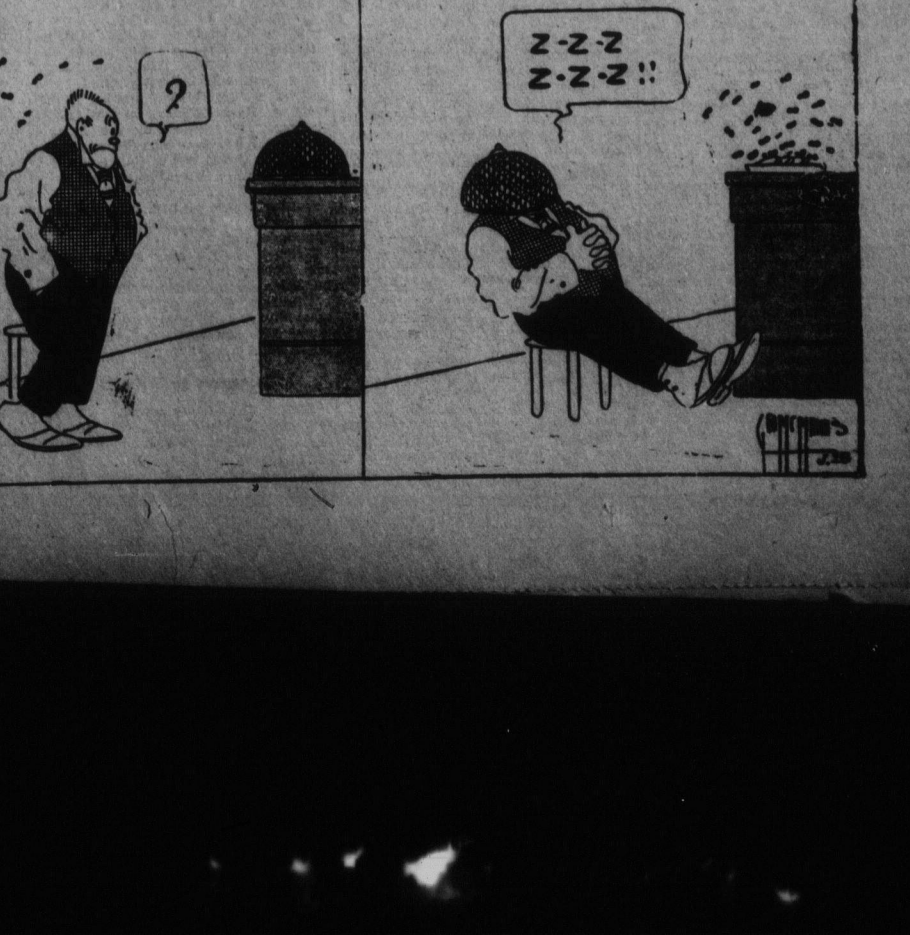
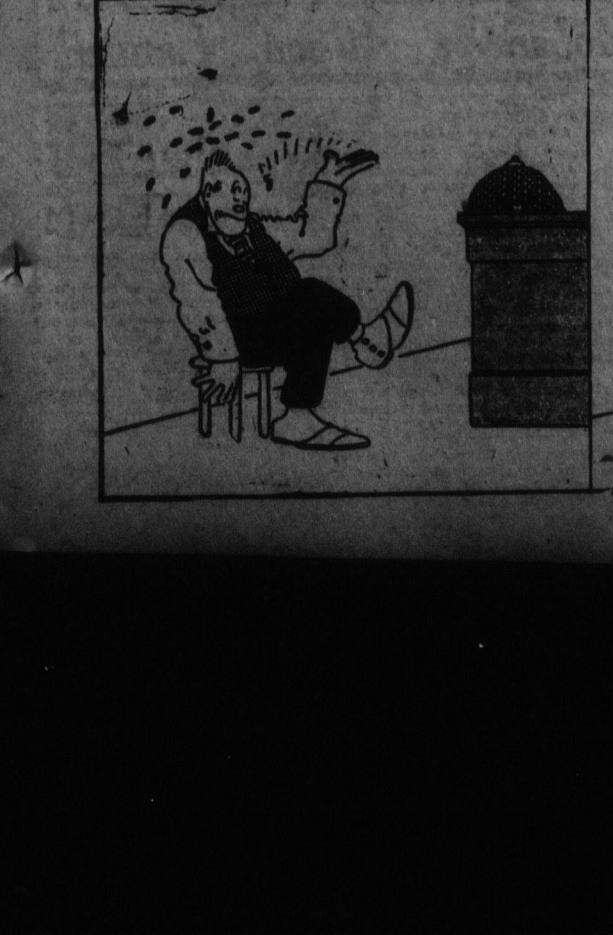
The time of its action is the early eighteenth century.

Its motive is law and atonement.

DO NOT MISS SEEING THIS PICTURE IF YOU HAVE TO COME A HUNDRED MILES TO THE

GEM THEATRE JULY 21, 22, 23

Bringing Up Father



THE WEATHER

Forecast: Maritime—Moderate south-west winds, partly cloudy, with few scattered showers.

AT THE BUILDING YARD OF GRANT & HORNE

Keel of 2,500 Ton Steamer to be Laid Next Week—Another to Follow at Once—Over 100 Men Employed—400 More to be Taken on Next Week—Barque Elsa Built 41 Years Ago at Cost of \$50,000 Sells for \$75,000.

DISCUSS STAND ON CONSCRIPTION

Important Meeting Called for This Evening—Elections Also to be Considered

LABOR MEN SAY PRESENCE OF MASTER PLUMBERS' REPRESENTATIVE AT INQUEST IMPROPER

The executive heads of the various labor associations in the city have been called to assemble in the local quarters of the Trades and Labor Council, Old Fellows' building, Union street, this evening.

STORE OPEN THIS EVENING UNTIL TEN

"Athalia Gage" and many other Gage Models, shown exclusively in St. John by The Marr Millinery Co., Limited.

READY FOR THE HAYING SEASON

You will find our store headquarters for all haying supplies. Our stock includes all the leading makes—(NAMES THAT STAND FOR QUALITY).

EMERSON & FISHER LTD.

Stores Open at 8.30. Close at 5 o'clock. Fridays, 10 p. m. Saturdays at 1 o'clock.

TEMPERATURES

Table with columns for Location, Min., and Max. Includes cities like Dawson, Prince Rupert, Victoria, Vancouver, Kamloops, Calgary, Medicine Hat, Battleford, Moose Jaw, Regina, Port Arthur, Parry Sound, London, Toronto, Kingston, Ottawa, Montreal, and Quebec.

THREE MEN ENLISTED YESTERDAY

Three men signed on in St. John yesterday, two for the Forestry unit and one for the Field Ambulance.

THE CAMERON CASE

The case of Geo. A. Cameron, charged with an infraction of the prohibition act in selling a bottle of invalid port wine without a prescription, was completed yesterday afternoon.

WARCRAFTS PLANS

The plans and specifications for the new warcrafts to be erected at No. 5 berth to replace the structure which collapsed, are now being subjected to the final scrutiny by the engineers before being submitted to the common council for approval.

DINED AT THE CLUB

At the Union Club yesterday Sir John Esau, Toronto, was the guest of honor at a dinner given by W. S. Fisher.

COMMITTEE AND VETERANS MEET

A delegation from the Great War Veterans' Association met with the officers of the Patriotic Fund Committee in the Board room yesterday afternoon.

A FIRST LIEUTENANT'S COMMISSION

Word has been received that J. Vernon Kierstead of the Travellers' Plateau of the 14th Battalion, has been granted a lieutenant's commission after having qualified at the officers' training corps at Bechill, Sussex, England.

ORDAINED TO MINISTRY

Mrs. S. Ingraham Graham of Loch Lomond has received a cablegram that her son, Captain Chris. Graham, who has been performing work for the military Y.M.C.A. overseas, was ordained in the Methodist ministry on July 8th.

ASSESSMENT COMMISSION

There was no meeting of the common council yesterday morning on account of the absence of two commissioners. The Mayor has announced his intention of taking up at the next committee meeting the matter of appointing a new assessment commission.

MOOSE PAID A VISIT TO NORTH END LAST EVENING ABOUT 6.30

A moose apparently attracted by the bright lights of the city had the courage to pay a visit to several sections of the north end last night, before it plunged into the water near the Maritime Hall Works.

CAME THROUGH THE FALLS—LANDED AT CHESELY STREET—RAN DOWN MAIN—HIT A SMALL BOY—PLUNGES INTO HARBOR AND LOSES LIFE

The moose proceeded through the city to Douglas Avenue thence to Main street. When near the Farris Hotel the animal struck a small boy named Arthur Cannon knocking him to the ground.

SOLDIERS ENTERTAINED

The flag officers of the St. John Power Boat Club entertained several scores of the returned soldiers from the Patriotic Hospital on St. James street, to a delightful supper on the St. John river last evening.

NO GAME LAST NIGHT

Owing to the inclement weather the game of ball scheduled for last night on St. Peter's grounds was called off.

ST. JOHN FIRST TO ORGANIZE NATIONAL SERVICE & EMPLOYMENT

A short time ago a memorial was submitted to all the different Canadian cities calling upon the Federal Government to establish a National system of Labor Bureaus combined with the co-operation of educational authorities with the Labor Departments.

PIGGADILLY CIRCUS

Plan to spend Saturday, July 21st, at Grand Bay. Every one should make a point to attend and so honor our "returned heroes."

GRAND BAY, SATURDAY, JULY 21st

Plan to spend Saturday, July 21st, at Grand Bay. Every one should make a point to attend and so honor our "returned heroes."

WASH GOODS SALE

AT F. A. DYKEMAN & CO.'S that bristles with energy and enthusiasm. A sale of Wash Fabrics by far the greatest money-saving event we have held about for some time.

ATTENTION CITY SUBSCRIBERS

Owing to the absence of some of The Standard carrier boys on their vacations, new boys are for the time carrying their deliveries, and this has recently been the cause of some subscribers not receiving The Standard.

Motor Car Accessories advertisement featuring Goodyear tires, Gasoline, and W. H. Thorne & Co., Ltd. Market Square - King Street.

Athalia Gage advertisement for The Marr Millinery Co., Limited, featuring a hat illustration and text about store hours and product quality.

Emerson & Fisher Ltd. advertisement for haying season supplies, including scythes, rakes, and horse-drawn equipment.

Manchester Robertson Allison, Limited advertisement for summertime clothing, featuring illustrations of people in summer attire and text about suit and dress styles.

Piggadilly Circus advertisement for a Saturday event at Grand Bay, including details about the circus and the wash goods sale.

Large vertical advertisement on the right side of the page, partially obscured and containing various notices and text.

Motor Car Accessories

This department, one of our features of this season, offers you a very large line of Motor Car Accessories, including:

GOODYEAR TIRES
and Inner Tubes, "Harold's" Spark Plugs, Tire Pumps, Bulbless Tires, Chucks, Johnson's Carbon Remover, Johnson's Auto Wax, Push, Johnson's Auto Cleaner.

GASOLINE
Gasoline Pumps, Brake Lining, (Standard), Rubber Pad Pads for Ford, Victor No. 1 Ford Cylinder-Head Gaskets, Ford Washers and Gaskets, Horns, Tool Boxes, Lights, Adamson Vulcanizers, Schrader's Tire Pressure Gauges and Valve Insulators, etc.

FIRST FLOOR, MARKET SQUARE STORE
- W. H. THORNE & CO., LTD. - King Street.

Even-
and
Mod-
sively



Closed Tomorrow at One.

Large Showing, on our second floor, of Velour and Felt Sport Hats—always the newest in Millinery on display at

The Marr Millinery Co., Limited.

For the Haying Season

You will find our store headquarters for all haying supplies. Our stock includes all the leading makes—(NAMES THAT STAND FOR QUALITY).

SCYTHES—SCYTHE STONES—HAY RAKES
SNATHS (Wood and Iron) SCYTHE STONES
HARPOON HAY FORKS (Single and Double)
HAY FORKS, HAY FORK PULLEYS, HAY CARRIERS
BUSH HOOKS, BUSH SCYTHES, ETC.
Screen Doors—Screen Cloth—Window Screens.

Robertson & Fisher Ltd.

GOODS CARPETS FURNITURE
ROBERTSON ALLISON
1001 GERMAIN ST. MARKET SQ.
Close at 5 o'clock. Fridays, 10 p. m. Saturdays at 1 o'clock.

Summertime

Time to Plan That Vacation Trip

Or, if you are an outing enthusiast, to make the most of the fine days at your favorite summer sport.

Time, too, to be selecting that new Suit or Dress.

Now, more than any other time of year, suggests new clothes, lighter in weight, lighter in color, and often more informal in design.

New seasonable clothes, up-to-the-minute in every last detail, are now selling in our store.

WASH DRESSES of Palm Beach Craze or Regular Palm Cottons, Poppins and Pongee Silk. Plain colors, fancy spots and stripes.

WASH DRESSES of Pongee, Voile, Muslin, Linen and Batiste. Stripes, narrow stripes and combinations of plain waists and effect with sash and bishop collar is one of the new models for

COSTUME DEPARTMENT
Robertson Allison, Limited

A WASH GOODS SALE
AT F. A. DYKEMAN & CO.'S that bristles with energy and enthusiasm. A sale of Wash Fabrics by far the greatest money-saving event we have had about for some time. No need to say that it will be some time before it is repeated again. The value we offer you today at 50c per yard is not much more than would cover the cost of production.

Come in many pretty combinations and colorings. Checks, stripes and floral designs.

Regular value up to 50c per yard. Sale price 35c per yard.

A shipment of Paris Green just received. Orders executed promptly.
W. H. Thorne and Co., Ltd.

Robinson Red Cross Sale, Wednesday, July 26th, afternoon and evening.

ATTENTION CITY SUBSCRIBERS.

Owing to the absence of some of the Standard carrier boys on their vacations, new boys are for the time carrying their deliveries and this has resulted in the cause of some subscribers not receiving The Standard.

If those who have reason to complain will promptly notify the Circulating Dept., Main 1216, any time between 2:30 and six o'clock on the first day the paper does not arrive, the matter will be remedied.

W. E. POSTER.

The St. John Standard

PROGRESS AND PROSPERITY ISSUES

FORWARD, NEW BRUNSWICK!

This is the first section of a series of four papers which it is hoped will present to readers in this province and elsewhere a comprehensive outline of the Progress and Prosperity of the City of St. John and the Province of New Brunswick, together with certain information as to future possibilities in Industry and Commerce. These papers contain as well other facts and figures dealing more generally with Canada as a whole.

The Second Section will be issued on Tuesday, July 24th.



SECTION ONE
Price Five Cents



From Vimy Ridge the gallant 29th carried the British line forward 2,800 yards in advance of any other part of the Canadian corps, maintaining a position which became known as the New Brunswick Trench. May not this last splendid exploit of our brave men, as told by Lt.-Col. A. E. G. McKenzie, be taken as a favorable omen of the advance of New Brunswick as a province? Richly endowed with natural resources, splendidly served by good railways in every direction and populated by a loyal and sturdy people, great possibilities of development truly lie before New Brunswick. Our manhood has proved its worth in the war.

Exact figures since November, 1915, and a careful estimate of enlistments before that date, no records being available, place New Brunswick's army at more than 20,000. This means we have given one complete division and are now filling the second.

Not only in the gift of men—and the unselfish sacrifices of those who wait at home, some for loved ones who will never return, has New Brunswick contributed its share to Canada's effort in the war. Some of our public men have left their mark on the national life in the counsels of both parties in Ottawa; and in other provinces New Brunswickers have been called to important offices.

Taking full part in the winning of the war, New Brunswick should be in an advantageous position to reap every benefit from the rack of immigration and land settlement, which, it is expected, will follow the victorious conclusion of the conflict. Great areas of virgin land lie along the newer lines of railway and are available for homesteading on favorable terms.

The new policy of the Agricultural Department of development in sections, each of which have their own peculiar problems, under the eye of trained experts, should result in a more general adoption of modern methods and a very great advance in the many profitable lines of farming.

Fifty years under Confederation have been fifty years of solid, substantial progress for New Brunswick. The foundations are, indeed, firmly laid and, who shall predict us to the size and the magnificence of the structure to be reared in the remaining half of the hundred years?

W. E. POSTER.



This year is the fiftieth anniversary of the formation of Confederation, and a fitting time to review New Brunswick's contribution to the Dominion and her outlook for the future.

New Brunswick brought into Confederation an area as large as Scotland. The province contains thirteen million acres of land suitable for agriculture. Its resources are more extensive and more varied than Old Scotia. The province has a great lumber industry, almost inexhaustible fisheries, and rich deposits of coal, iron, limestone and other minerals.

New Brunswick was peopled by sturdy United Empire Loyalists, people from the British Isles and thrifty and industrious Acadians. There is today no more prosperous portion of the Dominion.

New Brunswick has the immense advantage of an all-the-year-round port which is nearer England than any port in the United States. St. John is four hundred miles nearer Liverpool than New York. The war has demonstrated the immense strategic advantage of the port of St. John. It has been one of the busiest ports on the North American continent since the outbreak of hostilities. The British authorities have recognized the superior position of St. John and from the first have sent huge quantities of munitions and war equipment from New Brunswick's great port—a quantity which keeps yearly increasing. For the first four months of this year the shipments from St. John, handled under the direction of the overseas account of the Imperial Government, totalled 788,001 tons, an increase of no less than 253,014 tons over the same period of 1916.

The future of St. John is assured as the great Canadian, national, all-the-year-round port.

New Brunswick has contributed to the up-building and maintenance of Confederation such political giants as Tilley, Mitchell, Anglin, Blair and Foster. Her sons have not only developed New Brunswick, but have been an important factor in the political and economic expansion of the west. Hon. A. Turgeon, Attorney-General of New Brunswick; Hon. W. J. Bowser, ex-Premier of British Columbia; and Mr. R. B. Bennett, Director of National Service, are all New Brunswick men, as is also the Right Honourable Andrew Bonar Law, Chancellor of the Exchequer and one of the outstanding figures in British public life.

When the call to arms came in August, 1914, New Brunswick responded with patriotic ardor. New Brunswick battalions and New Brunswick soldiers have won undying fame upon the blood-soaked fields of France and Flanders. These soldiers, who have risked their all for the Empire, will return with broadened vision and will take an important part in the building of a greater New Brunswick, a greater Dominion, and a greater Empire.

J. D. HAZEN.



The City of St. John, on account of its geographical location, has occupied an important position during the progress of the war. Many battalions have passed through from the western provinces to the scene of war in Europe and great quantities of merchandise have been shipped through this port.

The value of exports increased from \$21,559,760 in 1914 to \$190,686,661 in 1916, and the imports during the same period from \$9,453,220 to \$14,986,948. This increase in shipping has meant a corresponding increase in well paid employment, and during the past two years labourers have been fully employed; many lines of industry being unable to procure an adequate supply.

A modern elevator, with a capacity of half a million bushels, is now being erected by the Canadian Government Railways, to be completed in time for the export trade of the coming winter.

As one of the results of the war the building of ships, which was such an important industry in St. John half a century ago, or thereabouts, is being revived. One yard is now in course of preparation for the building of wooden ships and at least two others are making plans with a view to starting operations at once.

St. John men have not been slow in responding to the call of patriotism. Many units have been recruited here—a goodly number being among the first to proceed overseas where they have played their part like men and have brought honour to themselves and glory to the Dominion from which they come.

The women of St. John have been untiring in their efforts in behalf of Red Cross and every other form of patriotic endeavour lending to lighten the burdens and brighten the lives of our brave boys who at the battle front stand on guard for Canada; as well as for the men in training and those who from time to time have passed through St. John on their way from western homes to battlefields in France and elsewhere.

R. T. HAYES,
Mayor.

Some of the Men Who Are Making St. John



DANIEL MULLIN, K. C.



J. V. RUSSELL
(Commissioner)



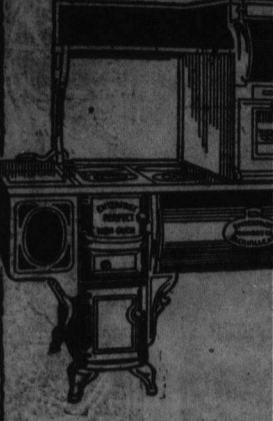
COL. J. L. McAVITY



SENATOR N. M. JONES

PROSPERITY NUMBER
New B...

If a Woman Were
She would like
single feature
The Enterprise
Double High



Send for illustrated circular giving
full information to
**THE ENTERPRISE
FOUNDRY CO.**
Sackville, N. B.

Cable Address "ADAMS"
Codes: Walker's, Scott's, Directory,
Lieber's Western Union and
A.B.C. 4 & 5th Edition.

A. W. A.
SHIP CHANDLER
SHIP AND INSURANCE
BUNTING & FLAG
BAY, HARBOUR, RIVER AND FALLS TOWING
NELSON STREET, Near North
Agents VIVIAN & SONS, of London, England
YELLOW METAL BEATING, NAILS AND BOLTS

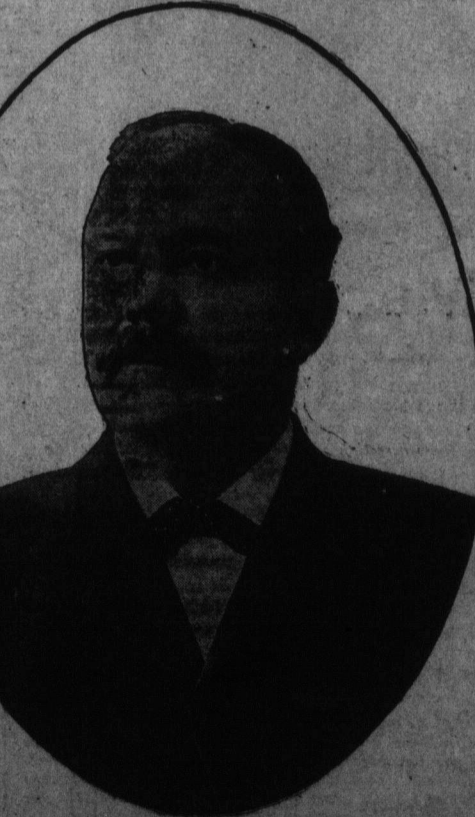
MANILLA
Calvanized and Black
Oakum, Pitch, Tar,
Tackle Blocks, Motor
Ranges, Stoves
J. SPLANE & CO.

**MECHANICAL
ENGINEERS**
In All Its
Marine and Steam
STEAM BOILERS
Mill Machinery
ESTABLISHED
Heavy Repairing
LARGE STOCK OF BRASS
BOILER PLATE, NAILS
Originators and Sole
Essex Marine
(GASOLINE)
Phoenix
James Fleming
George Fleming
Saint John

Making St. John



V. RUSSELL
(Commissioner)



JAMES FLEMING
Successor to
George Fleming & Sons

New Brunswick has the Second Largest Port in Canada

Has Enjoyed a More Consistent and a Greater Growth Than Any Other Canadian Port

Percentage of Increase From 1914 to 1916 is 329.5; Montreal Shows Only 42.6 Per cent.

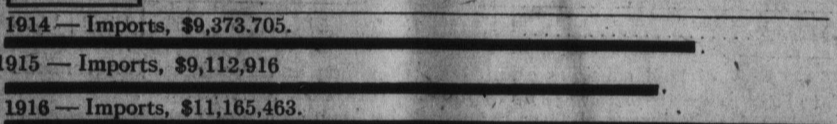
From the Table that follows immediately below it is shown that the port of St. John occupies an enviable position in the amount of commodities passing into and out of its harbor. The war has made an immense difference in the total of its trade as may be seen from the fact that it grew from thirty millions in the year to March 31, 1914, to one hundred and thirty millions two years later. So colossal a development is probably unique on this continent or indeed in any part of the world. The only thing that any way resembles it is the mushroom growth of the gold cities of California, Australia and the Yukon. There is, however, this difference that in the latter case the sudden growth was followed in most cases by a sudden decay whereas in the case of St. John this development has every appearance of permanence. A comparative statement of the imports and exports of the principal Canadian deep sea ports follows:

TABLE 1 Comparative Statement of imports and exports through certain Canadian ports for the three years to March 31, 1916.

PORTS	Year to March 31, 1916.		
	IMPORTS	EXPORTS	TOTAL
Montreal	147,638,022	173,436,739	321,069,861
St. John	11,165,463	120,042,590	131,208,053
Halifax, N. S.	9,873,799	26,330,211	36,204,010
Vancouver	20,167,953	15,031,892	35,199,845
Quebec	12,145,506	3,577,012	15,722,518
Year to March 31, 1915.			
Montreal	102,198,355	83,489,321	185,687,676
St. John, N. B.	9,112,916	43,872,932	51,928,978
Halifax, N. S.	10,709,544	16,067,405	26,776,949
Vancouver	25,055,487	14,113,198	39,168,685
Quebec	11,801,600	6,739,109	18,540,709
Year to March 31, 1914.			
Montreal	141,728,705	90,433,167	232,161,872
St. John, N. B.	9,373,675	21,039,863	30,413,538
Halifax, N. S.	11,546,554	18,803,026	30,349,580
Vancouver	37,628,156	15,239,716	52,867,872
Quebec	14,599,652	8,947,322	23,546,974

An analysis of this Table shows that the huge increases indicated are in exports. The imports have remained about the same for each of the three years in the case of St. John, except that in 1916, they showed a sharp upward tendency. This is a very healthy sign and proves that the trade of the port is not entirely in the direction of war supplies. The figure of \$9,373,675 for the last year before the war is a fair average figure of the imports into St. John for some years past, and that figure did not greatly vary though it showed a half million decline for the year during which war conditions for a period of some eight months existed. In the first year for which complete war conditions exist, that for the year to March 31, 1916, the imports show an upward leap of over two million dollars, a very handsome increase some part of which however, must in fairness be attributed to the receipt of raw materials of munitions of war. It will further be seen that St. John's great rival in the Maritime gates of entry, Halifax, has shown no

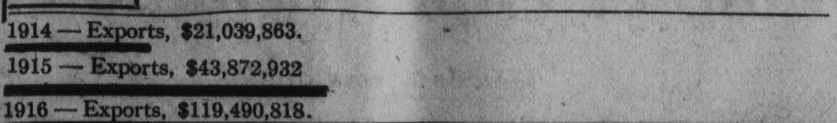
Chart A The following Chart shows the import business of St. John for the years ending March 31, 1914-1915-1916.



such development. Though the import trade of Halifax was considerably greater than St. John in each of the two years to March 31, 1915, yet in 1916 shot ahead to an amount of over twelve hundred thousand dollars. This is a remarkable development and one of which St. John may well be proud.

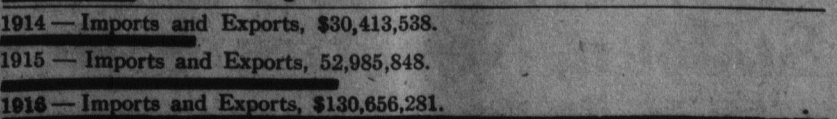
But it is when we come to exports that the whole astonishing difference between the two ports becomes evident. In the year before the war St. John showed exports amounting to \$21,039,863. In the first year for which war statistics are available this amount was more than doubled reaching the remarkable sum of \$43,872,932. But it is in the third year during the whole of which the war was in progress that we get figures that are almost unbelievable if they were not taken from the Government Blue Books. In that year the figures of exports are almost treble the amount of the previous great advance, attaining the abnormal sum of \$119,490,818. This is a record which St. John could not

Chart B This Chart illustrates the export business of the St. John port for the years 1914-1915-1916. Years ending March 31.



have hoped to attain before many years of peaceful development if the war had not intervened. Comparing these figures with those of Halifax we find that in 1914, St. John has twenty-one millions against nearly nineteen millions for Halifax. In 1915, Halifax fell to sixteen millions while St. John leaped to forty-three millions. In 1916, Halifax reached twenty-six millions while St. John attained the stupendous figure of one hundred and nineteen millions. In other words the export of St. John for the first year during which complete war figures are available is more than four and one half times that of Halifax. The contrast in growth is so abnormal as to constitute a record and one that rebounds entirely to the energy and far sighted vigor of the inhabitants of St. John. The net consequence of this unprecedented rise is to place St. John in the position of the second largest exporting port of the Dominion, far and away above any other with the sole exception of Montreal.

Chart C The following Chart illustrates the total port business imports and exports of the port of St. John for the years 1914-1915-1916. Years ending March 31.



See table 5 for 1917 Harbor Figures.

If a Woman Were to Design a Range she would include every single feature possessed by



A. W. ADAMS
SHIP CHANDLERY AND OUTFITS
SHIP AND INSURANCE BROKER

BAY, HARBOUR, RIVER AND FALLS TOWING BY TUGS "G. K. KING" "WARNING" & "WASSON"
NELSON STREET, Near North Market Wharf, ST. JOHN, N. B.
Agents VICTORIAN & SONS, of London, England. Agents PROVIDENCE WASHINGTON INSURANCE COMPANY of Providence, R. I.

MANILLA CORDAGE
Galvanized and Black Steel Wire Rope, Oakum, Pitch, Tar, Oils, Paints, Flags, Tackle Blocks, Motor Boat Supplies, Gurney Ranges, Stoves and Tinware.
J. SPLANE & CO., 19 WATER ST.

MECHANICAL ENGINEERING

In All Its Branches

Marine and Stationary Engines

STEAM BOILERS, SHIPS' TANKS

Mill Machinery

ESTABLISHED 1835

Heavy Repairs a Specialty

LARGE STOCK OF BEAMS, ANGLES, TEES, BOILER PLATE, NUTS, BOLTS, ETC.

Originators and Sole Makers of the

Essex Marine Engine
(GASOLINE POWER)

Phoenix Foundry

James Fleming, Successor to George Fleming & Sons

Saint John, N. B.

St. John Business College

Established 1867

No Business or Institution has a successful history of over 40 years, under the same management, and the last years the best years, unless there are good reasons for it.

Competition Does Not Hurt It

Not many years ago, ours was the only school of its kind in New Brunswick. Now there are eight (counting institutions with business departments) and yet the Saint John Business College now does many times the business it did when it had no competition.

Some of the Reasons

All promises have been kept. No misrepresentations have been made. The course of Study has been kept up-to-date. We have a large staff of capable and specially trained teachers. We have an elegant building, specially fitted up for Business College purposes by the St. John Board of School Trustees. Our equipment is modern and complete. Our entire energies are devoted to the interests of our students. Our best advertisements have been the successes of our graduates.

Our Rate Card

is mailed free to any address.

STUDENTS CAN ENTER AT ANY TIME

S. KERR, Principal
Saint John, New Brunswick



Let's Count the Cost

It costs money to haul a load against the handicap of a muddy, rut-filled road. To figure out how much it costs, figure out how farm produce is never hauled to town at all—because of Canada's present road handicap. The farmer stays home rather than wear out his team and wagon on the terrible tug of town. The muddy old-style road makes the hauling so difficult that a heavy toll is added to the price of the farm produce by the time it reaches the city market. Lighten the haul, and you enable the farmer to make more frequent trips to town. Result—a lower price paid by the consumer for the things he eats, yet a better profit on them to the farmer.

Permanent Highways of Concrete

The permanently smooth Concrete Surface—with its 365-days-a-year service—brings city and farm close together; makes a highway as pleasant for motoring as it is for traffic-hauling.

Canada Cement Company, Limited
Herald Building, Montreal

NOYES MACHINE CO.

General Machinists
Gasoline Engine Repairing a Specialty. Special Machine for Grinding and Fitting Oversize Pistons. All kinds of Engine Parts made at short notice. All kinds of Engine Accessories always on hand. Manufacturers of Shipmate 7 H.P. Engine. Second-Hand Engines Bought and Sold

Maritime Cornmeal Mills

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Golden Cornmeal, and Cracked Oats and Corn Food
Office and Factory: 120 Erin Street, St. John, N. B.
Phone Main 1135 C. W. STEWART, Manager

Railway Earnings Bespeak Business Progress of New Brunswick Province

For Hot, Tasty Tea Biscuits

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LaTour Flour!

SIMPLY DELIGHTFUL

Direct from Mill to Consumer

AT-WHOLESALE PRICES

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Members of the Montreal Stock Exchange

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Milled especially for particular cooks—those who want

"MORE BREAD AND BETTER BREAD"



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Established 1874
D. Hatton Company
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LARGEST RECEIVERS AND DISTRIBUTORS of all kinds of FISH in the DOMINION
Experts in the handling of BULK and SHELL OYSTERS

Whether you want to sell, buy, or, talk Fish, correspond with us. It will always interest and often pay you.

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DEARBORN'S PERFECT BAKING POWDER

The only BAKING POWDER Manufactured in the MARITIME PROVINCES

Manufactured by DEARBORN & CO., LTD.
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Facts and Figures Bring Out Interesting Points

In addition to the railways and branches specified in the following table there should also be included the Canadian Pacific Railway which has 520 miles of line in New Brunswick. Seven of these railways have an earning capacity in 1915, which exceeds their operating expenses, and one of them, the Temiscouata Railway, has an excess of earnings over operating expenses of \$43,450 for that year. Of others mentioned, the old Intercolonial has 486 miles out of the 1,450 shown, running in New Brunswick, and the National Transcontinental has 258 miles out of its total mileage of 1,893. The number of railways and branches, seventeen in all, covering a total mileage of 1,962 miles show how thoroughly the 27,985 square miles of the Province are served. It is in fact the province which is mostly thickly covered with a network of railways of any in the Dominion next to P. E. I., comparing with 1,367 miles over the 21,428 square miles area of Nova Scotia and 275 miles over the 2,184 square miles of Prince Edward Island. Table of railways follows:

1915 MILEAGE, CAPITAL, EARNINGS AND OPERATING EXPENSES OF NEW BRUNSWICK RAILWAYS.

Name	Mileage No.	Capital	Aid paid up	Earnings	Operating Expenses
		\$	\$	\$	\$
Buctouche and Moncton...	32	310,000	196,100	31,213	31,585
Intercolonial.....	1,450	.....	927,616	11,259,710	11,348,756
Fredericton and Grand Lake	35	605,000	216,576	62,137	67,948
International of N. B.....	111	.....	1,006,080	102,403	98,576
Caraget.....	85	1,790,832	499,649	71,582	66,955
Elgin and Havelock.....	27	94,900	203,135	11,761	11,927
Kent, Northern.....	27	107,000	236,734	20,248	20,331
Maine Central.....	5	173,500	.....	18,561	14,150
National Transcontinental..	1,093	.....	.....	280,888	357,110
New Brunswick Coal and Railway Co.....	58	.....	414,400	42,660	48,055
N. B. & P. E. I.....	36	.....	213,149	49,452	57,911
North Shore, N. B.....	9	183,000	43,816	825	989
Salisbury and Albert.....	45	150,000	554,301	36,162	34,942
St. Martins.....	30	189,000	229,213	18,389	16,624
Temiscouata.....	113	4,099,669	1,009,200	220,482	177,032
York and Carleton.....	11	105,000	58,143	5,680	3,855

MILEAGE OF RAILWAYS IN NEW BRUNSWICK.

Mileage.....	1909	1910	1911	1912	1913	1914	1915
		1,547	1,522	1,548	1,545	1,545	1,839	1,962

\$. Area of land subsidies granted by Dominion and Provincial Governments to New Brunswick Railways up to June 30, 1915, was 1,647,772 acres.
Aid to Railways of New Brunswick by Dominion and Provincial Governments in the form of Guarantees of Bonds, Interest, etc., up to June, 1915.

New Brunswick.....	Authorized	Bonds Executed	Guarantees Earned
		\$6,063,000	\$6,063,000	$4,806,965

Nashwaak Pulp & Paper Company

Manufacturers of

Sulphite Birch Pulp and Lumber

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St. John, New Brunswick

LARVAECIDE

A Soil Fumigant, which is scientifically prepared, and when thoroughly mixed with the soil will destroy all insects which hibernate there

THE QUANTITY TO BE USED

For Field Crops

For ordinary field crops we advise the use of a minimum of 250 lbs. to the acre on light soil; on heavier soil, a maximum of 350 lbs. per acre may be used without risk to germination of the seed.

PRICES:

Per ton, - - - \$65.00 Per 50 lb. packages, - \$2.00
Per 100 lb. packages, 3.00 Small can or carton, .50

IN THE FLOWER GARDEN

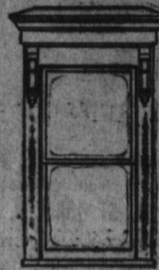
A Plot 100x160 (about 1.6 acre) would require about 100 lbs. Larvaecide.
50x160 would require 50 lbs. Larvaecide.
Small plots could be treated with one of our small boxes of Larvaecide.

For booklet and particulars apply to local agent or

Larvaecide Manuf'g Co.

102 Prince William Street, St. John, N. B.

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Plain, Bed Moulded Caps and Caps and Brackets, Sashes, Stools, Stops, Aprons and Castings.

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Heed the Warning

When your headlight reveals a "Bad Road" Sign, you do not need to be told twice to "drive slow."

When it is brought to your attention that all the "signs of the times" point to the failure of the old-style road—surely you do not need to be told twice to "drive slow" before sanctioning the construction of any more such roads.

Drive slow on the road question—find out why it is that

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are now recommended by the leading highway engineers. Search out the reasons for the failure of the old-style road.

Get acquainted with the statistics that prove Concrete to be dustless, without "ruts," free from ruts, and so durable that its maintenance-cost is infinitely smaller than that of any other type of road.

Profit by the experience of communities that have discovered how to build real roads in a truly economical way. We have all this information; it's in book, form and exceedingly interesting. Your name on a post-card will bring it to you free.

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PRICES:

Per ton, - - - \$55.00 Per 50 lb. packages, - \$2.00
Per 100 lb. packages, 3.00 Small can or carton, .50

IN THE FLOWER GARDEN

A Plot 100x140 (about 1-2 acres) would require about 100 lbs. Larvaecide. 20x140 would require 50 lbs. Larvaecide.

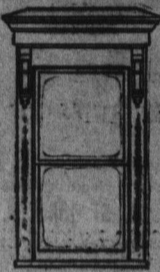
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The Christie Wood Working Co.,

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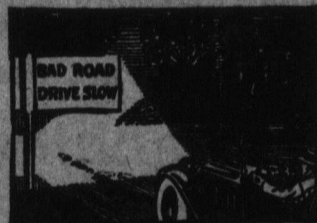
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Quality

Service

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BASIC, MALLEABLE AND FOUNDRY

IRON AND STEEL

BLOOMS, BILLETS, BARS, WIRE RODS, ANGLES, CHANNELS

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FORGINGS

Car Axles, Shape and Drop Forgings, Horse Shoes, Carriage and Automobile Hardware, Top Goods, Etc.

WIRE, ETC.

Steel, Brass, Copper and Bronze, Heavy and Fine, Bright Annealed, Coppered, Liquor Bright, Galvanized and Tinned. Stranded, Steel and Copper Cable, Clothes Line, Wire Nails, Staples, Barb Wire, Woven Wire Fencing, Fence Gates

RAILWAY FASTENINGS

Angle Bars, Track Bolts, Tie Plates, Spikes, Tie Rods, Etc.

NAILS, SPIKES, RIVETS, ETC.

Wire, Cut, Boat and Horse Shoe Nails, Railway, Pressed and Drift Spikes

Tacks and Shoe Nails, Steel and Copper Rivets and Burrs, Iron, Brass and Copper

POLE LINE HARDWARE

Pole Steps, Cross Arm Braces, Guy Clamps and Guy Rods, Etc., Black and Galvanized

BOLTS, NUTS AND WASHERS

Machine, Carriage, Elevator, Stove, Tire and Sleigh Shoe Bolts, Blank, Tapped Nuts and Washers

WROUGHT PIPE

Black and Galvanized Nipples and Couplings

SCREWS

Wood and Machine Steel, Brass and Bronze

LEAD PRODUCTS

Lead Pipe, White Lead, Shot and Putty

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HAMILTON

TORONTO

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Our Prospects For Future Trade

Great Destruction Will Call For Canadian Resources—Reconstruction Will Take Years

The enormous preponderance of exports over imports that now obtains is shown by the fact that in the fiscal year to March 1914 (prior to the outbreak of war) exports amounted to \$478,997,928, and in the year to March 31, 1916, they were \$382,872,502, while the imports were below the figures of normal years. The question that arises now is whether this immense expansion of native industry can be sustained when the abnormal needs of the war are no longer required.

In considering this question regard should be had to the fact that Canadian manufacturers have shown great versatility and resource in turning their plants and shops to uses for which they were not primarily designed, and have incidentally proved to the world that they can make good whatever the nature of the articles for which the demand was made. In addition they have given Canadian manufacturers an incalculable advertisement in countries, such as France, Belgium and Russia where before the war Canadian made goods were in no great demand and where their reputé was almost nil. All that is now changed. It is obvious that if our manufacturers can succeed in lines to which they were utterly unaccustomed, as for instance, so highly skilled a work as munitions, it is only fair to presume that they can equally succeed in articles intended for peaceful consumption. Thus the calamity howlers who shout that the present prosperous conditions are due entirely to the war and will shut down with a crash on the proclamation of peace have no sound basis for their arguments as we shall show.

Based upon information secured from official European Government reports and trade and industrial journals, the National Foreign Trade Council of the United States gave to a Foreign Trade Convention in Pittsburg recently this estimate: "That the loss of public and private property in the European theatres of war represents a value of \$5,985,000,000. The total destruction of public and private property is estimated at \$3,735,000,000 in the western and \$2,250,000,000 in the eastern theatre of war. The destruction to shipping is not included."

The reports enumerates the immediate needs of Belgium and France as follows: "The immediate needs of the two countries during the first year after the war will probably be as follows: Agricultural Buildings for Belgium, \$50,000,000; France, \$50,000,000. Agricultural Machinery for Belgium, \$50,000,000; France, \$50,000,000. Industrial Buildings for Belgium, \$65,000,000; France, \$50,000,000. Mining Machinery for Belgium, \$60,000,000; France, \$40,000,000. Iron Industry Machinery for Belgium, \$70,000,000; for France, \$50,000,000. Food-making Machines for Belgium, \$3,000,000; for France, \$10,000,000. Chemical Machinery for Belgium, \$6,000,000; for France, \$6,000,000. Textile Machinery for Belgium, \$65,000,000; for France, \$50,000,000. Electrical Machinery and Equipment for Belgium, \$130,000,000; for France, \$50,000,000. Wood-working Machinery for Belgium, \$20,000,000; for France, \$18,000,000. Paper-making Machinery for Belgium, \$5,000,000; for France, \$3,000,000.

It is not likely that Belgium or France will be able to manufacture all they need for rebuilding, neither can they import everything. Slates, bricks and building material to some extent can be supplied locally, but France will be forced to buy from abroad approximately three-quarters of the timber required for rebuilding, while practically all required by Belgium will have to be imported. Glass for windows will have to be imported exclusively until such time as Belgium can recommence to supply her own glass needs, but that will necessarily take some time. Of course, both these countries will try to supply their own needs as far as possible, but that still leaves a wide margin for exporters from this continent.

It has to be remembered that the greatest loss to industrial property in the occupied and invaded countries has not been so much actual damage by the enemy, although that has, of course, been very large. It is the enforced idleness of machinery and plants. However much the furnaces of the big iron smelters (to take an instance) were damaged by gun fire, the loss was small compared with the destruction of stocks of raw material, not only to prevent their falling into the hands of the enemy, but also through actual bombardments. Germany has, as we know, removed much of the machinery in the occupied countries to her own, but since, for the period of the war, she has been unable to import raw materials, she, too, will be a big factor in the demand for such when peace comes.

Another point which arises in connection with our exports after the war is the statement which has frequently been made that Germany has heavy stocks of goods on hand with which she will deluge the world on the resumption of peace. The answer to this is that she can only send goods to this country in return for foods exported by us. That there will be bitter feeling against the Central Empires for years after the war is certain, but in business there is little sentiment and there is no reason to taboo Germany, and still less Austrian goods if there is a corresponding demand for Canadian goods in those countries. That means another considerable outlet for Canadian-made goods where prior to the war they were in small request. Every day the question is regarded — both from the viewpoint of the Allied countries and that of the enemy countries — the prospect is bright for Canada's export trade, and our natural ability in turning new channels of trade to account, as shown by the remarkable way we have gone after war business, will stand us in good stead again.

Of course, when peace is declared, industries cannot immediately return to full operation. A considerable time must elapse before they are in full blast, but there is one, the agricultural, which can brook no delay. Machinery for this purpose must be sent to the European countries requiring them, at once. After the Balkan war it took about a year to repair the ravages of war and the countries involved were in no sense manufacturing. It can, therefore, be estimated how much longer it will take the present belligerent countries to recover especially having regard to the loss of man and laboring-power. There will be no question of replacing their labor from neighboring states, and since labor without machinery is useless, the opportunity for Canada to supply this latter after the war is almost as great in its potentialities of profit as the present war prosperity. To sum up, the years succeeding the war should see a great further expansion of Canadian export trade, not perhaps so great as that we are at present experiencing, but still sufficiently big to warrant the best of hope for the future.

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Three strong expressions concerning **ELECTRIC POWER.**

They are backed by a leading printing and binding house, which says:

"We are glad to testify to the clean and satisfactory service furnished by electricity.

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"We would not use anything but electricity in our plant, as we have tried other power and **KNOW** whereof we speak."

Let us help you solve your power problems.

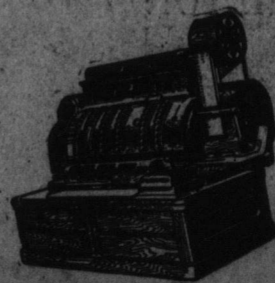
New Brunswick Power Company
Telephone 2430 Corner Dock and Union Streets

To Every Merchant

The period of opportunity and expansion is before you. Be prepared for the development which is bound to come. Everybody in every line of business must become thoroughly efficient in order to succeed. This is especially true of the retail merchant. He must use the most efficient system obtainable in running his store. If he does not his wide-awake competitor who does use this system will soon outstrip him in business. The National Cash Register Company of Canada, Limited, through suggestions from merchants everywhere, have perfected a system which is the most complete and simple for a retail business. We want you to know about it. Without obligating yourself, write us today and we will gladly give you full particulars.

The National Cash Register Company
of Canada, Limited.

TORONTO CANADA



BUILDING OPERATIONS

Building operations throughout the country continue with but little abatement, the first quarter of this year showing a loss of only a fraction of one per cent. as compared with 1916, while 1916 displayed a great gain over 1915.

The impression is gaining strength that while present costs of materials entering into the construction of buildings appear to be high, the prospects are for prices to go to still higher levels. The "American Architect" points out that insurance as a dollar will buy only three-fourths as much of any commodity as it would three years ago, the cost of building is in practically the same ratio to

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Manufacturers of
Spruce, Pine and Hemlock
Long Lumber and Timber
Laths, Staves, Barrel Heads, etc.

ALSO
BUILDING LIME, AND DOLOMITE OR MAGNESIA LIME

former costs. Authorities for the most part seem to agree that the chances for building material prices to take a drop, are quite remote, whether hostilities continue for sometime or whether peace should come within the near future. It is argued that the after-war demand on our industrial resources

will be infinitely greater than they have been. France has just recently closed a contract involving two hundred million francs, most of which sum is to be spent in America for building materials to be used in the reconstruction of important buildings in cities in the vicinity of Verdun, the Argonne and the heights of the Meuse.

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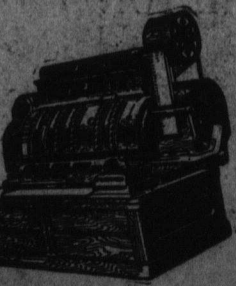
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PRODUCERS OF
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FRESH, FROZEN, SMOKED,
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FOR

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Electric Heating Apparatus
is a great help. RESULTS are far in advance of
COST. We are in a position to demonstrate
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MANUFACTURER OF
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W. MALCOLM MACKAY, Limited
SHIPPERS OF LUMBER
FROM ALL NEW BRUNSWICK AND NOVA SCOTIA PORTS
Head Office: ST. JOHN, N. B.
Cash advances on Consignments for British, Continental and American Markets.

D. C. CLARK, Wharf, Bridge and Building
Contractor
PILE DRIVING, ETC. ESTIMATES FURNISHED ON APPLICATION

Interesting Statistics Gathered From All Walks of Life in New Brunswick

Figures on Agriculture, Live Stock,
Fisheries, Etc.

New Brunswick has an area of 17,910,400 acres by actual map measurement.
Its population was 351,889 in 1911 and is probably 400,000 now.
That represented a density of 12.61 to the square mile in 1911.
Of that population 252,342 were rural and 99,547 urban, a proportion of 5 to 2.
Total foreign-born population was 8,134 in June 1911.
Canadian-born were 93.42 per cent in New Brunswick in 1911.
There were 119,766 men and women workers in New Brunswick in 1911.
There were 1,964 schools, 2,106 teachers, 66,505 pupils enrolled and an average attendance of 44,683 or 67.18 per cent in New Brunswick for the year to July 31, 1915.
New Brunswick spent \$1,069,811 on public education in 1915.

In 1915 New Brunswick had 14,000 acres under spring wheat yielding 267,000 bushels; 201,000 acres under oats yielding 5,559,600 bushels; 2,100 acres under barley yielding 48,000 bushels; 270 acres under beans yielding 5,700 bushels; 58,000 acres under buckwheat yielding 1,315,000 bushels; 900 acres under mixed grains yielding 28,400 bushels; 40,000 acres under potatoes yielding 5,772,000; 8,000 acres under turnips and mangolds yielding 2,633,000; 569,000 acres under hay and clover yielding 791,000 tons; 110 acres under fodder corn yielding 770 tons; 140 acres under Alfalfa yielding 320 tons.

In all in 1915 New Brunswick had 893,940 acres under cultivation yielding crops to a value of \$20,096,400.

Live stock in New Brunswick in 1915, including horses, Milch cows, other cattle, sheep, swine, numbered 447,448 of a value of \$17,584,688.

Value per acre of occupied lands in New Brunswick in 1915 was \$22.48.

Wages of farm help in New Brunswick in 1915 averaged \$14.17 for males, and \$8.48 for females per month.

In 1910 New Brunswick produced 1,166,243 lbs. of cheese valued at \$129,677, and 849,633 lbs. of butter valued at \$212,205.

In 1916 New Brunswick had two cold storage warehouses, one, the New Brunswick Cold Storage, Ltd. at Woodstock, with a refrigerated space of 37,161 cubic feet, and the other, the New Brunswick Cold Storage Co., at St. John, with a refrigerated space of 744,000 cubic feet. These are for general products and are subsidized. Non-subsidized cold storage warehouse is the Sussex Packing Co., Ltd., at Sussex, with 82,800 cubic feet of refrigerated space for meat.

New Brunswick has an Experimental Farm Station at Fredericton, covering 520 acres and established since 1912.

In 1915 New Brunswick cut 638,518 quantities each of 1,000 feet board measure of lumber valued at \$9,902,208; 458,987 thousand feet quantities of shingles valued at \$917,208; 288,951 thousand feet quantities of laths valued at \$693,795. It cut 115,842 cords of pulpwood valued at \$732,521.

The value of the products of the New Brunswick Fisheries in 1915 amounted to \$4,904,083.

Minerals produced in New Brunswick in 1915 were valued at \$916,329. The most important branches of mining were gypsum, coal and oil with natural gas. Of natural gas the production in 1915 was 305,673,200 cubic feet.

In 1910 New Brunswick had 1,158 manufacturing establishments with a capital of \$36,125,012, 24,755 employees at salaries and wages totalling \$8,314,312, and the value of its manufactured products was \$35,422,302.

In 1915 New Brunswick's total exports were \$54,322,490 and imports \$12,983.30.

In 1915 New Brunswick had 1,962 miles of railways, and land subsidies granted to the railways by the Provincial Railway amounted to 1,647,772 acres.

Sea-going vessels entered and cleared from New Brunswick ports in 1915 had a tonnage of 2,813,874 tons and numbered 8,146. Of these St. John entered and cleared 1,867 with a tonnage of 1,961,992 tons.

New Brunswick had in 1915 a total of 17,517 telephones in use with a mileage of 27,852 miles. Their cost was 1,823,367, and the revenue derived from them \$478,887.

Between Confederation and the year 1915 New Brunswick received from the Federal Government total subsidy allowances amounting to \$23,271,076.

OPERA HOUSE ST. JOHN UNION STREET PHONE MAIN 1588

Playing a Continuous Policy of
HIGH CLASS - REFINED

VAUDEVILLE
DIRECT FROM NEW YORK AND BOSTON

5 Big Acts and a Serial Photo
Drama Every Week

Starting on Saturday Afternoon
AND CONTINUING TO
the Friday Evening following.

TWO SHOWS on Saturday Afternoon at 2 and 3.30
ONE SHOW every other Afternoon at 2.30

EVERY EVENING at 7.30 and 9

AFTERNOON PRICES 15c. and 10c.
EVENING PRICES 25c. 15c. 10c.

No visit to St. John is
Complete unless you see the
splendid vaudeville program
at the Opera House.

Your Grocer Caters
to Your Appetite

If YOU Want a Biscuit Real
Fancy. Ask Him to Cater

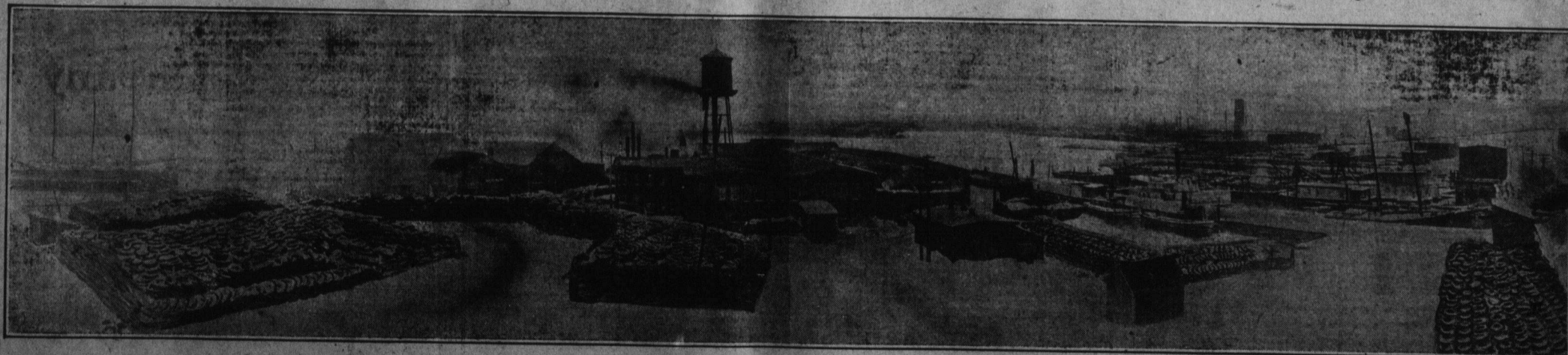
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White Lily
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They Satisfy!

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ALL WEIGHTS ALL GRADES
The might of the pen as a ruler of men
Than the sword has been proved the greater;
But PAPER may claim yet the mightiest name
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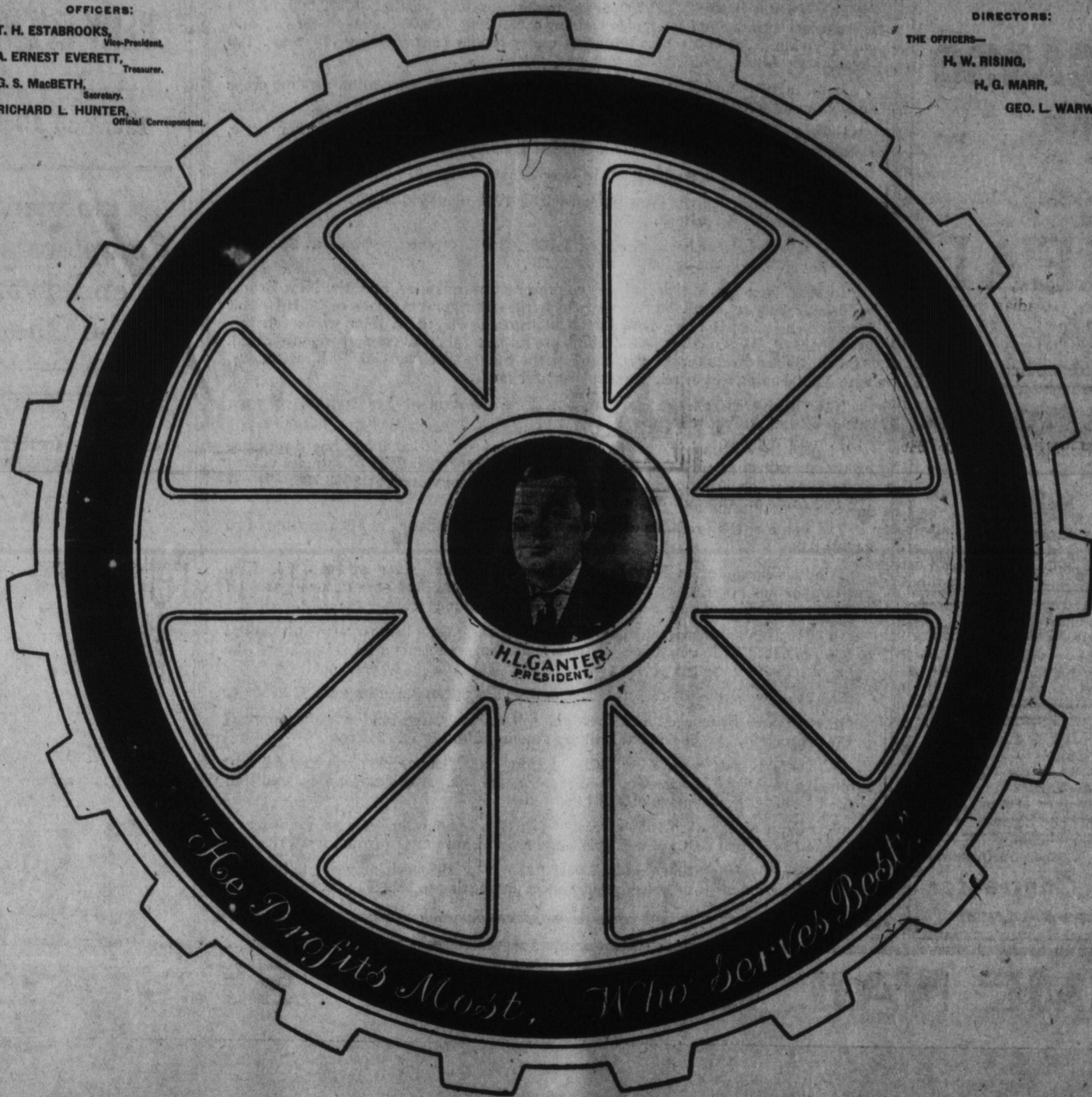
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Banking, ing All

There is probably hard
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Y CLUB

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Business Development of Saint John During the War.

Banking, Exporting, Manufacturing All Increasing Rapidly

There is probably hardly a city in the Dominion that can show the continuous and extensive development of St. John during the last two and a half years. Nor is this development showing any signs of having reached its limits. There is in fact hardly any limit to the degree of prosperity to which this go-ahead and enterprising New Brunswick city can attain if it keeps on as it has commenced. The following items will throw some light upon a movement which we in Canada are more used to hearing about the western cities rather than those located in the east.

The clearing returns for the St. John banks for the first three weeks of 1917 show a total of \$6,141,238 as compared with \$4,892,000 in the corresponding period of 1915. This alone is an indication of the first importance as proving the correctness of the assertion made above.

A considerable quantity of ore has been taken out of the copper mine at Dorchester and the outlook for a successful operation of the mines is now very bright. The ore will probably be shipped to the United States to be refined, as there is no refining plant here as yet. Development work is being carried on at the copper mines near Belleisle. The ore is of good quality.

The industrial success which St. John is experiencing is being reflected in the progress that the provincial communities are making. St. Stephen is a good example. The output of the St. Stephen shoe factory for eleven months to January, 1917, is placed at \$309,000 with an annual payroll of \$62,000. The confectionery plant has manufactured about \$1,200,000 during the year 1916, an increase of about \$300,000 over the previous year. The soap factory, edge tool plant and fertilizer works have each had a good season. But for a fire which destroyed the greater part of the plant of the wood-working factory, its output would have reached \$225,000 last year. The cotton mill at Milltown has turned out 250,000 yards of cotton weekly, of a yearly value of \$1,250,000. Like satisfactory reports come from Moncton, Fredericton, Woodstock, Sackville and other industrial communities in the province.

The events of the past two years, while they have emphasized in a marked degree the importance to the Empire of her Canadian possessions, have directed special attention to the economic value of the ports of the Dominion, particularly those on the Atlantic seaboard. Four of these have become outstanding imperial ports—Montreal, St. John, Halifax and Quebec. The measure of traffic that these ports are capable of accommodating has been very clearly demonstrated by the value of the exports shipped through them during the year and a half ending September 30, 1916. During that period Montreal exported goods to the value of \$338,683,779; St. John came second with \$176,013,031; Halifax third with \$46,382,131; and Quebec \$6,298,356.

In the case of St. John, this result was reached in the face of a heavy handicap occasioned by the destruction of the Intercolonial Railway elevator. The absence of this elevator threw the whole burden of grain shipment on to the Canadian Pacific Railway—a burden which was cheerfully accepted and carried along in a wonderfully successful manner. In the winter of 1916 the grain shipments from St. John reached a total of 14,186,522 bushels; this winter 2,938,082 bushels were shipped up to December 31, through the C. P. R. elevators. With the restoration of the Intercolonial elevator, and the completion of the harbor development schemes which are in contemplation, St. John should be able to do at least fifty per cent more export business in the next two years than she has done in the past. Now that Canada is awakening to the importance of utilizing her own ports in preference to those of other nations, this fact should go far towards answering any criticisms that may be advanced with regard to the ability of St. John to handle whatever traffic may be directed towards it.

The enterprising canning firm of Connors Bros., whose fish products are shipped the world over, have recently undertaken the canning of beef, thus adding to their own industry and at the same time opening up a good local market for the farmer who has cattle to sell. At the present time, most of the beef used in canning is brought from Ontario. This firm have done a large business this year in the packing of fish, chiefly sardines. The coming season they hope to be able to handle one hundred hogheads of these fish daily.

For the fourth quarter of 1916 potatoes to the value of \$30,342.50 were shipped to Cuba from St. John, as against \$6,330 worth in the corresponding quarter of 1915. The exports of fish for the quarter amounted to \$4,492 compared with \$3,441.50 for the last quarter 1915. Hence in both these industries considerable and in one of them a very great increase was shown.

As to immigration, although, owing to the war, no special effort was made during 1916 to encourage immigration, nevertheless there was some development in this direction. The provincial immigration agent reports that from all sources during 1916, 230 settlers came into the province. Though the number was small in comparison with pre-war years, the settlers were of a most desirable class.

The total shipments of forest products for the year 1916 from the port of St. John were \$1,410,844 as against \$1,371,459 for the year 1915. For the quarter ended December 31, 1916, forest products to the value of \$334,717 were shipped to the United States. They were made up as follows: Lumber, \$81,508; wood pulp, \$131,815; pulp wood, \$28,389; laths, \$83,343; shingles, \$9,662.

That after the war a larger share of new immigration to Canada will be to the Maritime Provinces, is the opinion expressed by financiers and others who have visited Canada in recent months. These provinces got a very small share of the immigration to Canada which came in the five years before the war. Opportunities in fishing, mining, lumbering, agriculture and manufacturing are offered in the three provinces.

The world shortage of wool, and the imperative need of some action being taken to facilitate the business of the Canadian textile trades, the Federal Government has, on the sanction of the Imperial authorities, formed what is to be known as the Canadian Wool Commission. This body will have charge of the purchase of the Australian wool released by the British Government to the Canadian interests. The Commission will also have charge of its distribution in Canada. This Commission consists of Mr. George Pattinson, Freston; Mr. I. Bonner, Hespeler; Mr. C. W. Bates, Paris; Mr. James Rossmond, Carleton Place; Mr. George Forbes, Almonte, and Mr. F. B. Hayes, Toronto, Honorary Secretary. The necessity of appointing this Commission, as a means of facilitating Canadian business, and preventing an absolute cessation of many of the textile trades, was brought to the attention of the Right Hon. Walter Long, Secretary for the Colonies on April 7th last. The explanation was made at that time, that the British Government was taking drastic action regarding the exportation of Australian wool for military reasons.

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There are some fundamental requirements in good telephone usage that are in YOUR part of the work. They are:

Consult the directory so as to be sure you ask for the right number.

Pronounce the numerals distinctly, emphasizing the ones that are most frequently confused. For instance 0 sounds like 4; 2 sounds like 3 and 5 sounds like 9.

Remember that the operator who answers you has other subscribers waiting for her whose demands are just as urgent and important as yours, and she is human, and above all things that she is a young lady.

Kindness begets kindness and courtesy begets courtesy, so if you want to get the best results in using the telephone, make it a point to be especially kind and courteous to the operator.

Put the lips close to the mouthpiece, speaking directly into the transmitter.

Exercise patience at all times. Impetuous rattling of the hook makes it impossible for the operator to help you complete your call.

When you are through with a conversation and wish to call a new number hold the hook down for five or six seconds so the operator will be sure to get your signal.

Remember that the average telephone operator in an exchange like St. John looks after service for 230 telephones and in the busy hour of the day answers a call about every 10 seconds. She is not loafing at any time.

The New Brunswick Telephone Company solicits the co-operation and advice of its customers. If your service is not what you would like it to be let us know. We are here to sell GOOD SERVICE.

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 FINEST FEATURE
PHOTOPLAYS
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THEATRE
 TO SHOW THEM.

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Big Increases in Exports Prior to War and New Records
 Established Since 1914--New Brunswick Exports
 as Large as Combined Exports of Nova Scotia,
 Manitoba, Saskatchewan and Alberta--Over
\$54,000,000 in 1915 and Over
\$120,000,000 in 1916

It was somewhat of a surprise to New Brunswick people to learn that the exports through the port of St. John for the fiscal year ending March 31, 1916, exceeded \$120,000,000. This was an increase of over two hundred per cent over the previous year, and was two million higher than the exports for the year from the port of Boston, and some \$93,000,000 higher than for any other Maritime Province port.

For comparative purposes, however, the figures for the previous year might give a better idea of the general exports from New Brunswick as they show in the Government reports as compared with other provinces. In the first place it is interesting to note that New Brunswick is the third largest exporting province in Canada, being exceeded only by Quebec and Ontario. The exports from this province have always been much larger than the exports from Nova Scotia, and notwithstanding the big wheat exports, etc., from the prairie provinces, none of these provinces equal New Brunswick in the value of the annual exports.

The charts accompanying this article show more clearly than can words the important position which New Brunswick occupies in the exports of Canada. In 1915, they totalled over \$54,000,000, as compared with \$29,700,000 for Nova Scotia. The 1916 exports showed even more startling comparisons. Manitoba's exports in 1915, amounted to something over \$11,000,000, so that the exports of New Brunswick were valued at nearly five times the value of the Manitoba exports and nearly twice the value of the Nova Scotia exports. The 1916 exports were more than twice the value of the Nova Scotia exports.

The exports of New Brunswick in any year since 1910 have been nearly as high as the combined exports of all the western provinces with British Columbia and Nova Scotia put together. By such comparisons we realize the importance of the port of St. John.

There have been remarkable increases in the exports from New Brunswick, those of course of the last two years being due to the war. In 1895 the exports from the province were valued at \$6,368,332. By 1900, they had increased to \$14,165,506, and by 1910, they had reached the total of \$32,110,811. It will thus be seen that the exports from the province and through the port of St. John were making enormous increases before the war. From 1900 to 1910 the increase was more than 100 per cent.

Taking for example 1913, the year prior to the outbreak of the war, the exports from the province were valued at \$34,634,000, which was more than \$10,000,000 higher than the Nova Scotia exports and considerably higher than the Nova Scotia, Manitoba and Saskatchewan exports combined.

The accompanying charts indicate the growth in exports from New Brunswick and as compared with the other provinces.

GROWTH IN N. B. EXPORTS

THE FOLLOWING CHART SHOWS THE GROWTH IN EXPORTS FROM NEW BRUNSWICK FOR FIVE YEAR PERIODS UP TO AND INCLUDING 1915.

1890, \$6,967,855
1905, \$6,368,687
1900, \$14,165,506
1905, \$17,980,703
1910, \$32,110,811
1915, \$54,322,490

N. B. COMPARATIVE EXPORTS

THE FOLLOWING CHART SHOWS THE EXPORTS OF NEW BRUNSWICK AS COMPARED WITH OTHER CANADIAN PROVINCES FOR THE FISCAL YEAR 1915, ENDED MARCH 31, 1916. THE FIGURES WERE MORE THAN DOUBLED IN 1916 IN NEW BRUNSWICK.

New Brunswick, \$54,322,490
Nova Scotia, \$29,712,618
British Columbia, \$33,628,009
Manitoba, \$11,558,465
Saskatchewan, \$7,185,357
Alberta, \$3,723,304
Prince Edward Island, \$542,087

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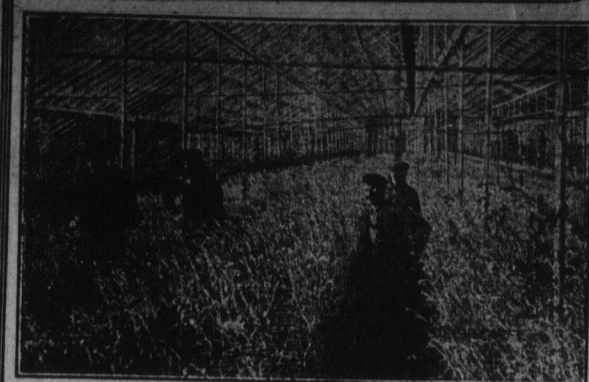
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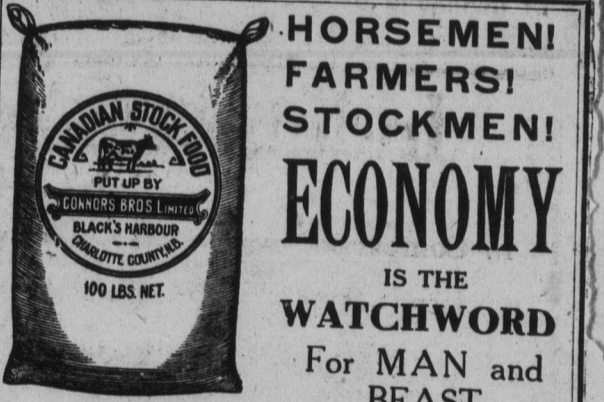
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 Don't Feed Your Cattle and Horses Valuable and Costly Grains. Mix their feed with our **CANADIAN STOCK FOOD**
 It makes them chew their food, will increase the flow of milk in Milch cows and fatten quickly.
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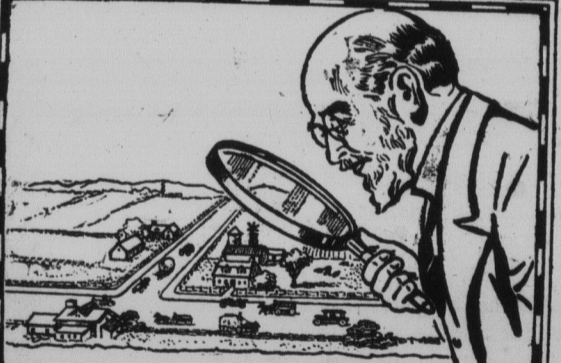
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Permanent Highways of Concrete

It is Mr. Edward N. Hines who makes these statements. He is the Road Commissioner of Wayne County, Michigan.

"These roads (Concrete) are now in their eighth year. Time has substantiated the statement I made four years ago—I now reiterate it." By sheer merit, the Concrete Road has forced itself upon the public throughout this Country and Canada.

The statement Mr. Hines refers to as having been made by him four years previously was this:

"I stand committed to the use of Concrete for Country roads—village and city residence streets. This is a well-founded, fully-substantiated view, based on results obtained after careful consideration of all facts available."

The full text of Mr. Hines' statement will be mailed to anyone who writes a post-card to

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 In Comparison with
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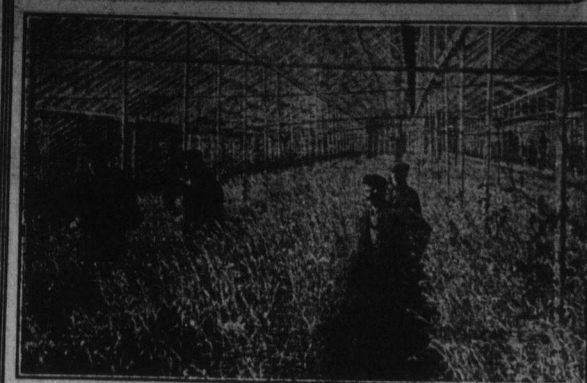
In reviewing the statistics so easy to juggle with figures of happy comparisons which ruin. The juggling with figures especially during election provincial and federal campaigns New Brunswick. The result false impressions of the state good.

An interesting review of 1916, showing the debts of Canada's debt was placed at \$732,000,000. The population about 7,500,000 in each cleaned from the per capita

Canada
 Argentina
 France
 South Africa
 New Zealand
 Spain

The debt figures of even the outbreak of the war in the United Kingdom, A other countries. The United its per capita debt figures, C States debts. The Maritime western provinces. Even debt recently published, g than the debt of Alberta, Columbia and Alberta had hawick's total bonded indebted Nova Scotia spends a less and New Brunswick v

N. B. Exports



ONE OF OUR CARNATION HOUSES
K. PEDERSEN LTD.
 Largest Greenhouse Establishment in Maritime Provinces
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CANADIAN STOCK FOOD
 It makes them chew their food, will increase the flow of milk in Milch cows and fatten quickly.
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ALWAYS ASK FOR DWYER'S BREAD AND LUXURY CAKE

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STRONG DEFENCE OF GRAND TRUNK BY MR. SMITHERS

Chairman of Board Replies to Criticism of Railway Commissioners.

PIONEER COMPANY NEVER DEFAULTED

Difficulties Met and Overcome and Assistance Rendered to Dominion.

A strong defence of the Grand Trunk Railway against the criticism of its management made by the majority board of the Railway Commission has been issued by A. W. Smithers, chairman of the Board of Directors, supplementing the statement previously made by President Chamberlain.

Mr. Smithers points out that the Grand Trunk, the pioneer railway of Canada, has never defaulted, during its sixty-five years' existence, on its fixed charges, while a large number of American railways during that period have been bankrupted, and in 1895, when the present board of directors took office, nearly half of the American roads were in the hands of receivers.

The total amount of assistance received by the Grand Trunk from the government, Mr. Smithers declares, has been only \$28,000,000 in sixty-five years, as compared with \$347,000,000 received by the Canadian Pacific in thirty-five years, \$298,000,000 given the Canadian Northern in fifteen years and \$114,000,000 received by the Grand Trunk Pacific in fifteen years.

Credit Unimpaired.

The credit of the Grand Trunk has always been maintained unimpaired in London, Mr. Smithers asserts, and it has been able itself to finance the many requirements of its work in Canada. In June, 1916, in the midst of war and on a day when Scarborough was being bombarded and telegraphic communication between London and the north of England was interrupted for several hours, the Grand Trunk was able, with the consent of the British Treasury, to raise a credit of \$12,500,000 in five hours.

Replying to the criticism of payment of dividends, Mr. Smithers says that the common stock of which more than \$20,000,000 represents actual cash, never has received a dividend, and that the preferred stock has yielded dividends intermittently from year to year, as the earnings justified.

The Grand Trunk was built by British capital, British engineers and British labor, and has been maintained to this day by British money, says Mr. Smithers. Its capital today amounts to about \$450,000,000, practically all of which is held in Great Britain. Since the present board took office the increase in capital raised in London amounts to nearly \$150,000,000, all of which was raised at a little more than 4 per cent. Mr. Smithers declares that if the money had been raised in New York it would have cost 1 per cent more and would have resulted in a total extra liability for fixed charges to-day of nearly \$5,000,000 a year.

Many Improvements.

Mr. Smithers summarizes the improvements that have had to be made in the sixty-five years of the company's existence, and points out that during the incumbency of the present board every bridge on the system has been rebuilt, 1,100 miles of the line have been double tracked, heavy rails have been installed, locomotives of ever-increasing power have been put in use and new and larger freight and passenger cars have been provided continually.

The difficulties of the Grand Trunk, says Mr. Smithers, have been added to by the undertaking of building the Grand Trunk Pacific line from Winnipeg to the Pacific Coast, to make a transcontinental line by connection with the government line from the Atlantic to Winnipeg. The building of this line caused a big real estate boom, which resulted in increased cost of land, labor and materials. Thus the expense of the construction was increased far beyond the original estimates.

To cap everything, came the war, with its disrupting effect on the money markets of the world.

In view of all these facts, Mr. Smithers insists that there is an injustice in the proposal of the majority of the Railway Commission to take over the Grand Trunk, as "one of the parties to the construction of the G. T. P., on terms which has characterized as amounting to semi-confiscation of the rights of the British stockholders. Mr. Smithers contends that the Grand Trunk, with less assistance than any other line, has rendered, with its own resources, far greater service to Canada than any other railway, having not only carried heavy traffic during the stressful last three years, but also having engaged at the request of the government in numerous war work.

Mr. Smithers points out that every great railway has had to pass through a critical period, but declares that the reassuring fact is the rapidity with which in nearly every case the development of the country has overcome the critical period and justified the assistance given by the government.

Indebtedness of Canada and Provinces

In Comparison with Other Colonies Canada's Debt is Low. Financial Standing of Maritime Provinces Very High---Comparative Figures of New Brunswick and other Provinces.

In reviewing the statistics of municipalities, provinces, states or countries, it is so easy to juggle with figures, that from the same table an optimist might write pages of happy comparisons while a pessimist could write as many pages of apparent blue ruin. The juggling with figures has always been a favorite hobby of Canadian writers, especially during election campaigns. This has been a common practice in both provincial and federal campaigns. Such a condition exists at the present time in New Brunswick. The result of the figure juggling in this province creates absolutely false impressions of the standing of the province and accomplishes more harm than good.

An interesting review of the debts of nations appeared in the world's almanac for 1916, showing the debts of the nations of the world at the outbreak of the war. Canada's debt was placed at \$544,000,000 while the debt of Argentina was placed at \$732,000,000. The populations of these two countries is approximately the same, about 7,500,000 in each country. A better idea of the comparative debts would be gleaned from the per capita figures, as shown in the following table:

Canada	\$72
Argentina	90
France	560
South Africa	95
New Zealand	190
Spain	90

The debt figures of every country in the world have of course been changed since the outbreak of the war in 1914, Canada's in proportion to other countries.

At the outbreak of the war Canada's total debt was smaller per capita than that of the United Kingdom, Argentina, Spain, New Zealand, South Africa and numerous other countries. The United States has a large debt but because of its big population, its per capita debt figures out as one of the smallest in the world.

In provincial debts, Canada is no worse off than the United States in each of its States debts. The Maritime Provinces have infinitely smaller debts than have the western provinces. Even accepting the exaggerated figures of New Brunswick's debt recently published, giving the total at \$17,000,000, this is very much smaller than the debt of Alberta, Saskatchewan, British Columbia and Manitoba. British Columbia and Alberta have railway bonded indebtedness larger than New Brunswick's total bonded indebtedness.

Nova Scotia spends about \$470,000 annually for interest on its bonded indebtedness and New Brunswick will this year pay out about \$350,000 on such indebtedness, not including a possible \$250,000 on the Valley Railway. Nearly all the western provinces have guaranteed railway bonds to the extent of millions of dollars.

The Canada Year book for 1915 showed that in that year the province of British Columbia paid out \$494,000 as interest on its public debt; Alberta paid \$657,000; Saskatchewan paid \$693,000; Nova Scotia paid \$470,000 and New Brunswick, \$335,000. New Brunswick's comparative position is thus very strong. Even including the railway interest this year, the New Brunswick interest payments will be considerably smaller than such payments made by Alberta and other provincial governments.

In view of the wide publicity given the finances of the province in recent weeks, the following quotation from the editorial columns of the Standard for June 8, is of interest.

"Yesterday, in the New Brunswick Legislature, the financial representative of a New Brunswick government, for the first time in the history of this province, arose in his place and predicted a deficit of almost \$400,000, at the same time announcing that the province would probably have the largest estimated current revenue on record. In the next breath he stated that, although there would be a deficit, it was the purpose of the government to expend amounts which, aside from the interest on Valley Railway bonds, would exceed the ordinary revenues by practically \$150,000.

The main feature of the budget speech is the attempt by the present government to apply a new method of accounting and in this connection the claim is made that items expended by the Murray administration and bonded for should have been met out of current revenue.

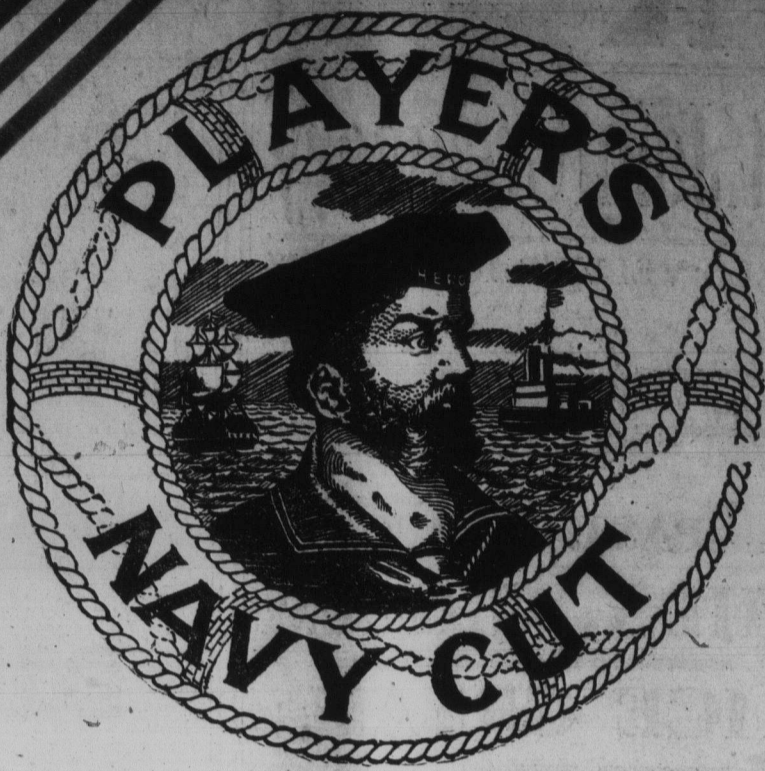
It is interesting to note in regard to this claim that the present government already this session has followed the course it condemns and has voted expenditure of \$700,000 on permanent bridges and \$500,000 on roads for which bonds will be issued thereby adding \$1,200,000 to the debt by one operation.

Another feature of the budget announcement which will strike many people as inconsistent with the government's professions of a desire to keep the ordinary expenditures within the limits of the ordinary revenues is the decision to over expend this year to the amount of \$148,576, which, with the Valley Railway interest of \$246,500, will bring the total deficit on current account up to \$395,076.

Little fault can be found with the increase by the former administration of the debt of province by about \$3,000,000 for every dollar has been wisely spent and as a result we have such creditable public works as the splendid new bridge at the Reversing Falls and other fine permanent structures.

Taken altogether it need only be said that while the present government suggests changes in the method of accounting, and presents its financial review on that basis, it has completely failed to establish that the preceding administration was in any way wasteful or that the province did not receive full value for every dollar expended. Moreover, our new rulers, while admitting that they will have the largest revenue in history, purpose to over-expend to an amount almost reaching \$150,000. That is scarcely in accord with previous promises of stringent economy.

The financial standing of Canada as a country is strong, comparing favorably with all other countries, and the standing of New Brunswick as a province is one of the strongest in Canada, notwithstanding the political knocking which has been given the province. New Brunswick bonds have a very ready market and bring higher net prices than do the bonds of most of the other provinces. All the bonds of the Maritime Provinces sell at very high rates and are readily taken by the financial houses.



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NAVY CUT

CIGARETTES

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New B

Winter Port Development Industrial Expansion Business Promotion

These are the three primary objects of the Board of Trade has stood for the furtherance of these all others.

Has the Board succeeded in its record testify.

In 1900 — four years after the war in its demand for the recognition of the Winter Port of Canada — the port was fourteen and a half miles long and it had grown to thirty miles long. It has attained to the supreme position of DRESSED AND FIVE MILLION DOLLARS in Canada except Montreal. The Winter Port is still going strong.

IN INDUSTRIES, St. John's has a strategic situation making it a distributing point. Its products include cotton mills, sugar refinery, nail factories, brush factories, candy factories, and many others. More industries are being developed.

GENERAL BUSINESS has shown a marked increase in St. John, the bank clearings were \$37,000,000 in 1900 to \$90,500,000 in 1915.

IN BUILDING, while the war was in progress, the returns show a marked increase in 1916 to have been \$464,000,000 in 1915.

There's much work still to be done. The Trade and the citizens of St. John must be a "long pull all together." This can be accomplished through an active membership in the Board of Trade. Are YOU a member?

Applications for membership

R. E. ARMSTRONG
162 Prince William Street

Shaving Are W

But the Railways are shaving them.

The difference in the cost of Dressed and Undressed Lumber varies from 35% to 50% per M feet.

Figure it out and save money by leaving the Planing mill.

DRESS LU

Lumber dressed at the mill saves money.

We have the latest machinery for Surfacing, Jointing, Resawing and Planing.

WRITE FOR OUR LATEST

BATHURST
COMPANY
BATHURST

New Brunswick - - - A Bee Hive of Industry

Province Shows Big Increase in All Departments of Manufacturing.

By 1920 New Brunswick Factories Should Product Well Over Million Per Month.

The growth of manufacturing in every way in the Province of New Brunswick has been very remarkable during this century. The Table which follows below gives details of this growth over five year periods from 1900 up to the present time and shows some remarkable figures. While in the first few years of the century the rate of progress was slow, within the last ten years it has been correspondingly rapid and great. Thus the capital engaged has more than doubled since 1900 as has also its value. Of course the great development of munitions of war production has affected the statistics in the last two years, but the natural growth, while not so great as the actual figures shown, would still have been good without the great stimulus of the war. We give them for the last period (1916) on estimated figures, but as these are based on the Government Blue Books and are very conservatively stated it may be taken that they are rather under than above the mark:

TABLE 2

The following figures show at a glance how industry has advanced in New Brunswick as regards number of establishments, capital invested, number of employees, salaries and wages paid, raw materials used, and value of finished products.

Year	Number Establishments	Capital Invested	Number Employees	Salaries and Wages	Raw Material Used	Value Products
1900	919	\$20,741,170	22,158	\$5,748,999	10,814,014	\$20,972,470
1910	1,188	36,125,012	24,755	8,314,213	18,516,096	35,422,302
1916	1,627	48,527,616	32,467	10,899,065	24,678,543	46,742,119

St. John is, it must also be remembered, the chief winter port of Canada and its commercial and industrial conditions have been unusually satisfactory during the war period. The progress of the port is reflected in the immensely increasing volume of trade passing through and may be judged by the fact that between March, 1914, and March, 1915, it rose from thirty to one hundred and thirty millions of dollars. Of the latter sum about one hundred and twenty million were represented by exports. This showed a two million increase over the port of Boston and ninety-three million over any other Maritime Province port.

Real estate has not been very active but is in a much healthier condition than before the war and values are being very well sustained.

Building figures are not so high as in pre-war times but indicate that there is a return to normal conditions. Among the larger erections:

TABLE 3

The following Table shows the percentage of increase that manufacturing has had during the past six years, from 1910 to 1916. All branches are here considered.

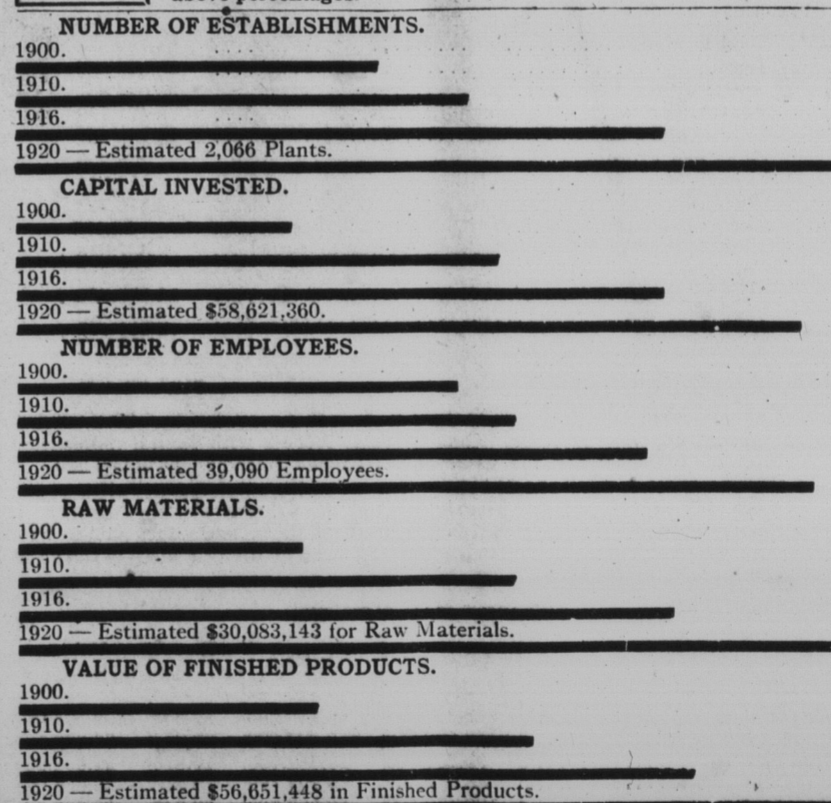
DEPARTMENTS OF INDUSTRY.	PERCENTAGE INCREASE.
Number of Establishments	40.5%
Capital invested in Manufacturing	31.2%
Number of Employees	31.1%
Salaries and Wages paid	30.9%
Raw Materials used	32.9%
Value of Finished Products	31.9%

AT THE PRESENT RATE OF INCREASE NEW BRUNSWICK WILL HAVE BY 1920.

2,066 MANUFACTURING ESTABLISHMENTS.
\$58,621,360 INVESTED IN MANUFACTURING.
39,090 HANDS EMPLOYED BY MANUFACTURING.
\$13,144,272 PAID ANNUALLY IN SALARIES AND WAGES.
\$30,083,143 OF RAW MATERIALS USED.
\$56,651,448 OF FINISHED PRODUCTS.

Chart D

The following Charts illustrate to the sight the growth of manufacturing in all departments with estimates for 1920, based on the above percentages.



in 1916, being a machine plant for Messrs McAvity & Sons, a Catholic High School for girls, an Isolation Hospital and a half million dollar grain elevator. The Government is proceeding with the development of the Courtenay Bay proposition and on the western side of the harbour the completion of another ocean pier is under way. The plants that have been most active in St. John have been the McAvity Brass and Iron Foundry, The Fleming Engine and Machine Works, The St. John Iron Works, The Portland Rolling Mills, The Nail Factories of J. Pender & Co., The Maritime Nail Co., and The Canada Nail Co., The Cornwall and York Cotton Mills, The Brush and Broom Factories of T. S. Simms & Co., Ltd., and The Canadian Brush Co., The Harness Factory of Horton & Sons, The Boot and Shoe Factory of J. M. Humphrey & Co., The Partington Pulp Mill, The Lumber Mills of Murray & Gregory, Stetson, Cutler & Co., The Miller Estate, J. E. Moore & Co., Randolph & Baker, The Woodworking Plants of Christie & Co., Haley Bros. & Co., and Roderick & Sons, The Biscuit Factories of T. Rankin & Sons, and Hamm Bros., The St. John Desk Co., The St. John Flour Milling Co., The Stove Works of McLean, Holt & Co., The Edge Tool Plants of Campbell Bros., and Josiah Fowler Co., The Hutchings & Co. Mattress and Bed Factory, The D. F. Brown Paper Box Works, The Wilson Co. Box Plant, The Leather Works of C. H. Peters & Sons, and The Mammoth Sugar Refinery Business of the Atlantic Refineries, Ltd.

Winter Port Development Industrial Expansion Business Promotion

These are the three primary objects that the St. John Board of Trade has stood for, believing that in the furtherance of these all others would follow.

Has the Board succeeded in its efforts? Let the record testify.

In 1900 — four years after the Board had won out in its demand for the recognition of St. John as the Winter Port of Canada — the total trade of St. John was fourteen and a half millions. Just before the war it had grown to thirty millions. This year it has attained to the supreme height of TWO HUNDRED AND FIVE MILLIONS, exceeding every port in Canada except Montreal. And the Winter Port is still going strong.

IN INDUSTRIES, St. John has made progress, its strategic situation making it a favorable industrial distributing point. Its present industries include cotton mills, sugar refinery, foundries, lumber mills, nail factories, brush factories, lime kilns, biscuit factories, candy factories, boot and shoe plants and many others. More industries are wanted.

GENERAL BUSINESS has likewise prospered in St. John, the bank clearings showing an increase from \$37,000,000 in 1900 to \$90,500,000 in 1916.

IN BUILDING, while the war has tended to lessen activity, the returns show values of building permits in 1916 to have been \$464,350 against \$346,275 in 1915.

There's much work still ahead of the Board of Trade and the citizens of St. John. To achieve results there must be a "long pull, a strong pull and a pull all together." This "pull" can be best exercised through an active and influential Board of Trade. Are YOU a member?

Applications for membership may be addressed to

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162 Prince William Street, St. John, N. B.

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But the Railways charge for hauling them.

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OF ALL KINDS

ESTIMATES FURNISHED PROMPTLY

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We are equipped to make promptly small or large castings in any quantities.

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Scrap Metals purchased. Highest prices paid.

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R'S T TES



Canadian Manufacturing Output \$1,392,516,953

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- (4). A ready market exists for the securities of large and successful Public Utility corporations.
- (5). A higher income may be secured through investment in carefully selected Public Utility securities, than can be obtained by investment in other securities of equal merit.

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NEW BRUNSWICK POWER COMPANY
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7% CUMULATIVE FIRST PREFERRED STOCK.

This Company owns and operates without competition the electric light, power and gas business and the street railway system of the City of St. John, N. B., and vicinity, serving a population of about 60,000. The properties have been in successful operation for many years and the earnings have shown steady increases. The Company owns all the available water power sites in its territory.

Already steps have been taken to develop the latent possibilities of the Company and it is the opinion of experts that the earnings will show a marked increase in the next few years.

Price to Yield 7%

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ST. JOHN, N. B. HALIFAX, N. S.

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21 Dock Street Phone Main 2300

Preliminary Report of Manufacturing Census Taken in 1916 Show Big Increase in Output, Capital, Pay-roll and Number of Employees--Maritime Provinces Share in General Increases

The preliminary results of the manufacturing census taken in 1916 have recently been published at Ottawa. During 1916 a postal census of manufactures for Canada was taken by the Census and Statistics Office, Department of Trade and Commerce, and the preliminary compilation of results was completed in December. The investigation covered operations during the calendar year 1915, or the nearest business year. Construction, operation and land trades, as well as establishments conducted under the factory system were included, and a record was obtained from every concern known to be in operation, irrespective of number of employees or value of output.

The returns for the previous census, that of 1911, the latest preceding inquiry of this character, were compiled only for establishments employing five persons or over. All groups of industry show a substantial growth, the most notable exceptions being establishments for the manufacture of building materials, such as saw-mills, planing mills, brickyards, etc., and fruit and vegetable canneries.

The following table shows the comparative returns of the 1916 census and the 1906 census.

Items	1906	1916	Increase
Establishments	\$15,796	\$21,391	\$5,495 or 34.80%
Capital	\$46,585,023	\$1,184,991,427	\$1,138,406,404 or 2447.5%
Salaries	\$30,724,086	\$60,143,704	\$29,419,618 or 95.75%
Wages	\$134,375,925	\$227,508,800	\$93,132,875 or 69.31%
Products	\$734,352,603	\$1,392,516,953	\$674,164,350 or 91.85%

It will be seen, that the number of establishments has increased during the last decade from 15,796 to 21,391. In this connection it may be pointed out that the term "establishment" may mean more than one plant, provided they are operated by a single individual or company.

The total capital (including value of land, buildings, machinery, materials and stocks on hand, and operating capital, owned or borrowed) has advanced from \$846,585,023 to \$1,184,991,427 or 134.47 per cent.

The total wages bill has likewise increased from \$134,375,925 to \$227,508,800 or 69.31 per cent, and the salaries bill from \$30,724,086 to \$60,143,704, an increase of 95.75 per cent.

The value of products in the 1916 census was \$1,392,516,953 an increase of \$674,164,350 over the previous census, or 93.85 per cent.

With regard to the number of employees, which are shown as 511,859 by the 1916 census, it should be pointed out that this figure is for the date December 15, 1915, when the number in certain classes of establishments is low, whereas the figures for 1906, namely 392,530 is an average for the whole year.

In order to measure the extent to which manufacturing Canada was affected by the war during the 1916 census, each manufacturer was asked in making his return to separate such products of his establishments as he had reason to believe were destined for war purposes, whether supplied directly or indirectly, from those entering into the general trade. It will be seen from the following table that the total value of goods manufactured for war purposes, actually completed and delivered, amounted to \$130,466,307. The war trade in manufactures for the preliminary 1916 census are shown in the following figures:

Food Products	\$5,789,354
Textiles	23,319,859
Iron and Steel Products	34,094,867
Timber, Lumber, etc. (and manufactures)	3,471,792
Leather and Finished Products	13,159,261
Paper and Printing	63,953
Liquors, Beverages	19,358
Chemicals and Allied Products	8,519,735
Clay, Glass and Stone Products	82,168
Metal and Metal Products (other than iron and steel)	9,837,013
Tobacco, etc.	127,686
Vehicles for Land Trans.	16,955,562
Vessels for Water Trans.	2,471,489
Miscellaneous Industries	12,554,510
Total	\$130,466,307

In manufacturing by provinces, Ontario leads with a capital of over \$955,000,000 and an output over \$715,000,000. Quebec comes second, with capital represented being over \$541,000,000 and the value of the output exceeding \$348,500,000. A good showing is made in all the Maritime Provinces, the total capitalization of the New Brunswick industries being \$46,049,862 and the value of the New Brunswick output being placed in the year at \$7,656,035. The salaries and wages paid in New Brunswick are over \$9,000,000. The showing for each of the provinces is shown in the accompanying table:

Province	CANADIAN MANUFACTURES.			
	Total Capital	Pay Roll	Em- ployees	Value of Products
Alberta	\$42,303,893	\$5,118,305	\$7,555	\$30,594,647
British Columbia	\$158,522,862	\$15,887,802	28,846	73,606,584
Manitoba	95,855,845	13,662,797	19,876	61,594,284
New Brunswick	46,049,862	8,794,485	17,548	36,656,034
Nova Scotia	126,478,539	16,333,736	33,740	70,827,656
Ontario	955,788,021	145,483,183	242,347	715,921,851
P. E. I.	1,906,564	558,422	2,356	2,646,489
Quebec	541,196,858	99,750,135	155,911	384,507,054
Saskatchewan	16,788,992	2,071,639	3,680	15,162,574

The New Brunswick manufacturing statistics show the following increases:

Year	Establish- ments	Capital	Em- ployees	Value of Products
1901	919	\$20,741,170	22,158	\$20,972,470
1906	628	26,792,698	19,426	22,133,951
1911	1,159	36,125,012	24,744	35,422,302
1916	712	46,049,862	17,448	37,656,034

Though there are less establishments in the latest census for the province, the increase in the total capitalization of the manufacturing industries since the last census is nearly \$10,000,000. The value of the products shows an increase of about \$2,000,000. The number of employees for 1916 showed a considerable reduction, (Continued on next page)

Total Resources
Over \$110,000,000



Reserve Fund
\$12,000,000

A Comprehensive Banking Service

THIS BANK has been in business for eighty-five years. That conservative methods, combined with careful yet progressive management is the policy of the directors and officials is evidenced by the fact that the bank's total resources have now reached the large sum of \$110,000,000.

It is these safe banking methods which appeal to the conservative business man and to the depositor in our savings department.

At a time when the country is prosperous to an exceptional degree, the savings of the people should be conserved in order to provide for the future days of readjustment after the war when labor conditions will be uncertain. The people are also reminded that saving of funds is a most desirable form of service to the nation at this critical period of the world war. We extend to you the privileges of our savings department.

The Bank of Nova Scotia has a savings department in its many branches in every province of Canada. Complete service is available to depositors in every branch.

This bank also has branches in Newfoundland, Cuba, Jamaica, Porto Rico, New York, Boston and Chicago, providing our customers with exceptional facilities for economical and speedy collections.

The Bank of Nova Scotia

SEVEN BRANCHES IN ST. JOHN

Main Office: Prince William Street

M. H. ANDERSON, MANAGER

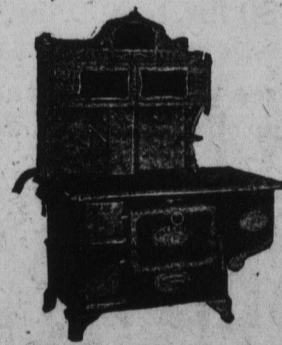
OTHER BRANCHES:

23 Charlotte Street
North End (Main Street) Haymarket Square
Cor. Mill and Paradise Row Fairville
West St. John (109 Union Street West)

THE RECORD OLYMPIC THE GUARANTEED STEEL RANGE

Represents the most complete and only properly proportioned range on the Canadian market. It is guaranteed to be perfect in construction and operation, and is very handsome in appearance.

BURNS HARD OR SOFT COAL, OR WOOD.



The Record Olympic has been designed to meet the requirements of the most particular people. It embodies all the conveniences necessary to secure ease of operation with perfect control of fire, and economy of fuel, giving the most satisfactory cooking and baking results and making homework surer, safer, quicker and more economical.

The oven is large, square and deep, the steel plates forming the bottom being perfectly flat and remaining so permanently because of heavy cast-iron supports.

The reservoir holding nine imperial gallons is of pure copper, tinned on the inside. It will positively boil water and assure a plentiful supply of hot water just when it is needed. The top of the reservoir, being flush with the top of the range, gives a large working service, and by a special damper the heat is quickly changed to the reservoir, bringing the water to the boiling point in a very few minutes.

The front surface of the stove forms a high-lift broiler section, a great convenience for broiling or toasting without smudge, serving as a handy feed door, and when open a check to the fire.

The closet door when let down forms a handy shelf on which dishes may be set, and the new draw-out grate prevents clogging or breaking.

All these ranges are supplied with the Record Oven Thermometer, the bodies are lined with heavy asbestos, and heavy nickel-plated towel rods run the full length of the range.

Made in the following sizes:

- No. 8-18, with 6 eight inch Covers and Oven 18 x 21 x 13 1/2
- No. 9-18, with 6 nine inch Covers and Oven 18 x 21 x 13 1/2
- No. 8-20, with 6 eight inch Covers and Oven 20 x 21 x 13 1/2
- No. 9-20, with 6 nine inch Covers and Oven 20 x 21 x 13 1/2

STOCKED AND SOLD BY DEALERS ONLY.

The Record Foundry & Machine Company.
Moncton, N. B.

Canadian Preliminary Report of Manufacturing Census

Increase in Output, Capital, Pay-roll and Number of Employees--Maritime Provinces Share in General Increases

being some 7,000 less than in 1911, an increase of about \$400,000 in the salaries and wages of industry.

The following table shows the comparative returns of the 1916 census and the 1906 census:

Items	1906	1916	Increase
Establishments	\$15,796	\$21,391	\$5,495 or 34.80%
Capital	\$46,585,023	\$1,184,991,427	\$1,138,406,404 or 2447.5%
Salaries	\$30,724,086	\$60,143,704	\$29,419,618 or 95.75%
Wages	\$134,375,925	\$227,508,800	\$93,132,875 or 69.31%
Products	\$734,352,603	\$1,392,516,953	\$674,164,350 or 91.85%

* (Will show much bigger increase in these statistics a very large increase in the value of the Maritime Provinces especially in kindred products, textiles, foodstuffs, other products. The biggest increase in transportation which are likely to show a very large increase for this year well over the two previous years as well as in iron and steel.

The following chart indicates the increase in output in the Maritime Provinces as shown in the following table:

1900	\$57,409,352
1905	\$103,562,430
1910	\$117,734,618
1915	\$174,434,956

Ogilvy

The Montreal

THE

GEN. MAUDE'S CAREER. Gen. Sir Stanley Maude, the victor of Bagdad, whose name is on everybody's lips as the commander who retrieved the British disaster in Mesopotamia who drove the Turks from the valley of the Tigris and of the Euphrates and raised the British flag

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Canadian Manufacturing Output \$1,392,516,953

Preliminary Report of Manufacturing Census Taken in 1916 Show Big Increase in Output, Capital, Payroll and Number of Employees
—Maritime Provinces Share in General Increases

(Continued from previous page)

being some 7,000 less than in the previous census, but the salaries and wages showed an increase of about \$400,000, this indicating a considerable per capita increase in the salaries and wages of industrial employees within the province.

MANUFACTURES OF CANADA, 1916.

The following table shows the manufactures of Canada as divided among the products:

Group of Industries	Establishments	Capital	Value Products of
Food Products	6,470	\$198,246,942	\$377,811,758
Textiles	2,670	126,488,359	144,691,235
Iron and Steel	849	194,178,446	119,636,755
Timber, Lumber, etc.	3,181	263,407,682	123,250,986
Leather and Products	523	60,081,498	70,975,644
Paper and Printing	1,306	138,544,786	74,038,498
Liquors and Beverages	341	52,283,857	34,859,927
Chemicals and Products	255	52,148,588	45,510,486
Clay, Glass, Stone, etc.	771	96,371,573	27,228,413
Metal, Metal Products (except iron and steel)	1,173	174,621,994	90,943,278
Tobacco and Manufacturers	166	23,066,898	28,987,250
Land Vehicles	464	125,965,499	73,878,212
*Vessels	103	12,331,341	8,419,648
Miscellaneous	1,440	441,118,405	134,255,029
Hand Trades	1,579	26,135,559	38,129,834

*(Will show much bigger in latest returns).

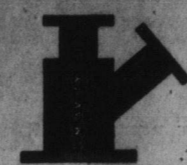
In these statistics a very creditable share of the total figures is contributed by the Maritime Provinces especially in such products as iron and steel, lumber and kindred products, textiles, food products, including canned fish and fruits and in other products. The biggest increase in the 1917 figures will be in vessels for water transportation which are likely to bring the total manufacturing production of Canada for this year well over the two billion dollars mark. Big increases in the food products as well as in iron and steel products are among the 1917 probabilities.

MARITIME MANUFACTURING PROGRESS.

The following chart indicates the progress of manufacturing in the three Maritime Provinces as shown in the increases in capital.

1900,	\$57,409,352.
1905,	\$103,562,430.
1910,	\$117,734,618.
1915,	\$174,434,956.

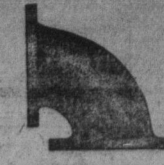
FLANGED LATERAL



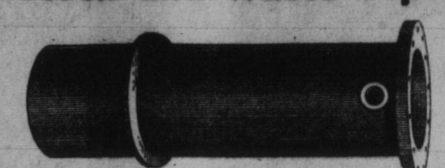
"WORLD"

High Grade Acid Resisting
BRONZE

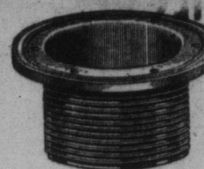
FLANGED ELBOW



Stock and Waste Pipe



TOP SLEEVE CASTING



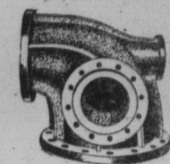
Flanged Pipe



TRADE MARK



Digester Elbow



Check Valve



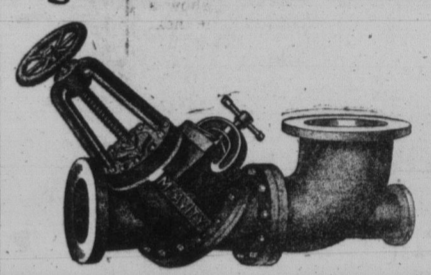
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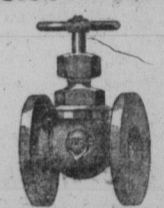
Blow-off-Valve (FLANGED)



Digester Valve & Elbow



Globe Valve



Blow-off-Valve Screwed



T. McAVITY & SONS Limited

Hardware and Metal Merchants.
Brass and Iron Founders.
ST. JOHN, N. B.

A Comprehensive Banking Service

Total Resources Over \$110,000,000 Reserve Fund \$12,000,000



THIS BANK has been in business for eighty-five years. That conservative methods, combined with careful yet progressive management is the policy of the directors and officials is evidenced by the fact that the bank's total resources have now reached the large sum of \$110,000,000.

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The Bank of Nova Scotia has a savings department in its many branches in every province of Canada. Complete service is available to depositors in every branch.

This bank also has branches in Newfoundland, Cuba, Jamaica, Porto Rico, New York, Boston and Chicago, providing our customers with exceptional facilities for economical and speedy collections.

The Bank of Nova Scotia

SEVEN BRANCHES IN ST. JOHN

Main Office: Prince William Street
MR. H. ANDERSON, MANAGER

OTHER BRANCHES:

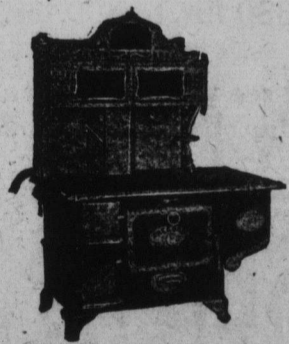
23 Charlotte Street
North End (Main Street) Haymarket Square
Cor. Mill and Paradise Row Fairville
West St. John (109 Union Street West)

THE RECORD OLYMPIC

THE GUARANTEED STEEL RANGE

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BURNS HARD OR SOFT COAL, OR WOOD.



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The oven is large, square and deep, the steel plates forming the bottom being perfectly flat and remaining so permanently because of heavy cast-iron supports.

The reservoir holding nine imperial gallons is of pure copper, lined on the inside. It will positively boil water and assure a plentiful supply of hot water just when it is needed. The top of the reservoir, being flush with the top of the range, gives a large working service, and by a special damper the heat is quickly changed to the reservoir, bringing the water to the boiling point in a very few minutes.

The front surface of the stove forms a high-lift broiler section, a great convenience for broiling or toasting without smudge, serving as a handy feed door, and when open a check to the fire.

The closet door when let down forms a handy shelf on which dishes may be set, and the new draw-out grate prevents clogging or breaking.

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Made in the following sizes:

No. 8-18, with 6 eight inch Covers and Oven 18 x 21 x 13 1/2.
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No. 8-20, with 6 eight inch Covers and Oven 20 x 21 x 13 1/2.
No. 9-20, with 6 nine inch Covers and Oven 20 x 21 x 13 1/2.

STOCKED AND SOLD BY DEALERS ONLY.

The Record Foundry & Machine Company.
Moncton, N. B.

Ogilvie's "Royal Household"

—The Flour supplied to His Majesty the King—is a royal favorite throughout Canada.

Ogilvie's "ROYAL HOUSEHOLD" is the "cream" of Canada's choicest wheat, milled by the Company which has made Canadian Flour renowned throughout the Empire.

Ogilvie's ROYAL HOUSEHOLD," is not a "specialty" flour. It is equally good for all baking—for Bread, Rolls and Biscuits—Cakes, Pies and Pastry. Insist on having Ogilvie's "Royal Household."

The Ogilvie Flour Mills Company, Limited

Montreal - Fort William - Winnipeg - Medicine Hat

Daily Mill Capacity 19,000 Barrels

Warehouse Capacity 377,000 Barrels

Elevator Capacity 10,335,000 Barrels

THE LARGEST MILLERS IN THE BRITISH EMPIRE

GEN. MAUDE'S CAREER.
Gen. Sir Stanley Maude, the captor of Bagdad, whose name is on every body's lips as the commander who retrieved the British disaster in Mesopotamia who drove the Turks from the valley of the Tigris and of the Euphrates and raised the British flag

over the city of Bagdad, is connected by marriage with a well-known Portland family, his brother-in-law, the Hon. Basil Taylor, having married an American, a daughter of the late Gen. Osgood and a niece of Mrs. James Hopkins Smith of Portland and New York. Gen. Maude, who is himself

six feet and three inches in height, has a son of 19, who has just joined the Royal Artillery as lieutenant, who is six feet and nine inches, the tallest man in the British army. Lady Maude, who is related to many great houses in England, is a daughter of

Beaconsfield's cabinet and who five times declined a peerage in Queen Victoria's reign. An ancestor of Gen. Maude was a companion-in-arms of William the Conqueror. Gen. Maude

spent several years in Ottawa as the general secretary to the governor-general of Canada and made frequent trips to the States during his residence in Canada. Sir Stanley served in the Sudan campaign and the Beer war, 17 years ago, winning the Distinguished Service Order and

that of the Bath. His family is a very ancient one and the name of Maude is an English corruption of the name of De Montalt, born by one of the companions in arms of William the Conqueror, and the name appears in the old records as having received land in the reign of William Rufus,

and the name also appears in the records of heraldic visitations under Edward IV. and Henry VIII. The name has been connected with the reign of Queen Victoria, one of the family having been a great favorite and one of Queen Victoria's lions in waiting.—Portland Telegram.

and the name also appears in the records of heraldic visitations under Edward IV. and Henry VIII. The name has been connected with the reign of Queen Victoria, one of the family having been a great favorite and one of Queen Victoria's lions in waiting.—Portland Telegram.

PRINCE EDWARD ISLAND



Abegweit
(Cradled on the Waves)

PRINCE EDWARD ISLAND

Canadian Government Railways

THE Indian "Abegweit"—cradled on the waves; the early French explorer's "L'Isle de la Reine"—low and beautiful Island; and the Islander's "Garden of the Gulf" are sobriquets as eloquently descriptive of Prince Edward Island to-day as when they were first bestowed on this province surrounded by the sea.

Situated in the Gulf of St. Lawrence, Prince Edward Island is separated from the shores of New Brunswick and Nova Scotia by the Strait of Northumberland. At its widest, the Strait is over thirty miles from shore to shore, but at Cape Traverse on the Island and Cape Tormentine on the mainland—two points which in their relation to the establishment of the new car ferry service are about to play an important part in the transportation question of this portion of Canada—the distance is only nine miles. From tip to tip, the island is one hundred and thirty miles. The surface is gently undulating. There are no mountains and no forests to speak of, but the lack of forests does not mean that the country is bare; for copses and clumps of trees are visible on every hand, giving a charming variety to the agricultural scene, and wild bits of woodland are still to be found. The stately elm and sturdy oak, the white-barked delicate birch, the slender Lombardy poplar, and the dark pyramid spruce, each stamps its characteristics on the landscape, while the reddish hue of the soil makes a charming contrast with the vivid green of vegetation.

The "Island" as its people love to call it—for where else in all America can be found its duplicate—is in summer a garden of perfect beauty fanned by cooling breezes from the Ocean, with mile after mile of sandy beaches. Invading the land and moulding the red cliffs into fantastic shapes is the ever restless sea. Everywhere are verdant fields, prosperous farms and comfortable homes. Arms of the sea cut into the land in all directions, forming landscapes and seascapes of surpassing loveliness.

Canadian Government Railways
From the Atlantic to the Prairies

THE SYDNEYS, HALIFAX, CHARLOTTETOWN, ST. JOHN, MONTREAL, QUEBEC, COCHRANE, WINNIPEG.
WRITE FOR ILLUSTRATED PUBLICATIONS.
C. A. HAYES, General Manager, Moncton, N. B. D. A. STOREY, General Traffic Manager, Moncton, N. B.
H. H. MELANSON, Passenger Traffic Manager, Moncton, N. B.

Fredericton, popularly known as the "City of the Confederation," is one of the prettiest cities in the Dominion. It is the seat of the Government and the Anglican Diocese. Its social life, the point of outfitting, its industry, its progress, its health, its beauty, which to glory, and withal you will find it a most desirable place to live in.

Advantageously situated on the banks of the Saint John River, where that waterway descends to the sea, it has more than its share of natural beauty. It has taken care to develop it. The city is second only to homicide, and as a result, it is lined with stately elms, which are highways into shaded avenues of resident alike. These are guarded by the Frederictonian cherishing his city for the university, the legislative assembly, and the cathedral.

The credit (or blame) of first settling the city is assigned to the Acadia of Villebon tell us that, in his time, the little Acadian settlement and the period were also not blind to its value. The "House of Assembly" was built above the city, at a point known as the "Point of View," where the settled and tribal laws promulgated to the city proper, but it can be held to possess superior advantage.

King George of England also almost 150 years ago—the Acadia trip to Madawaska county on the little governing character, that the number of Acadians who took part in the expedition was not known but evidently they did not know their first governor, Thomas Carleton, some of the originals for whose benefit the city was arranged.

New Brunswick in 1786 had Carleton convened his first assembly in Fredericton, he decided to locate there. He was the first to do so, and he held him to this day, holding that in good taste. Be that as it may, it is an ideal spot for the purpose.

The first religious service in Fredericton was held in a little building still standing as "The King's Provision Store," in 1786. Two years later Governor Carleton's Assembly in the same building.

By 1790 the population of Fredericton was 1,500. Rev. Mr. Cooke tells us, 100 attend to go a-fishing. Possibly that was the "Celestial City."

In the succeeding years the city grew some 1,500 people there and the problem of transportation being the forerunners of the steamers of the day, located on Queen Street fronting the river, of which the stately elms of

Family Friends

Treat your family and friends to "Zip" the new delicious beverage that everyone is talking about. "Zip" has the quality that assures satisfaction and is a wholesome and nourishing

ZIP
the first course that thirst

drink as well as a most palatable and pleasing thirst quencher. Serve it up cold.

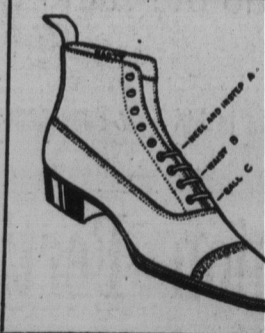
READY'S LIMITED
ST. JOHN, N.B.



HARTT'S CUSHION SOLE



FOR MEN WITH TENDER FEET



FREDERICTON THE CITY BEAUTIFUL

Fredericton, popularly known as The Celestial City, has many claims to distinction. It is one of the prettiest spots in the province, the seat of the New Brunswick Government and the Anglican Diocese bearing its name, a centre of educational and social life, the point of outfitting and departure for the big game regions of New Brunswick, a progressive, clean, healthy little city of sufficient age to have a history in which to glory, and withal young enough to live in the future rather than the past.

Advantageously situated on one of the most beautiful portions of the St. John river, where that waterway describes a sweeping curve, the city of Fredericton has more than its share of natural beauty, an asset which those who guide its destinies have taken care to develop. To cut or mar a tree within the city limits is a crime second only to homicide, and as a consequence the streets and avenues of Fredericton are lined with stately elms, which, meeting overhead, convert ordinarily prosaic highways into shaded avenues of rare beauty, a decided attraction to the tourist and resident alike. These are guarded and conserved with jealous care, the average Frederictonian cherishing his city's trees with a regard almost as deep as that he feels for the university, the legislative buildings or the splendid cathedral.

The credit (or blame) of first discovering Fredericton is difficult to accurately assign. Like Homer's birthplace it has many claimants, but the records of the days of Villebon tell us that, in his time, the site of the present city was occupied by a small Acadian settlement and was named St. Anne's Point. The Indians of the period were also not blind to its advantages and it was for them a favorite camping place. The "House of Assembly" of those aborigines was held about five miles above the city, at a point known as "Auk-paque," and there tribal disputes were settled and tribal laws promulgated. Today the House of Assembly has been moved to the city proper, but it can be seen that Fredericton from the earliest times has been held to possess superior advantages as a seat of government.

King George of England also had an eye on Fredericton, and as early as 1768—almost 150 years ago—the Acadians situated at St. Anne's were invited to take a trip to Madawaska county on free passes provided by the crown—but with this little governing character, that the passes did not entitle the holders to a return trip. The number of Acadians who took advantage of this generous offer is not definitely known but evidently they did not all go, for when, twenty years later, New Brunswick's first governor, Thomas Carleton, paid a visit to Fredericton he found there some of the originals for whose benefit the Madawaska excursion had been expressly arranged.

New Brunswick in 1786 had been created a separate province, and Governor Carleton convened his first assembly at St. John. However, after he had seen Fredericton, he decided to locate there. For this the Frederictonians revere and honor him to this day, holding that in his choice he displayed wonderful judgment and good taste. Be that as it may, it is certain that the pretty little capital of New Brunswick is an ideal spot for the purpose.

The first religious service in Fredericton was held in 1786, when Rev. Samuel Cooke, in a little building still standing near the Queen Hotel on Queen Street, known as "The King's Provision Store," preached to a congregation of sixty or seventy persons. Two years later Governor Carleton held the third session of the New Brunswick Assembly in the same building.

By 1790 the population of Fredericton had increased to some 400 souls, of whom, Rev. Mr. Cooke tells us, 100 attended church but "many of ye common sort preferred to go a-fishing." Possibly that was before Fredericton attained to the dignified title of the "Celestial City."

In the succeeding years the city grew in prosperity and grace. In 1815 there were some 1,500 people there and a thriving trade was carried on with St. John, the problem of transportation being solved by sloops plying on the river St. John, the forerunners of the steamers of the present day. All the business of the city was located on Queen Street fronting the river, the back portion of the city consisting of forest, of which the stately elms of today are survivors.

In other sections

of these special

editions will be

found further

particulars of the

industries of the

Capital City of

New Brunswick

Politically, Fredericton is of more than passing importance, inasmuch as it is the capital of New Brunswick and the seat of the provincial government.

The Provincial Legislature building, situated on Parliament Square, off Queen Street, the principal business thoroughfare of the city, is a handsome freestone structure with granite base and a credit to the architect who designed it, the builders who executed his plans, and the people of the province whose laws are made there. A peculiar and, it must be said, not a particularly beautiful feature of the building is the severe dome which surmounts it, and from which a magnificent view of the city and surrounding country can be obtained. Some day, some public man with an idea of architectural beauty will promote an agitation for a new dome on the Parliament building and whoever has the opportunity will become a public benefactor. As it is, the pepper-box appearance of the dome detracts from what otherwise would be a splendid architectural triumph.

The interior of the building is especially interesting. It contains on the ground floor the usual offices and a spacious assembly chamber, stately in design and rich in the beauty of the paintings on its walls and the appropriate furnishings with which it is supplied. Among the paintings of more than ordinary value are portraits of George III, of his amiable and beautiful consort Queen Charlotte, of Lord Sheffield and of Lord Glenelg. The Queen Charlotte is a treasure, from the brush of Sir Joshua Reynolds, England's greatest master of portraiture, and is esteemed of rare value.

An upper chamber is set apart for the proceedings of the Supreme Court of New Brunswick and is a large apartment, furnished in the truly severe decorum of the customary law court.

The legislative library, containing 14,000 volumes is also housed here. Many of these volumes are of great value, including one of the original sets of Audubon's Book of Birds, valued at \$15,000. The original ownership of this volume is a matter of dispute, but it is claimed that it belonged to the Duc D'Orleans, or to his father, Louis Philippe of France.

Away in one of the library vaults, where they can be inspected by visitors if the librarian permits, is a copy of the old Domesday Book of England, as well as several volumes presented to the province by Queen Victoria and bearing on their fly leaves her own handwriting. Numerous medals of historic interest are also shown, all of which are of particular interest to the lover of history.

The Provincial Museum is also in this building and contains a splendid and comprehensive collection of the birds, animals and minerals of New Brunswick as well as many antiquities presented to the province by patriotic residents. This collection is said to be one of the finest and most complete in Canada.

Fredericton's fine cathedral is another of its attractions to the visitor. Its cornerstone was laid on October 15th, 1845, by Lieut.-Col. Sir William Colebrook, and the building was finished and consecrated in 1853. The entire nave is an exact copy of the church at Snettisham, England. The main body of the church is of domestic stone, the window settings of Caen stone. There are eight bells in the tower, the tenor weighing 2,800 pounds. The chime in use was adopted from that of Trinity Church, New York. When the cathedral was being built gifts were received from all parts of the world, including Trinity Church, New York, which gave 100 guineas towards the cost of the east window. At Bishopscote may be seen a prayer book, on 5th August, 1860; in a plain but somewhat effeminate hand, "Albert, Prince of Wales, Fredericton, Edinburgh, 2nd June, 1861;" in a dashing style, "Arthur, Duke of Connaught, 8th September, 1869;" and in the dainty, angular characters peculiar to her sex, "Princess Louise, 10th August, 1879." In 1896, a cenotaph, with recumbent effigy of the late bishop carved in white Carrara marble, was placed in the south transept of the cathedral. This monument is a most admirable work of art.

Fredericton contains many other notable buildings including the old Government House, the University of New Brunswick and the Provincial Normal School, but limited space will not permit a full description of these in this article.

ISLAND

Abegweit—cradled on the waves; the early voyagers' "L'abbaye et belle île"—low and beautiful Islander's "Garden of the Gulf"—are sobriquets of Prince Edward Island to-day as when stowed on this province surrounded by the sea. The Gulf of St. Lawrence, Prince Edward Island the shores of New Brunswick and Nova Scotia northumberland. At its widest, the Strait is over 100 miles wide, but at Cape Traverse on the Island the distance is only nine miles. From tip to tip, the distance is only thirty miles. The surface is gently rolling, no mountains and no forests to speak of. The soil does not mean that the country is bare; for the trees are visible on every hand, giving a charming agricultural scene, and wild bits of woodland are scattered about. The stately elm and sturdy oak, the white-barked birch, the slender Lombardy poplar, and the dark pyramid of the spruce are characteristic of the landscape, while the soft soil makes a charming contrast with the vivid green of the grass.

As its people love to call it—for where else in the world is found its duplicate—is in summer a garden of Eden, cooled by breezes from the Ocean, with miles of white beaches. Invading the land and moulding the landscape are the ever restless sea. Everywhere are prosperous farms and comfortable homes. The land is in all directions, forming landscapes of surpassing loveliness.

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As well as a most palatable and pleasing thirst quencher. Serve it up cold.

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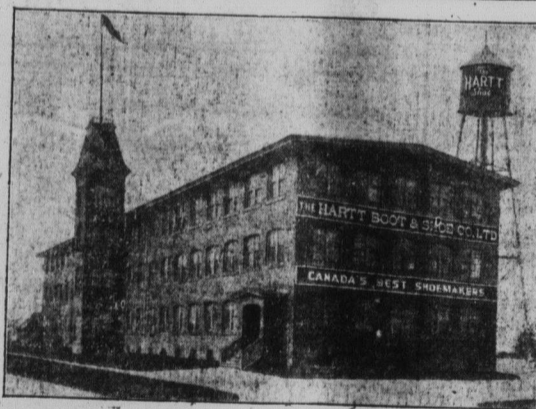
HARTT'S CUSHION SOLE



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SUBSTANTIAL, Permanent business is built upon sterling worth. In the making and selling of footwear the same features to this end are **Lasting Service, Comfort and Genteel Appearance.**

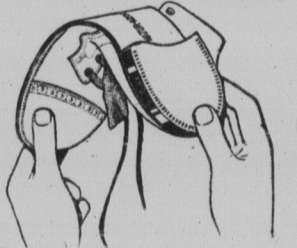
And these are the dominant notes of **The Hartt Shoe.**

The Hartt Boot & Shoe Co., Limited
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HARTT'S Natur-Arch



This picture shows the Extra Long Orthopedic Heel, which gives the scapulae the support it should have. The shank of this shoe is specially constructed, and gives the greatest amount of foot comfort.



HARTT'S FAMOUS NATUR-ARCH



What the Canadian Northern Railway Has Done for Canada

The Other Side of a Complicated Question—Conditions Which Preceded and Determined the Policy of Constructing Railways in Advance of Settlement—Close Relationship Between Expansion of Colonizing Railway Lines, Increased Production and Greater Prosperity Within the Dominion

Canada has been deluged these last few years with extravagant statements purporting to show the aid extended by the Dominion and the Provinces to assist the upbuilding of the rail transportation systems within the country. These statements have had the effect of creating an impression that the railways have given but little in return. But there is always the other side to any story. The other side to the railway story is contained within the needs of the country before the policy of state-aid was inaugurated, and the development of the country under the railways which were built as the result of the extension of such state assistance.

Three factors contributed to the bringing about of what Mr. W. H. Moore terms, in his book "Railway Nationalization and the Average Citizen," the "New Era in Canada." Firstly, there was in the nineties an abundance of fertile but unoccupied land in the great plains northwest of the Great Lakes; secondly, there was a recognition in well-informed circles in the Motherland, that the people of the British Isles must depend for their basic foodstuff—wheat—upon the expansion of the British Dominion overseas; thirdly, there was the demand of the people already in the west of Canada for the breaking of the monopoly which then overshadowed the future prospects of the country.

Paper charters for railways have always abounded, and Canada was no exception. There were numerous charters for the building of railways in Manitoba, but no one had come forward that could secure the co-operation of capital, without which the steel could not be laid. And when in 1896, William MacKenzie and Donald Mann purchased the dormant charter of the Lake Manitoba Railway and Canal Company, the people of Manitoba were ready and willing to stand solidly behind them, if only the line between the village of Gladstone and the site of Dauphin in central Manitoba could be built.

Probably, because of the anxiety then felt in Britain for the food supply of the Motherland, British capital responded readily to the new call.

Thus was begun the Canadian Northern Railway System which has grown during the twenty intervening years into a network of lines almost 10,000 miles in extent. The people of Canada hold today 40% of the ownership of the System, extending from Quebec on Atlantic tidewater to Vancouver on the Pacific; serving 75% of the aggregate population of the cities and towns of all Canada having 5,000 inhabitants or more; and which carried last year 7,574,500 sacks of flour; nearly 132 million bushels of grain, nearly 2 billion feet of logs and lumber, in addition to live-stock, coal and miscellaneous freight.

In the closing years of the last century world affairs had forced Canada to a point where the people of the country had to choose definitely the lines along which her future development was to run. The Dominion was face to face with a condition calling for statesmanship of high order. A country comprising the larger half of North America, and indisputably tremendously rich in natural resources, contained but a few millions of people. Immigrants were moving towards the New World in constantly increasing numbers, but the republic to the south was the great centre of attraction. Canada was receiving only a meagre stream. The main tide flowed to the United States of America.

Free farms, 160 acres in extent, of land as fertile as any in the world, were held out as an inducement to settlement in Canada. The land failed to attract settlers, because—as well-informed Canadians knew at the time—of the lack of marketing railways, a lack also deemed vital to the success of farming enterprise by these sturdy peoples from overseas. Britain required the foodstuffs, and Canada required the settlers. This was the prelude to the new policy. Once it was finally determined to encourage the construction of colonizing railways in Western Canada, and a few lines built, the results were abundantly manifest. Immigrants came to Canada in rapidly increasing numbers. The country had taken a long step towards an increase in production, and in manufactures, without which it could not have risen to its present position among the commercial nations of the world.

The original line of the Canadian Northern system—that between Gladstone and Dauphin—was rapidly extended throughout the prairie regions, and when in 1901 the people of Manitoba purchased the lines in that province of the Northern Pacific Railway, they were leased to the Canadian Northern Railway for a long term of years. And in 1902 when the Winnipeg-Port Arthur line of the Canadian Northern was thrown open for traffic, the mileage of the railway totalled 1296.9 miles.

Its plan, even at that time, embraced an enterprise which far exceeded the constructed portion of the railway, and in the Fall of that year, it was empowered by the Parliament of Canada to extend west from Edmonton through the Yellowhead Pass to the Pacific coast. As years went by, its construction army, numbering at times more than 30,000 men, worked feverishly to build the lines that were to absorb the surplus population from lands beyond the sea, and to make possible an agricultural development which in its turn would mean a tremendous development in the prosperity of the country as a whole.

During all these years, homesteaders petitioned the governments, and the governments urged the railways to construct extensions of colonizing lines in Western Canada.

During all these years—in fact up to the time when Britain placed an embargo upon British gold, the investors in the old country continued steadfast to the Canadian Northern Railway project. On the placing of that embargo, the company was compelled to seek new friends in the New York money market at a time when the most powerful nations in the world were bidding high for funds with which to carry on the war in Europe. Its transcontinental line, which has been described by experts as one of the best in the world, was completed when the war was little more than a year old. Because of the war, it became almost impossible to secure funds at reasonable prices. To that extent railway construction has preceded railway finance, and therein lies the germ of the present railway situation in Canada today.

The first result, probably the greatest result, of the policy of building railways in Canada in advance of settlement, was the translation of the virgin fertility of Western Prairie land into farmland, producing annually hundreds of millions of bushels of grain and sustaining hundreds of thousands of head of live-stock. Instead of a narrow belt of country adjoining the International boundary line, served with some 3,000 miles of railway, there is at the present time a fairly compact network of steel lines covering the western country to the south of the 54th parallel. Indeed, not many people in Canada will deny, that a large majority of the villages and towns and cities in the west today are in existence solely because of the extension of railways throughout the country. Most people understand also the close relationship which exists between a good crop on the western prairie and the prosperity of Canada in general. Surely it is not too much to say that the building of railways through virgin territories, which had first the effect of encouraging immigration, production of grain and live-stock, marketing centres for those products, and making possible the funds to buy the products manufactured by eastern Canadians, was an evidence of statesmanship of a high order. These needs must be measured against the aid extended to the railways during this new era in Canada.

And there is another factor. The Dominion's Royal Commission appointed to inquire on behalf of His Majesty into the Natural Resources, Trade and Legislation of certain portions of the King's Dominions, has reported to the British Parliament, the free lands of Canada, surveyed and unsurveyed, available for homesteaders south of the 54th parallel, would be entirely absorbed in less than four years if a demand

were to arise at all comparable to that of the four years before the war, i. e., 1911 to 1914.

The Manitoba guaranteed the first bonds of the Canadian Northern enterprise, an agreement was made with the company which brought about a reduction in rates ranging from 7½ to 20% according to the class and character of the commodities carried. As the Canadian Northern Railway was carrying on the business of a transportation company to a connection with the lake boats at Port Arthur, the competing railway was compelled to meet that reduction, and the result was the saving of millions of dollars to the people of Western Canada, and to the people of the Dominion in general.

The Toronto "Globe" pointed out editorially on March 24, 1914, that as a result of Canadian Northern competition:

"The reductions in the grain rates from railway stations in Manitoba, Saskatchewan and Alberta to Lake Superior made by the C. N. R. in 1908 and followed by the C. P. R., represent a saving to the farmers on the crops of 1908 to 1913 both inclusive, of \$17,000,000 or 4% on nearly \$89,000,000 per year. And this is not all. There were large reductions in the rates from Port Arthur and Fort William, not only in stations in Manitoba, but to Saskatchewan and Alberta, and the Canadian Pacific also had to reduce its rates. There were substantial reductions in the rates on coal from Port Arthur, and on lumber from various points. There was a reduction of 15% in the local rates in Manitoba and 7½% in Saskatchewan and Alberta. It would be difficult to compute the amount of the reductions made by the C. N. R. and forced on the C. P. R., but outside of the reduction of \$17,000,000 on grain to Lake Superior the saving in the rates on freight from Eastern Canada and the United States, and locally between provincial and interprovincial points, would be twice, possibly even three times, the sum above mentioned. In over twenty years the only reductions in the grain rates to Fort William made by the Canadian Pacific were those made under the Crow's Nest Pass agreement in 1898 and 1899 (three cents per 100 pounds), and the reduction forced on it by the C. N. R. in 1908."

The Canadian Northern Railway has always contended that it is entitled to credit for a fair proportion of the increased production in cereals, live-stock, mineral products, lumber products and in manufactures. In common with the other railways in Canada, it is giving a service cheaper than any other railway system in the world with the exception of the United States.

Surely these developments are important, and should not be forgotten in any discussion of the Canadian Railway situation.

We Welcome You to Our New Home.

The new home of J. A. Marvin is nicely situated, the grounds in connection occupying some six acres, including a reservoir with a capacity of one million gallons of water. The size of the building is 216 feet long by 80 feet wide, with an

all 72 feet by 82 feet, three storeys high. There is also a boiler house in connection, which contains three boilers, 150 h.p. each, and a steam pump which is used for fire protection. The building is equipped throughout with a sprinkling system, electric light system and steam heat, and our machines are driven by electricity.

The ovens occupy space on the top floor, and the intense heat from them escapes through the ventilators appearing in the cut of the building. Our flour room occupies the top floor of the mill, and the flour is carried direct from the car to this room by an endless chain, driven by electric motors. Therefore instead of having to haul the flour as

Ganong's "G. B." Chocolates

In Ganong's "Hard Centres & Nuts" package you will find an assortment of Choice Nuts, Nugats, Crisps and Chewy Caramels, covered with a Chocolate Coating of delicious flavor.

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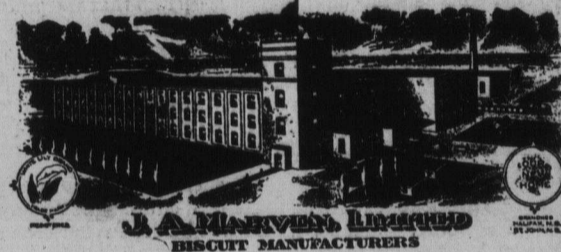
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we formerly did, which would take two men and a team a day to unload a car, two men can now unload a car in about three hours, and the work is much easier than formerly.

OUR LOSSES.
Canadian fire losses for 1916 are estimated at fifty-nine per cent., as compared with \$1.58 in 1915, and \$7.82 in 1914.

Dominion Brand FERTILIZERS

GIVE BEST RESULTS
SELL ON THEIR MERITS
SALES RAPIDLY INCREASING

Thousands of tons of these fertilizers have gone into raising huge crops of potatoes and other produce, and are ready to do the same another season.

It is Safe to Put Your Dependence on Them.

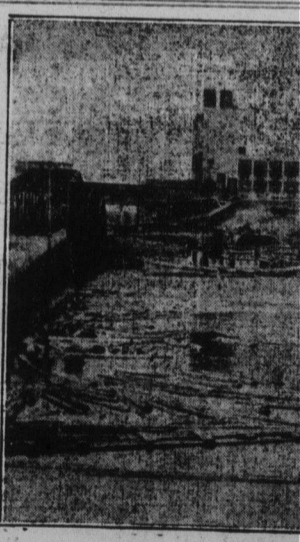
Dominion Fertilizer Co., Limited
ST. STEPHEN, N. B.

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Our Pulp Mill has a...
The leading papermaker...
more and more of our BATH...

A spur line from the Car...
runs on to our Mill Wharf wh...
We ship Pulp and Lumb...
Samples and prices of Su...



Part view of Pulp...

BATH...
BATHU...

Done for Canada

before the war, i. e., 1911 to

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ould not be forgotten in any

the ovens, is carried to the lower floor by pan towers or conveyors, and are then packed in containers (such as you see in your grocery store), right off the pass, which are then carried back by the conveyor to the starting point. The bread after being packed are then conveyed to the shipping room, which occupies part of the same floor.

Our hand ovens occupy spaces on the second floor, which by the way is a new departure for us, we manufacturing in this department, fruit and pound cake, currant cake, cup-cakes, cherry cake, cherry pie, apple pie, etc.

Our shoeks are manufactured into boxes out part of the second floor, also our carcases and paper boxes, etc. We might add these are conveyed down to the lower floor by endless belts. The marshmallow and jellying departments also occupy spaces on this floor.

The ell on this floor is used as a dining-room, also a rest room, where a hot lunch is served at the noon hour only and is furnished to the employees at the actual cost of production. In this rest room the help is supplied with the daily papers, also the latest journals and magazines.

There is one feature which I do not wish to overlook drawing your attention to, which is of all importance to me, and that is the sanitary condition of our factory. Our female help is supplied with two clean caps and two clean aprons each week, and one of the strict rules of the house is to see that the help is always kept neat and tidy.

It is only during the past few years that the White Lily Brand has become generally known, although those that have used same during these years have been our friends. To make this more explicit to you, I may state that our output has increased some ten-fold during the past ten years, and I think you will agree with me that the public in general must have been pleased with the quality of our goods.

As a suggestion, when you are again ordering biscuits from your grocer, do not forget to try some of our lines such as Soda, Fig Bars, Social Teas, Graham Wafers, White Lily Cream Bar, Arrow-root, etc., all of the White Lily Brand, and I might further state if you find the biscuits satisfactory and up to my recommendation, I would esteem it a favor if you would mention to your friends the good that you found in them.

J. A. MARVEN.

Moncton, N. B.

eyes high, in the cut of the building. Our flour room occupies the top floor of the ell, and the flour is carried direct from the car to this room by an endless chain, driven by electric motors. Therefore grinding is done in the mill, and steam is used instead of having to haul the flour as



J. A. MARVEN LIMITED
BISCUIT MANUFACTURERS
MONCTON, N. B.

we formerly did, which would take two men and a team a day to unload a car, two men can now unload a car in about three hours, and the work is much easier than formerly.

The raw materials, such as lard, sugar, fruit, etc., are kept in the basement and carried to the top floor by elevators. The finished product after being taken from

OUR LOSSES.

Canadian fire losses for 1916 are estimated at fifty-nine per cent., as compared with 51.58 in 1915, and 57.58 in 1914.

Dominion Brand FERTILIZERS



GIVE BEST RESULTS
SELL ON THEIR MERITS
SALES RAPIDLY INCREASING

Thousands of tons of these fertilizers have gone into raising huge crops of potatoes and other produce, and are ready to do the same another season.

It is Safe to Put Your Dependence on Them.

Dominion Fertilizer Co., Limited
ST. STEPHEN, N. B.

LUMBER and SHINGLES



SULPHITE and KRAFT PULP

Immense Piles of Lumber For Prompt Shipment

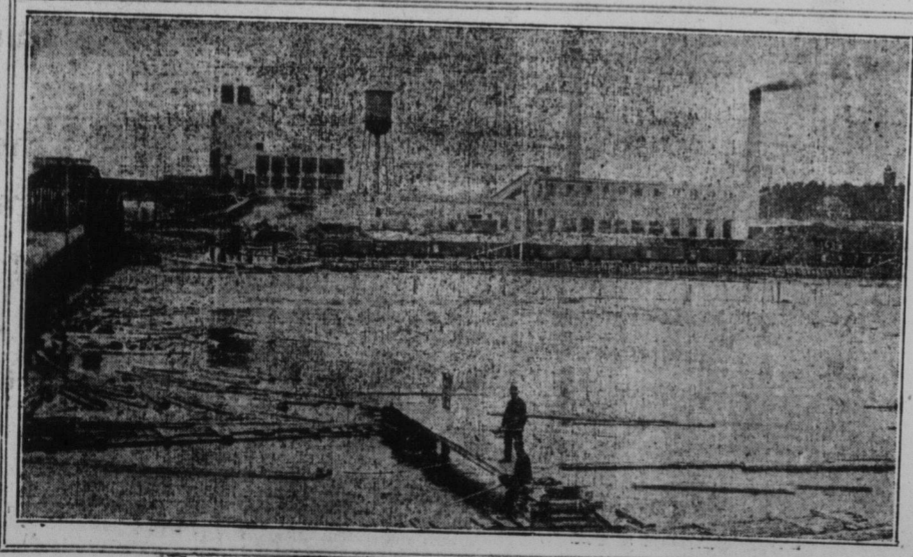


The above shows part only of our immense stock of lumber at Mill No. 1, Bathurst. Similar stocks at Mill No. 2, Bathurst, and at Bonaventure, Que.

Wood Pulp

Our Pulp Mill has a daily capacity of fifty tons each Sulphite and Kraft Pulp. The leading papermakers of the United States and Great Britain are demanding more and more of our BATHURST PULP, which is enjoying a steadily growing reputation.

A spur line from the Canadian Government Railway between Montreal and Halifax runs on to our Mill Wharf where large ocean-going steamers can be loaded and unloaded. We ship Pulp and Lumber direct into car and steamer. Samples and prices of Sulphite and Kraft Pulp gladly sent on request.



Part view of Pulp Mill—Showing Digesters and Boiler House.

Cedar Shingles

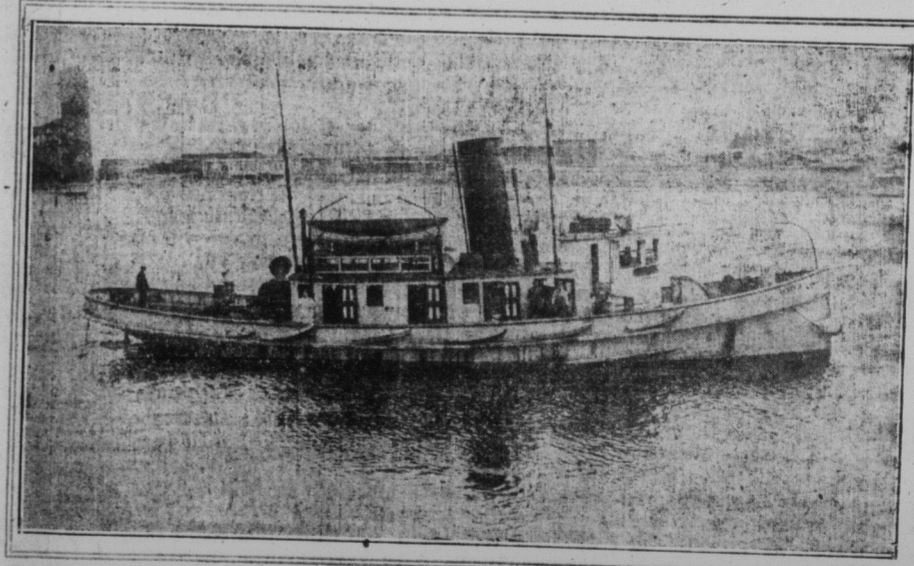
The Cedar Shingle is rapidly coming into its own again; particularly the New Brunswick White Cedar Shingle.

Shingles cost less and last longer than any other roofing; they are wind and weather proof; repairs cost practically nothing.

No better Shingles are made than BATHURST BEAVER BRAND SHINGLES.

Selected Cedar Logs, careful manufacture, correct grading and efficient and constant inspection guarantee BEAVER BRAND to be the right roofing.

BEAVER BRAND Shingles are still on the job on the roof when the other kinds have curled up and gone the way of all substitutes.



Tug "Betty D."—For towing logs from the Quebec side.

BATHURST LUMBER COMPANY

BATHURST, N. B.



LIMITED

Beautiful Newcastle - - Its Principal Buildings

For a town of its size, Newcastle is particularly supplied with public buildings, many of which are of architectural beauty and of great value and utility.

THE COUNTY COURT HOUSE.

Built in 1913, at a cost of over \$40,000, the county court house is a particularly handsome structure, built of native freestone, and containing, besides the court house, all the county offices—county council chamber, offices of the County Recorder, County Secretary-Treasurer, Clerk of the Peace, etc. These are well equipped with strong rooms. The court room is fitted with all modern equipments. Adjoining it are the judges' chambers, etc., all up-to-date. A spacious gallery provides accommodation for the public. The council chamber is one of the best equipped in the province. The jail, built of brick, is a short distance to the rear.

DOMINION GOVERNMENT BUILDING.

The post office and customs house, situated fronting the public square is a modern three-story building of native freestone. It was completed in 1886, except for the clock tower, which was added in 1913. A large sum of money is invested in the Savings Bank in connection therewith.

THE ARMOURY.

The armoury, a very large wooden building, the headquarters of the 12th Field Battery, which has sent one draft of fifty men to the front and a second of the same number this week to Petewawa, stands at the post office. In peace times it contains four eighteen-pounder field guns and equipment for 110 officers and men. As a barracks it holds 250 men.

TOWN BUILDINGS.

The town hall and fire station is a large wooden building on the public square, opposite the post office. Below is the town office, police office and fire station. Above is the spacious town hall with the police magistrate's court room in the rear.

The electric light and pumping station is a modern building of stone, the headquarters of an effective water system and the place where the town manufactures its light. An all day electric system is proposed, installation as soon as possible after the end of the war.

OPERA HOUSE.

The opera house, owned by L. O. L. No. 47, is a large structure of brick, capable of comfortably seating at least 500 people. Stage and dressing rooms, etc., are of ample size and equipment.

CHURCHES AND SCHOOLS.

There are six places of worship in the town: Anglican, Methodist, Presbyterian, Roman Catholic, Salvationist and United Baptist, each of which is a large and commodious structure. The oldest of the churches is St. James Presbyterian, the congregation of which was in existence before the great fire in 1825. The Methodist church came next, its original church building still standing and now used as a furniture factory by the firm of R. G. Anderson & Son, Norman Anderson proprietor. Capacious halls are also owned by the Anglican and Presbyterian bodies.

Newcastle has two of the best schools in the province. The superior school, a handsome building of native freestone, is known as Harkins academy. Originally founded by John Harkins about fifty years ago, it was by him left to trustees for the benefit of the town. Later, the town acquired the property, and it became a public school. It was recently more than doubled in size, at a cost of \$45,000, and contains a large assembly hall on the third story, eleven rooms occupied and several vacant rooms. John D. Keane, B.A., is the principal, and Dr. R. Nicholson the chairman of the Board of Trustees. The introduction of manual training, domestic science and school gardening is a matter of the near future.

St. Mary's academy, under the supervision of the Reverend Sisters of the Congregation de Notre Dame, is a handsome wooden structure, on a hill in the centre of the town. This school is for girls only, of whom about 200 attend. They are given instruction leading up to normal school entrance and university matriculation, and especially fine courses in music, sewing, embroidery, etc., painting and stenography and typewriting.

BUSINESS HOUSES.

Besides a large number of prosperous wholesale and retail commercial houses, there are two banks in town—branches of the Royal Bank of Canada and the Bank of Nova Scotia, each of which is doing a constantly increasing business.

HOTELS.

There are several good hotels, the principal of which is the Miramichi Hotel, the North Shore headquarters for sportsmen and tourists.

The chief features of Newcastle are the wireless station, the Miramichi hospital and the bridge between here and Chatham Head.

THE WIRELESS STATION.

It was a red letter day for Newcastle when the Universal Radio Syndicate erected their gigantic wireless station here as the Canadian terminus of their transatlantic system, completing the all red line around the world. The station, which may be acquired by the government at the end of five years, occupies fifty-four acres of land. It is the despatching and receiving point for all telegraphic messages between Canada and Britain. In the centre is a steel tower over 500 feet high, and surrounding it are six wooden towers each 300 feet high. The antennae or connecting web of copper wire measures 120,000 feet. At the foot of the steel tower are the operating and other offices, and nearby is the power house containing two Diesel oil engines, each of 250 horse power for the purpose of generating the current necessary to send messages. The plant also supplies its own electric light. Each tower is supported by many steel guy ropes, and the whole is amply protected from the assault of any possible enemy.

The system of wireless telegraphy used here was invented by the great Danish scientist, Dr. Valderma Poulsen. While it is fundamentally like other systems, it differs from them in many essential features. While the Marconi system is known as a "spark" system which makes signals by closing and breaking an electric circuit, and every dot and dash signal represents an independent electric current impulse transmitted through the air, the Poulsen system makes signals by varying, at the will of the sending operator, the electrical wave length in a continuous current. The Marconi system opens the line of transmission for each separate signal, the Poulsen system, on the other hand, opens the line once and keeps it open by continuous electric impulses while the signals are being transmitted. The Poulsen system very nearly approaches the ability of sending messages as far by day as by night. By the Poulsen system a message can be punched on a tape, so as to differentiate between the dots and dashes, and then sent through a mechanical sender at the rate of 150 to 350 words a minute. At the receiving station these impulses are received by a vibrating gold wire of extreme fineness. The shadow of this moving wire is thrown on a moving photographic tape, which furnishes a record for the receiving operator. Poulsen waves are "tuned" to a certain pitch, and therefore can be read only by receiving instruments similarly tuned. Two messages can be sent or received by the same antenna at the same time. The station here was completed just before the beginning of the great war, and has been in government hands ever since.

THE MIRAMICHI HOSPITAL.

A distinct feature of Newcastle is the Miramichi hospital, formally opened in July, 1916, and built and equipped at a cost of upwards of \$90,000, by one man—Ernest Hutchison, retired lumberman, of Douglastown.

It is built of native freestone, and has three stories and basement, with a frontage of 144 feet and average width of forty feet, besides the spacious verandahs. Its heating, plumbing and other sanitary arrangements, as well as fire systems, are perfect. The stories are connected by an electric elevator.

The janitor's apartments, engine and coal rooms, laundry, etc., are in the basement. On the ground floor are the offices, and two public wards, each twenty-four by twenty-eight feet with twelve foot ceilings, and six beds each. The second floor contains two public wards exactly like those below, but which are used as male and female surgical. This story contains also private baths and fireplaces and seven private rooms. All of these rooms, private and public, have easy access to large verandahs, sixteen by thirty-three feet, on both floors. The third floor is the home

of the nurses and contains the operating room. The latter is fitted with all the latest appliances, and is up-to-date in every respect.

An excellent X-ray apparatus, in charge of a competent operator, is in the basement. The operating room, bath rooms and toilets are fitted with petrosils floors and walls, the most sanitary composition known. There is an observatory on the roof, and all the verandahs have an excellent view of the magnificent Miramichi river. The hospital stands, back from the street, in the midst of an enclosure of nine acres.

For the ten months ending April 30th, 1917, the hospital treated 179 patients, of which 149 were from Northumberland county. Of these 115 were cured, forty-four improved, eleven not improved and nine died.

A training school for nurses is in operation, and there is now a well patronized maternity ward that has given complete satisfaction.

The hospital is quite liberally endowed, and is filling a long felt want.

THE NEW BRIDGE.

The bridge between Newcastle and Chatham Head, begun in 1913, and finished next year, permanently connected Newcastle with Chatham Head and Nelson, displacing the old ferry service which was unequal to the great volume of traffic between the two banks of the river. The bridge is about a half mile long in its entirety, and cost about half a million dollars. When the old bridge, three miles further up the river, collapsed in 1912, it was seen that Newcastle Centre was the proper place for the new structure, since there it would serve the interests of much the greater number. It was built by the Foundations Co., Ltd., of Montreal. The river at this point is some 1,500 feet wide, and varies in depth from twenty-eight to forty-five feet. It was necessary to go down fifty-five to sixty-five feet below mean water level to secure a good foundation. The latter was well laid, and the superstructure strongly built, the whole with a floor of reinforced concrete. Each of the fixed spans is 275 feet long, the draw span 250, thus admitting the largest vessels.

Newcastle is a most desirable place for the business man and for him who desires the best residential locality. Anyone who wishes to locate here should apply for any further information to the Newcastle Board of Trade, Mr. E. A. McCarty, Secretary.

A CHANT OF LOVE FOR ENGLAND.

(By Helen Gray Cona.)

A song of hate is a song of Hell;
Some there be that sing it well.
Let them sing it loud and long
We lift our hearts in a loftier song:
We lift our hearts to Heaven above,
Singing the glory of her we love—
England!

Glory of thought and glory of deed,
Glory of Hampden and Runnymede;
Glory of ships that sought far goals,
Glory of swords and glory of goal!
Glory of songs mounting as birds,
Glory immortal of magical birds,
Glory of Milton, glory of Nelson,
Tragic glory of Gordon and Scott;
Glory of Shelley, glory of Sidney,
Glory transcendent that perishes not—
Here is the story, here be the glory—
England!

Shatter her beautiful breast ye may;
The Spirit of England none can slay!
Dash the bomb on the dome of
Paul's—
Deem ye the fame of the Admiral
falls?
Pry the stone from the chancel door—
Dream ye that Shakespeare shall live
no more?

Where is the giant shot that kills
Wordsworth walking the old green
hills?

Trample the red rose on the ground,
Keats is Beauty while earth spins
round!

Bind her, grind her, burn her with
fire,
Cash her ashes into the sea—
She shall escape, she shall aspire,
She shall arise to make men free;
She shall arise in a sacred scorn,
Lighting the lives that are yet un-
born!

Spirit supernal, Splendor eternal,
ENGLAND!

—Atlantic Monthly.

RANKS FOURTH AMONG INDUSTRIES OF COUNTRY

Automobile production in the United States since the year 1900 shows a marvellous increase. Every year has broken all previous records, until, in the calendar year of 1916, 1,600,000 automobiles were manufactured. The estimate for the present year is two and a quarter million cars. Note the following figures showing automobile production during the recent fiscal years, from July 1 to July 1:

1902	900 cars
1903	2,200 cars
1904	14,000 cars
1905	22,000 cars
1906	32,000 cars
1907	40,000 cars
1908	49,000 cars
1909	105,000 cars
1910	170,000 cars
1911	235,000 cars
1912	280,000 cars
1913	400,000 cars
1914	440,000 cars
1915	690,000 cars
1916	1,250,000 cars

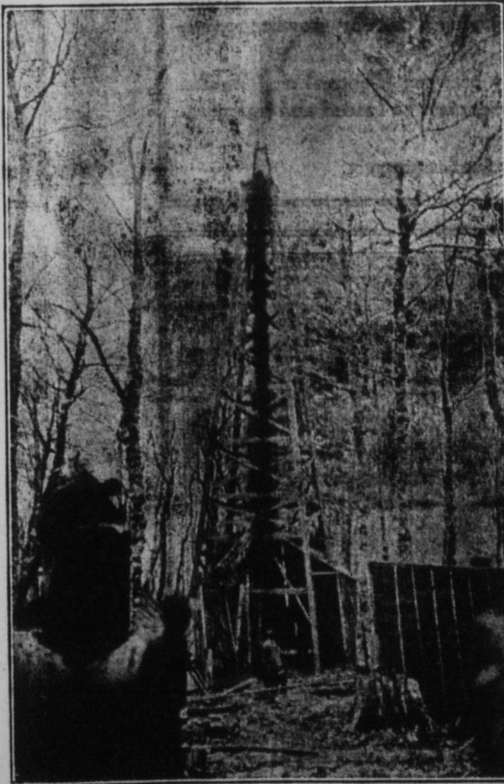
Perhaps no industry has experienced such a rapid and remarkable growth. In 1900 it numbered a few struggling concerns, prompted by apparent fanatics with plenty of money to squander. Now it ranks fourth among the manufacturing industries of the United States.



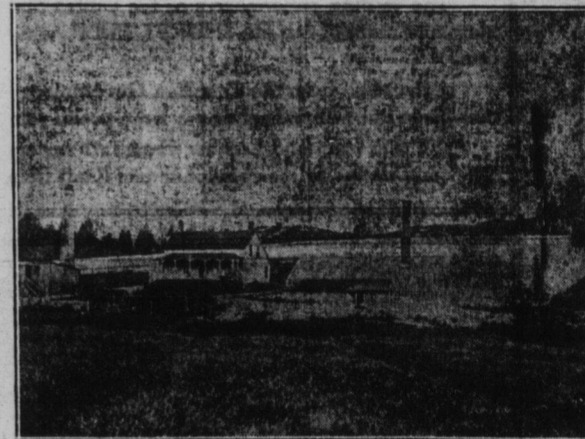
BERYL
(at 10 yrs.)

CATHERINE
(at 2 yrs.)

Daughters of Daniel Mullin, K. C., grandchildren of the late Count and Countess deBury and lineal descendants of James Simonds, of the firm of Simonds, Hazen & White, original founders of St. John.



ONE OF THE OIL WELLS IN ALBERT COUNTY



ADAM SHAND'S GREENHOUSES.

UNIQUE GOOD THINGS ON THE WAY!

COMING ATTRACTIONS OF INTEREST

Commencing MON., TUES., and WED., next, we take great pleasure in announcing a new series of superior photo plays under the general title of

"The American Girl"

A SERIES - NOT A SERIAL.
We promise you the best in photography, a superabundance of snappy action, good direction and the services of

MISS MARIN SAIS

in the stellar role, supported by a strong cast of Kalem favorites.

SEE THE FIRST ONE—Entitled

"The Black Rider of Tassajara"

AND REMEMBER—One of the series shows the first three days of every week—Starting Next Mon., Tues., Wed.

WED., THURS. — NEXT WEEK CHARLIE reappears in his UNAPPLIN comedy of reform

"EASY STREET"

THURS., FRI., SAT. — NEXT WEEK Last of our Blackies: "The Finish"

COMING - AUG. 2, 3, 4

Lonesome Luke, in "Lonesome Luke's Honeymoon"

Also—The First of "The Perils of the Secret Service"

LYRIC

A FEW OF THE MANY FEATURES IN STORE FOR YOU!

As Dainty a Story as Either Old or Young Could Desire

Pathe Gold Rooster Plays

Offers The Tiniest Screen Star

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Mon., Tues. and Wed. of Next Week

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MARY MILES MINTER In Her Greatest Success

"PERIWINKLE"

Dainty Mary as a Fisher Girl

Growing Stronger Every Week

"THE MYSTERY OF THE DOUBLE CROSS"

Are You Following This—The BEST of Any Serial Yet! GET IN LINE.

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Cornwall & York Cotton Mills Co.

Limited

ST. JOHN, N. B.

Denims, Cottonades, Shirts, Flannelettes, Yarns, Twines, etc.

COLORS AND BLEACHED

Some

DR. W. F. ROBERT

S. B. BUSTIN

DR. J. V. ANGLIN

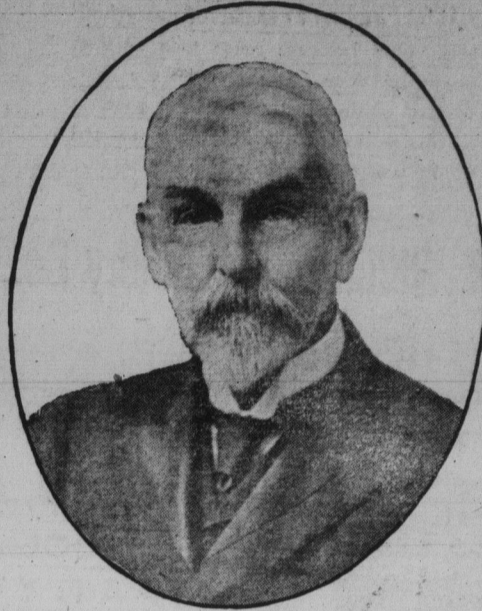
Some of the Men Who Are Making St. John



DR. W. F. ROBERTS, M.P.P.



J. M. QUEEN



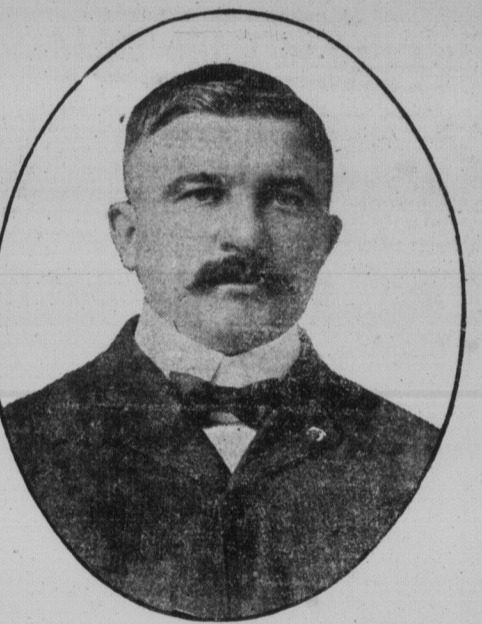
DR. THOMAS WALKER



S. B. BUSTIN



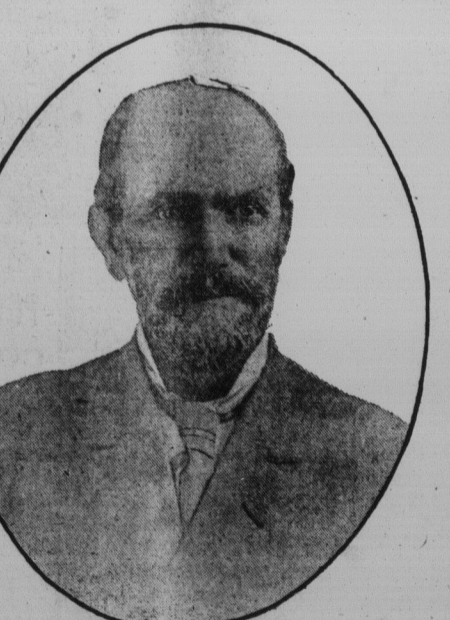
C. W. MCKEE



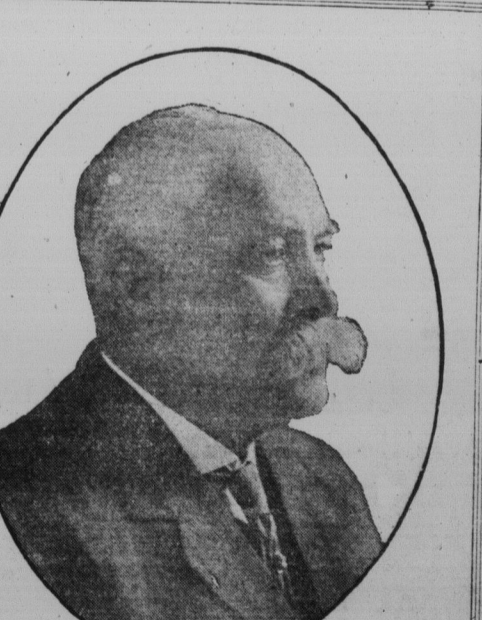
GEORGE H. WARING



DR. J. V. ANGLIN



WILLIAM MURDOCH



PETER MCINTYRE

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(By Helen Gray Cone.)

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Buildings

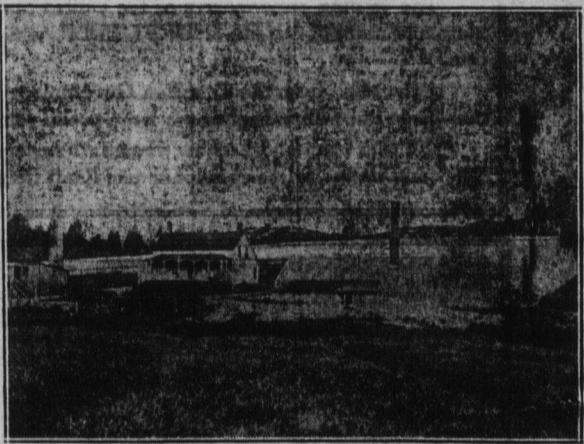
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CATHERINE (at 2 yrs.)

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"The American Girl"
A SERIES - NOT A SERIAL

We promise you the best in photography,
a superabundance of happy action, good
direction and the services of

MISS MARIN SAYS
in the stellar role, supported by a strong
cast of Eden favorites.

SEE THE FIRST ONE—Entitled
"The Black Rider of Tasajara"

AND REMEMBER—One of the series
shows the first three days of every week
—Starting Next Mon., Tues., Wed.

WED., THURS. - NEXT WEEK
CHARLIE Chaplin returns in his
"EASY STREET"

THURS., FRI., SAT. - NEXT WEEK
Last of our Blockbuster
Cat Features
"The Finish"

COMING - AUG. 2, 3, 4
Lonesome Luke, in
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In Addition to Pictorial Features

**When YOU Require Either
Machinery or Supplies**

**It Pays to Deal With a
House You Can Depend On**

—one that puts its *SERVICE* and your *SATISFACTION* ahead of everything else. Our business sense tells us that deserving your patronage is the best way of getting it—and making good on deliveries will go a long way toward giving you the service you desire.

.. THE ..

**A. R. Williams Machinery Co.,
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**MANN
AXE & TOOL
COMPANY
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Special Maul Head Steel Poll
Axe For Driving Wedges.

Why Carry a Sledge, When You
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ALSO MANUFACTURERS OF CELEBRATED REGISTERED BRAND

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Axes and Edge Tools

The best equipped axe factory in Eastern Canada for the
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MANUFACTURERS AND SHIPPERS OF

Spruce, Pine and Hemlock
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Shipments by Rail or Water.

ENQUIRIES SOLICITED



The Oak
in tree
culture is
the type
for

**STRENGTH
AND
ENDURANCE**

GENUINE ENGLISH OAK TANNED

Leather Belting

Stands For The Same Thing in
Power Transmission

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D. K. McLAREN, LTD.

STOCK DEPOT IN ST. JOHN
90 GERMAIN STREET

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BATHURST IS BOOMING

**North Shore Town Has All Kinds of Energy---
Different Industries Are Expanding and
Times Are Good**

Few towns even in "the Busy East" can show such a record of rapid progress as Bathurst has achieved during the past five or six years. From being a quiet lumbering and fishing village of a few hundred inhabitants, it has developed into a hustling town of between four and five thousand souls, and the end is not yet. In fact, Bathurst is only at the fringes of its ultimate prosperity. Men of enterprise and vision are developing its resources and rapidly making it a pulp and lumber center of no mean proportions. Incidentally, they have made it a seaport as well.

This latter development is one of the greatest assets possessed by the town, a port that can accommodate for large ocean-going vessels, as Bathurst can, will inevitably attract a volume of trade greater even than that of the district itself. Last year fourteen steamers of from 600 to 3,000 tons registered tonnage, and the same number of sailing vessels, cleared at Bathurst, the total amount of tonnage amounting to nearly 30,000 tons. This year, owing to the scarcity of ships, Bathurst will suffer a diminution of this trade, in common with all other ports, but had conditions been normal the shipping at this new port would have shown a substantial increase during 1917.

In addition to the Public Wharf, there are extensive wharves belonging to the Bathurst Lumber Company and the Gloucester Lumber & Trading Company, both of which concerns are extending their facilities in this direction with a view to coping with the larger business that is ahead. The Bathurst Lumber Company's wharf is connected by a spur line with the Intercolonial Railway main line between Montreal and Halifax. The spur line is fitted with coal handling machinery with a daily capacity of 750 tons, and this equipment will probably hasten the reopening of the Bathurst Mines, of which event there are persistent rumors, as one of the difficulties the Mining Company had to contend with was the long haulage of the ore to seaboard.

The enterprising management of the two firms referred to above is rapidly developing the further prosperity of the town. In addition to their lumbering operations, which are amongst the most extensive in the country, the Bathurst Lumber Company have recently brought the capacity of their pulp mill up to fifty tons a day each Sulphite and Kraft pulp. This is only a beginning as further increases are contemplated not only in these two commodities, but others as well. New allied industries are being planned and will be established as soon as peace comes, or conditions permit. The new plant will give employment to hundreds of additional hands, including girls.

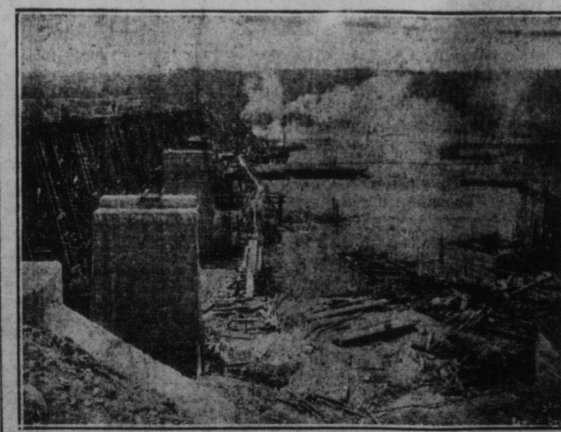
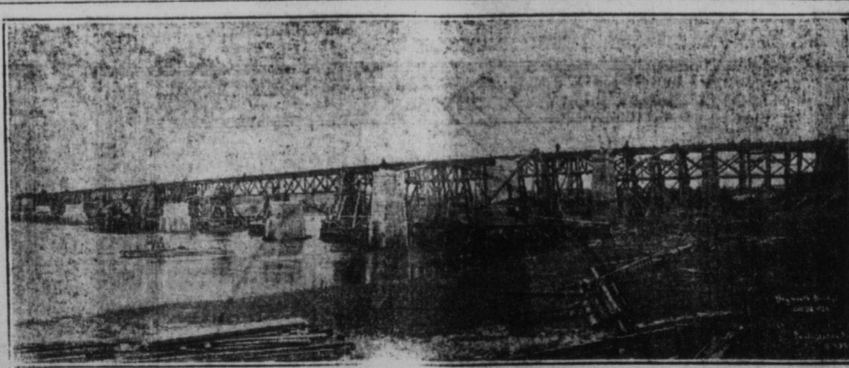
The new enterprise will include the manufacture from paper of certain articles at present made from materials which the war has rendered prohibitive in price. Recently the writer was shown a number of interesting samples by the manager of the Bathurst pulp mill, Mr. J. H. Thickens. These included twine, sacks and rugs, and for strength and appearance they were a revelation of the possibilities of the ubiquitous pulp. Mr. Thickens, who is an authority on paper, and who has written a standard technical book on its manufacture, declared that there was no reason whatever why such articles could not be manufactured in Bathurst, and he added that as the work was clean, light, and pleasant, it would afford employment for female labor.

It must not be imagined, however, that Bathurst is a "one industry" town. It can boast of a number of industries other than those already referred to, and which under capable management, are growing rapidly in importance. The George Eddy Company, who for some years have operated a large and well-equipped wood-working factory, have recently laid down a flour and grist plant with a daily capacity of twenty-five sacks. Judging by the success that has attended this step, Messrs. Eddy are more than likely to add to their activities in this direction before very long.

Now that the Province has gone dry one is glad to know that Bathurst possesses its own ginger ale factory. This concern, installed with the latest machinery by Alderman Azad Landry, has recently changed hands, and under the guidance of its new proprietor, Mr. A. Melanson, is rapidly making a name for the long list of temperance beverages which it turns out.

With the first sign of spring building operations were set on foot throughout the district. Houses and stores are to be seen rising in every direction, and although the town already possesses an apparent sufficiency of stores, others are being added to the list, not only in the town proper but in the more outlying districts. Fenwick Bros. have built a large corner block, fitted with the most up-to-date refrigerating plant, for the accommodation of their growing butcher business. Mr. A. T. Hinton, who already owned one of the largest general stores in town, has just completed a rush erection of another equally large to take care of his automobile trade.

New offices and workmen's bungalows for the pulp mill, and innumerable private dwellings and extensions, are part of the hustling being done in the building trade in Bathurst this summer, and they indicate the permanent nature of the boom that has come to this fortunate North Shore town.



VIEWS OF WEYMOUTH BRIDGE, DOMINION ATLANTIC RAILWAY

**POWERS & BREWER
CONTRACTORS**

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ST. JOHN, N. B.

**BUILDERS
OF BRIDGES**

**Maritime
Foundry & Machine
Works, Ltd.
CHATHAM, N. B.**

SUCCESSORS TO
Alex. Dunbar & Sons Co., Limited, Woodstock, N. B.
Miller's Foundry & Machine Works, Chatham, N. B.

MANUFACTURERS OF
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.. AND ..
Mill Machinery
Steam Boats and Launches
Gangs, Rotarys,
Clapboard Planers,
Clapboard Machines
Edgers, Splitters,
Lath Machines,
Shingle Machines
Hoisting Engines in All Sizes
Marine Engines in All Sizes

**THE
University of New Brunswick
FREDERICTON, N. B.**

ONE HUNDRED AND EIGHTEENTH YEAR BEGINS 15th SEPTEMBER, NEXT

Scholarships Available at Entrance

Fourteen County Scholarships (\$60 each.)
An Asa Dow Scholarship (\$90)
St. Andrew's Society Scholarship (\$60)
Highland Society's Scholarship (\$75 annually)

Numerous Prizes and Scholarships Offered in Competition During The Year.

Thorough and Complete Four Year Courses in ARTS, CIVIL ENGINEERING, ELECTRICAL ENGINEERING and FORESTRY.

High Standard of Work Shown by Recognition Accorded Graduates in All of The Above Departments.

Correspondence Invited. Copy of Annual Calendar Gladly Furnished on Request.

CECIL C. JONES, CHANCELLOR.

**PAUL LEA CO.,
Limited**

LUMBER MERCHANTS

MANUFACTURERS OF

**Doors, Sashes,
Interior Finish, etc.**

Try Our Birch Flooring - - None Better!

PHONE 118

96 Westmorland St., MONCTON, N. B.

The Allies G

**Estimated That A
Will be 1,000
Share is Show
of Wheat
ful Manag
Crop go
He**

A recent despatch from W
as forecasted by the Departm
the prospect of more than ordi

A total yield estimated at
more bushels than last year's
virtually no reserve store, it
the most rigid economy.

The department forecasts
estimates of winter wheat prod
more than was forecasted from
yield.

Herbert C. Hoover in his
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Production in the Allied c
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The report closes with an
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quantities needed are brought

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and munition factories; also b
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grain-raising countries, as Russ
others, as Australia, South A
the long haul for which ships ca

"In addition the actual c
is increased by the transfer of
of great physical activity and
armies in the field. There m
grain to maintain the dairy and
America's duty is set forth

"All those conditions thr
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families of the fighters and the

A cablegram recently rec
Institute of Agriculture, gave t

The condition of growing
lands and Algeria, mediocre in

Areas sown to wheat:
Spain, 10,300,000 acres or
Switzerland, 128,000 acres
India, 32,885,000 acres or
Algeria, 3,151,000 acres or

Areas sown to rye:
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Switzerland, 74,000 acres or

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The Allies Grain and Flour
Requirements For 1917

Estimated That Allies Requirements of Cerials
Will be 1,000,000,000 Bushels --- Canada's
Share is Shown in Increases in Exports
of Wheat and of Flour---Only Care-
ful Management Will Make 1917
Crop go Round According to
Herbert C. Hoover

A recent despatch from Washington, shows that the 1917 wheat crop of America as forecasted by the Department of Agriculture, will fall below the normal, despite the prospect of more than ordinary yield of spring wheat.

A total yield estimated at 656,000,000 bushels will give the country 16,000,000 more bushels than last year's crops, but with the heavy demands from abroad and virtually no reserve store, it will not meet war needs unless the country practises the most rigid economy.

The department forecasts a spring crop of 283,000,000 bushels, a big yield, but estimates of winter wheat production give a crop of only 373,000,000 bushels, 7,000,000 more than was forecasted from the May 1 condition, but still far from the normal yield.

Herbert C. Hoover in his report to the government on what the United States must do to sustain its Allies with food, shows that the Allies and a few neutrals, which must be considered, will require during the next year 1,000,000,000 bushels of cereals alone, and that their needs of meat, fats and sugar also will be enormous.

Production in the Allied countries and imports from other countries can meet only a portion of these needs. America must supply the remainder. America's surplus on the present scale of consumption will not meet the deficiency, Mr. Hoover says, and points out that reduction of home consumption in many ways is required.

The report closes with an appeal to the American people to assist the food administration in its efforts to increase production and to conserve American supplies. "We are at war," it says, "We must do what success in war demands. He also fights who helps a fighter fight. That is the way we can all help in the war, and if we don't help the war will not be won."

The situation abroad was outlined by Mr. Hoover as follows:

"Great Britain normally raises about one-fourth of the grain she needs for her bread; France about one-half. The additions necessary to make up the total quantities needed are brought in from various other countries.

"But in these abnormal times the native production of the fighting Allies is greatly reduced by the withdrawal of the man-power from the farms to the armies and munition factories; also by reason of late frosts this year's crop in the United Kingdom, France and Italy is a partial failure. Opportunity to import from certain grain-raising countries, as Russia and Roumania, is entirely lacking, and from certain others, as Australia, South America and India, is greatly lessened on account of the long haul for which ships cannot be spared.

"In addition the actual cereal and meat consumption of the Allied countries is increased by the transfer of millions of men from sedentary occupations to those of great physical activity and by the wastage incidental to the feeding of the great armies in the field. There must also be recognized the greater demand for seed grain to maintain the dairy and meat supplies and the cavalry horses of the armies."

America's duty is set forth by Mr. Hoover thus:

"All these conditions throw on North America the brunt of the burden of supplying our co-belligerents with the human and animal food necessary to maintain their great armies in fighting condition, as well as to keep alive and efficient the families of the fighters and the great industrial army at home."

A cablegram recently received by the Government, from the International Institute of Agriculture, gave the following crop reports:

The condition of growing cereals was good in Tunis, average in Spain, Netherlands and Algeria, mediocre in France, Great Britain, Italy and Switzerland.

Areas sown to wheat:

Spain, 10,300,000 acres or 105 per cent of 1916.
Switzerland, 128,000 acres or 104 per cent of 1916.
India, 32,885,000 acres or 109 per cent of 1916.
Algeria, 3,151,000 acres or 96 per cent of 1916.

Areas sown to rye:

Spain, 1,846,000 acres or 100 per cent of 1916.
Switzerland, 74,000 acres or 105 per cent of 1916.

These figures as well as additional figures of barley and oats, show fairly good increases in the old world acreage under cereal crops, but crop prospects about average. In no case is there any indication of any abnormal crop prospects this year.

Reports published from time to time by Cora Hind, one of Canada's expert crop reporters, in the Manitoba "Free Press" and in the Journal of Commerce, show that there will probably be at least an average crop in Canada. The wheat acreage will not show very much increase over last year but all crops, including vegetables, will show a considerable increase over last year.

All reports from Canada, the United States and from Europe, indicate that while there will be some small increases in acreage under crops over last year, the amount of wheat available this year, even with good crops, will just barely meet the demands of the Allies. It would appear that even with bumper crops, only very careful management will make the cereals go round until the crop of 1918 is harvested. Weather conditions are of course changeable and the crop reports change with the weather reports. A week may bring forth a warm rain, a growing week of sunshine or a bad frost. Not for another five or six weeks will it be possible to accurately forecast the total grain production for the whole world from the 1916 summer crops, but as pointed out by Mr. Hoover there will be just barely enough cereals to fill the demands even with good crops. He has estimated that the Allies will require 1,000,000,000 bushels of cereals. Canada may produce for export from 100,000,000 to 200,000,000 bushels of cereals, but it will all depend on the weather.

The question naturally arises: "What can the Canadian millers do toward filling the demand for flour? It has been said that there is more flour milled in the city of Minneapolis than in the whole Dominion of Canada. It is, however, interesting to note that the exports of Canadian flour have been jumping by leaps and bounds. The flour exports for 1916 were valued at over \$35,000,000 as compared with \$24,000,000 in the previous year. The 1916 flour exports showed an increase of nearly 500 per cent over 1909. The total grain exports in 1916 were valued at \$192,000,000 as compared with \$88,000,000 in the previous year and as compared with a little over \$56,000,000 in 1910. Thus in 1916 Canada contributed to the Allies, grain and flour worth approximately \$227,000,000, breaking all

Continued on Second Page Following.

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You leave Moncton on the Transcontinental at four o'clock any afternoon of the week you please, with the exception of Sunday, Monday, Wednesday and Friday. And you travel one hundred and twenty-five or one hundred and thirty miles, more or less deliberately, but still speedily enough for comfort, past McGivney, past Napadogan, and on to a place which is not on the map but is known as Half Moon. There, if you have a pull with the conductor, the train will stop and give you an opportunity to roll down an embankment to the edge of the southwest Miramichi. We landed there about midnight, the train being late, but it was a pleasant evening and the guides had a nice fire going and the tent ready.

Bright and early next morning all the luggage was put on board the canoes. Every man and every boy, and possibly every woman too, along this river knows how to handle a canoe. It is really surprising the skill which some of these people exhibit with a little eight or ten foot pole. The canoes, of course, are dugouts, running everywhere from twenty feet to thirty feet in length. Comfortable enough to sit in and not so difficult to manage as their appearance would indicate. They look substantial enough and they have to be, for in that reach of the river the going is, in places, a little rough. Leaving Half Moon—where the N. T. R. crosses on a steel bridge which was certainly paid for by the pound—one meets a succession of rapids. There is Louis' Pup, Little Louis, then Louis himself. The senior gentleman is remarkable for his activity. During the next ten miles or so there is Peter and there is Paul, there is The Rangers, there is Push-and-be-Damned and a whole bunch more. Griffin's Camp is an ideal place to stop for lunch, stuck up on the side of the bank and affording a beautiful view for the diners. Eight miles or more below on the river is perhaps the worst spot in the whole reach, the series of two rapids known as Little Burnt Hill and Burnt Hill. This run of eighteen or nineteen miles from Half Moon is one of the most delightful trips imaginable and terminates at the great point of interest in that country—the Tungsten Mine at Burnt Hill. Tell you more about that in a minute. This is the country of river drivers, canoe experts and of people with an accent all their own. Up there all the Moirs are "Murrs," the Munns, "Moons;" an elm tree is an "ullum," and a man who wants to say "I did it" says "Oi dud ut." But nobody minds an accent or pays attention to it when he has such capable protectors as Donald McKay, Dolph Hunter or Perley Calhoun. Leaving Burnt Hill there is another twenty miles of glorious scenery through the mountains of the main Miramichi, which scenery includes a beautiful little water fall of sixty or seventy feet on what they call Fall Brook, sufficient to provide power for a whole bunch of industries. And a few hours canoeing brings the wanderers out at "Hayes Bar." From there you get a team, and although there are a great many pretty drives in New Brunswick it is doubtful if there is anything to compare with this nine miles of road along the bank of the Miramichi from "Hayes Bar" to Boiestown.

This Tungsten Mine has always been a bugbear. The "Standard" has known perfectly well for years that some day someone would have to go in and have a look at it. But there was a feeling that it did not amount to much, that it was only a promotion stunt and that the difficulties in the way of getting there meant a whole lot of discomfort and very little satisfaction. That opinion does not now exist.

The tungsten mine amounts to something pretty big—how big even the owners cannot yet realize. It is not a promotion stunt, for it is owned by people with money who are putting money into it and intend to keep on putting it there. And the difficulties in the way of reaching the mine consist of a most enjoyable outing through magnificent scenery in a climate, which, apart from mosquitos and black flies, is enough to cure the most dismal physical wick.

This is not merely the only tungsten mine in New Brunswick, but actually the only one in Canada. What this means to the country and to the Empire can hardly be realized. But in past years Britain has had no tungsten. Germany has controlled practically every mine in the world including those in Burma, Australia, Peru and Bolivia. Germany used the tungsten so secured in the manufacture of high-speed steel and sold this steel at fancy prices to Britain. But when the war broke out and the absolute necessity of tungsten was realized, Britain commandeered or otherwise secured the output of all available mines including this one in New Brunswick, which was not then in operation.

The history of this New Brunswick mine goes back a good many years and need not be related. The discovery of the ore is not recent, but the magnitude of the deposit is scarcely yet understood. The tungsten is found in Burnt Hill mountain. To the southern end of the hill there are outcrops on practically the entire slope, showing the existence of a widely distributed bed of ore. For prospecting purposes a shaft was sunk on the slope, at about the centre of the hill, and ore averaging from two per cent to three per cent was located. More recently a cross-cut has been run in at a lower level and the main shaft has been continued. At the present time there have been uncovered in this mountain six distinct veins of tungsten ore, one of which measures more than thirty feet in width, and these veins have been proven to a depth of fully one hundred and fifty feet with five hundred feet still remaining untouched overhead. The bottom of the veins has not yet been reached, nor in fact has the deposit been more than scratched.

Some years ago a representative of the Department of Mines came down from Ottawa and reported that the deposit was not of commercial value. When a second trip was made the government inspector reported to Ottawa that he had seen \$120,000 worth of ore. If he would come back today he would see uncovered over ten times that amount and a beginning has scarcely been made. Those who are operating the mine—N. A. Timmins of Hollinger fame, Matthew Lodge of Moncton, and the supervising engineer, H. M. Porteous—do not wish to become too enthusiastic, but it is difficult to conceal their satisfaction when every day's work adds so greatly to the amount of valuable ore in sight and widens the possibilities for even greater things in the future.

This ore from the veins will average easily two and one-half per cent of sixty per cent metal. The tungsten is found in the form of wolframite. A thirty ton mill is in operation and because of the fact that what is being done now is really development work, everything coming out of the mine—ore, dirt and rock—is being put through this mill. This development ore is averaging better than one per cent and is, of course, profitable milling. Unfortunately the mill has been built a couple of thousand feet away from the main workings, necessitating a haul of the ore which will later be avoided. It is the intention to construct, as soon as conditions are favorable, a very much larger mill right at the mine, one which will handle at least three hundred tons per day, and there is also a suggestion that a smelter be erected. There is money to be made in the concentrating process, but there is also money in the smelting, and both might readily be carried on most economically at the mine where there is an abundance of water, fuel and other necessities.

There are two methods of treating wolframite, the familiar one of smelting and the other of transforming the coarse metal into tungstic acid. This mineral, used in the manufacture of high-speed steel, imparts that elasticity or toughness so necessary in tools. Because of the comparative scarcity of the metal, many manufacturers have been using a carbon steel which is not entirely satisfactory.

The most pressing difficulty with which those now operating New Brunswick's tungsten mine have to contend is the inaccessibility of the mine. There are no roads. It is impossible to freight supplies up the river from Boiestown because of the very strong current. It is extremely difficult to bring the freight down the river in large

(Continued on next page.)

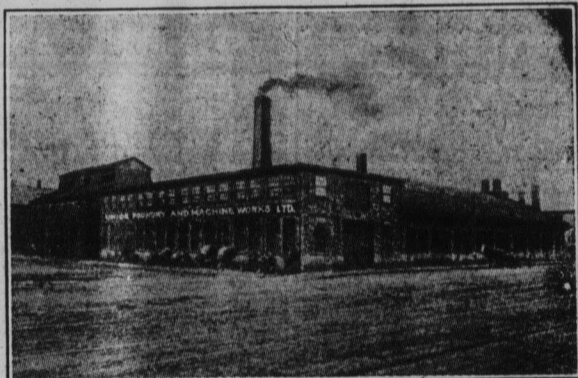
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quantities because of the rapidity for a towpath. Equipment is mile haul through absolutely no always a tendency on the part of belittle the importance of the work a joke. It does not think so now of thousands of tons of ore, has trators, has been through the ga rich ore from the walls, and can would not be putting hundreds unless he knew perfectly well that that it is not coming out for him

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A school teacher in a western city from the table he kissed mamma good-bye, then he kisses us children good-bye, then he lights a cigar, then he goes to the hall tree and puts on his hat, and then he stoops over and puts on his rubber, and then he puts on his overcoat and goes out. The first one said: "When he gets up the next little girl gave the same

Our Only Tungsten Mine

Continued.

quantities because of the rapids and the shallows, and the trouble in securing footing for a towpath. Equipment brought in only after much trouble, for an eighteen mile haul through absolutely undeveloped timber country means work. There is always a tendency on the part of those not interested in such a proposition as this to belittle the importance of the work. The "Standard" thought the tungsten mine was a joke. It does not think so now. A representative of this paper has seen hundreds of thousands of tons of ore, has seen this rough metal pouring out from the concentrators, has been through the galleries of the mine and picked out lumps of the rich ore from the walls, and can realize perfectly well that a man like N. A. Timmins would not be putting hundreds of thousands into a hole in the ground such as this unless he knew perfectly well that it was coming out again. The odd part of it is that it is not coming out for him or for anyone else in particular just now, because,

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- DON'T place ashes in wooden receptacles.
- DON'T neglect to watch gas and oil stoves when in use.
- DON'T leave a room where fat is boiling.
- DON'T use an open grate without a screen.
- DON'T use kerosene to kindle fires.
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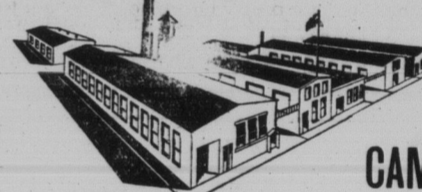
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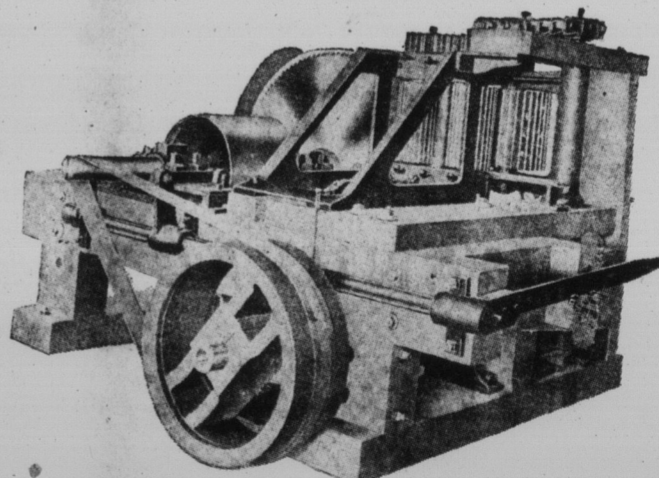
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Our Resaw will cut from 15 to 25 thousand in 10 hours from slabs in 1 and 2 inch stock. Saw 36 to 38 inch diam. 10 gauge, speed 1200 R. P. M. Driving pulley 16 diam. 14 inch. Face. Floor Space 7 x 9 feet.

SITUATED in the centre of the Pulp and Paper Industry we have been in close touch with this business for nearly 30 years. We have fully equipped Pattern, Moulding, Blacksmith and Machine Shops, and are in a position to give any order prompt and careful attention.

stated, the output of the mine is controlled by the Imperial Munitions Board which will take all the metal produced and fix its own price. It is understood that the price so fixed is very much below the market price, and is based on the cost of the metal in Peru and Bolivia where labor is very much cheaper.

However, this tungsten mine is in process of development. It is not yet a really serious producer simply because the operators desire, before turning their attention to the concentration of great quantities of metal, to lay bare and make accessible sufficient beds of high grade ore to justify the construction of a really big plant. They are doing very rapidly, and New Brunswick one of these days will wake up to the knowledge that it possesses at Burnt Hill a really tremendous deposit of one of the most valuable of the world's metals.

After witnessing the wonderful performance of a blind pianist, one Irishman remarked to another: "By the powers, that's the best music I ever heard with me two ears."
"He does pretty well for a blind man, doesn't he?"
"He does, indeed, but I was just thinkin' of wan thing."
"What's that?"
"It wouldn't make any difference to him if he wasn't blind."
"Why not?"
"Well, I was watchin' him all the evenin' and he never looks at the piano, anyhow."

Mine

PALMER'S MOOSE HEAD BRAND.

Oil-Tanned Waterproof Shoebacks
Summer Packs, Sporting and
Trench Boots



We have every reason to be justly proud of our Moose Head Brand oil-tanned waterproof footwear. Wherever they are used—in the woods of Canada or in the branches of France and Belgium—they are heartily endorsed as the most satisfactory footwear obtainable. They are all manufactured from genuine, oil-tanned waterproof leather tanned in our own tannery. INSERT OF MOOSE HEAD BRAND. Free Catalogue on Request.

John Palmer Co., Ltd.
FREDERICTON, N. B.
Canada's Largest and Oldest Manufacturers of Waterproof Footwear.

FREDERICTON CONCRETE CO.

358 York Street, Fredericton, N. B.
MANUFACTURERS OF MACHINE MADE
Sewer Pipe Pressed Brick
Drain Tile Stock Brick
Culverts Building Block
WRITE FOR LITERATURE AND PRICES

Palmer - McLellan Shoepack Co., Ltd.

FREDERICTON N. B.
MANUFACTURERS OF HIGH-GRADE
Shoepacks, Sporting
and Trench Boots.
We also manufacture
Horse Hide Moccasins & Fancy House Slippers
This is Our New Farm Boot.
"The Boot With The Moccasin Comfort"
WRITE US FOR PRICES.

NEWCASTLE PLANING MILL

Flooring, Sheathing, Mouldings,
Doors, Windows, Etc.

Douglas Fir Interior Finish a Specialty
Builder's Supplies of All Kinds

RESAWING and DRESSING in transit

BOX SHOOKS
SHIPMENT BY RAIL OR WATER.



JAMES PENDER CO. LTD., ST. JOHN.

ST. JOHN AS AN INDUSTRIAL CENTRE.

By Secretary St. John Board of Trade

The measure of a city's progress is the measure of its industrial development. St. John has reason to be pleased with its industrial attainments, but it has more reason to be pleased with the natural advantages which have made this industrial advancement possible.

What are these great natural advantages which have placed St. John so far in advance of other eastern Canadian communities?

Briefly, they are these. First, because it is an Atlantic seaport, situated at the mouth of a river 450 miles long, which enables it to draw tribute from land and sea. Second, because it is an open all-the-year-round port, easy of access from the ocean and capable of being entered at all times of tide by large craft. Third, because it is nearer to the commercial heart of Canada and to the grain fields of the West than any other Canadian winter port on the Atlantic having terminal facilities. Fourth, because it is the seaport of a Province that is rich in natural resources of forest, field, mine and sea. Fifth, because it is within easy access of coal mines, building stone and lime deposits. Sixth, because the climate and surroundings are healthy, and ordinary outdoor work can be carried on throughout the whole year.

The possession of these great natural advantages has led to the Canadian Pacific Railway Company adopting St. John as their eastern freight terminus; it has led to the establishment by the Canadian Government Railway system of terminal facilities here; it has brought ocean connections with Great Britain, Europe, Africa, New Zealand, Australia, the West Indies, and South America, thus making St. John an important industrial distributing centre for overseas points as well as for all continental points on this side the Atlantic.

That this fact has been recognized by keen-sighted business men on the outside is shown by the presence of many representatives of Upper Canadian and American manufacturing firms, some of whom have established elegant permanent business homes here. Prominent among the outside houses so represented in this city are Ames-Holden-McCreedy, Ltd., McClary Manufacturing Company, Frost & Wood, International Harvester Company, Imperial Tobacco Company, Massey-Harris & Co., McLaughlin Carriage Company, Imperial Oil Company, Canadian Oil Company, The Fleischman Company, Ford Motor Company, Dunlop Tire Company, Lake-of-the-Woods Milling Company, Ogilvie Flour Mills Co., Ltd., Western Canada Flour Mills Co., Quaker Oats Company, Robinhood Mills Ltd., D. K. McLaren, Ltd., A. R. Williams Machinery Co., Singer Sewing-Machine Company, The National Cash Register Company, Burroughs Adding Machine Co., J. Clark & Son, Goodyear Tire and Rubber Company, Canadian Consolidated Rubber Company, E. L. Ruddy Co., Canadian Fairbanks Morse Company, E. Leonard & Sons, Simonds Canada Saw Company, Noyes Machine Company, Nonneman Tiling Company, E. B. Eddy Co., Gunns, Ltd., Brandram-Henderson Co., Moirs, Ltd., Christie, Brown & Co., and many others.

Since its earliest history, the manufacturing of shipping lumber and wood products has been the premier industry of the city. This industry is still in an active state and "going strong," though considerably hampered by war conditions. Among the lumber mills in operation in this locality are those of Murray & Gregory, Ltd., Stetson, Cutler & Co., Miller, Moore & Co., Warner & Co., J. S. Gregory, V. S. White & Co., Randolph & Baker, F. E. Sayre & Co., Ltd., the Wilson Box Company, the Nashwaak Pulp & Paper Company, J. A. Likely, Christie Wood Working Company, Haley Bros. & Co., and Joseph Roderick & Son. Most of the lumber manufactured in these plants comes from upriver points, it being estimated that about 125,000,000 feet of lumber is floated down the river to St. John yearly.

The wooden shipbuilding industry, which once occupied a high place in the industrial life of St. John, is likely to again develop prominence. Messrs. Grant & Horne and Thos Nagle are among the St. John firms who have been interesting themselves in ship construction here.

Cotton manufacturing has been a prominent St. John industry for half a century. The Cornwall & York Cotton Mills Co., Ltd., successors to William Parks & Son, operate two mills. They have each a floor space of 200,000 square feet, with over 25,000 spindles and looms in operation; employment is furnished for about 500 people. Mr. J. B. Cudlip is the capable manager of these busy mills.

The metal industries are well represented at St. John by such foundry and machine plants as James Fleming, T. McAvity & Sons, St. John Iron Works, Union Foundry and Machine Works, John Smith Sons, E. S. Stephenson & Co., and J. Fred Williamson, by Pender & Co., Maritime Nail Company and Canada Nail & Wire Company, nail manufacturers: Campbell Bros., hammer and edge tool makers; McLean, Holt & Co., Emerson & Fisher, stove manufacturers; Josiah Fowler Co., Ltd., makers of steel springs, axles, edge tools, etc.; William Lewis & Son, nut and bolt manufacturers; Portland Rolling Mills; James Robertson & Co., manufacturers of piping; G. Hevenor, Ltd., J. J. Mitchell, M. J. Sliney, J. E. Wilson, Ltd., John Magee, James McDade, Philip Grannan, W. A. Steiper Co., P. Campbell & Co., copper smiths and workers in galvanized metals and tin.

The manufacturing of brushes, brooms, etc., has resulted in the establishment of two large manufacturing plants here. T. S. Simms & Co., who have gained a world-wide reputation for the excellence of their goods, and who possess one of the most efficient and best-organized factories in Canada, are located here, also the Canada Brush Company, whose factory on Courtenay Bay is a very busy one just now.

In boots and shoes, J. M. Humphrey & Co., are the leading St. John manufacturers. C. H. Peters' Sons, J. Kimble & Son, the Canadian Hide Company and the Colonial Hide Company carry on the allied industry of tanning and hide-curing. These concerns have all large plants.

The mammoth sugar refining plant of the Atlantic Sugar Refineries, Ltd., is one of the newest of St. John's industries and it is one that the city has just cause to be proud of. This refinery was established in 1912. It employs 400 hands, has a weekly pay roll of \$7,000, and manufactures all grades of cane sugar, its yearly output being valued at seven and a half millions.

The assembly plant of the Ford Automobile Works is another recent and promising addition to this city's industries.

The manufacturing of fish products is extensively carried on here by Leonard Bros., H. P. Robertson, the Colwell Company, John Sealy and other smaller concerns. Connors Bros., whose fish canning plant at Black's Harbor is one of the best-equipped on the coast, are represented in this city.

Lime manufacturing is another important local industry, the quality of the lime deposits in this vicinity being unexcelled. Among those engaged in the lime industry are Randolph & Baker, Stetson, Cutler & Co., C. H. Peters' Sons, and Gandy & Allison, the latter firm having only recently established a plant at Torryburn for the manufacture of Hydrated lime.

St. John has valuable brick clay deposits and with the increasing demand for building materials these deposits should be worked to a greater extent than they are. At present, John Lee & Co., and B. Mooney & Sons are the only brick manufacturers operating here.

An allied industry that is in good hands is the pottery of James W. Foley & Co. There are three plants here manufacturing cornmeal, flour and feed. These are the Maritime Cornmeal and Flour Mills, the St. John Milling Company and Steen Bros.

Biscuit-making is an industry that has long had a footing in St. John, the firm of T. Rankine & Sons being one of the oldest here. Hamm Bros., are also in the manufacture of biscuits.

The fame of St. John bread has been spread abroad by such manufacturers as J. & W. Shaw, Charles Robinson, W. McLaughlin and E. J. Hiatt. In the making of beverages, the leaders in this line are Simeon Jones, Ltd., Ready's Limited, Blue Ribbon Beverage Company and Dolan Bros.

Paper bag and paper-box making is carried on here by D. F. Brown & Co., and the Acadia Box Company.

Beds and mattresses are manufactured by Hutchings & Co., who are the sole representatives in this line.

In candy-making the Corona Candy Company occupies first place. Hamm Bros., and Frank White are also engaged in this branch.

Cigars are manufactured here by A. S. Hart and A. Isaacs & Company.

Clothing, cloaks, shirt waist and overall manufacturing is carried on by the

(Continued on next page)

BRITISH FOOD WANTS

British Demand for Canadian Food Products and the Question of Transportation.

Producers of several lines of food products in Canada are faced by a somewhat difficult problem as to what may be required for export to Great Britain and as to the possibilities of tonnage therefor. In so far as these lines of food products are disposed of to the British government or the war office by contract, the question of transportation is eliminated, the government, of course, taking care to provide for the carriage of its own supplies.

The following tables of imports of these articles into Great Britain for the calendar years 1915 and 1916, and of the exports of the same from Canada during these years will give an idea of the probable call for these commodities during the current and coming calendar years.

Total imports into the United Kingdom of butter, eggs, poultry and bacon during the years ended December 31, 1915 and 1916:

1915.		1916.	
Classification.	Quantity.	Value.	Value.
Butter, lbs.	431,631,760	\$121,510,671	\$128,356,923
Eggs, dozen	102,460,260	29,800,191	23,074,817
Poultry, dead,			
lb.	17,521,280	3,384,357	3,095,121
Bacon, lbs.	730,618,224	123,815,105	167,324,356

1915.		1916.	
Classification.	Quantity.	Value.	Value.
Butter, lbs.	243,939,248	\$2,356,923	\$2,356,923
Eggs, dozen	66,064,110	23,074,817	23,074,817
Poultry, dead,			
lb.	15,286,784	3,095,121	3,095,121
Bacon, lbs.	322,826,960	167,324,356	167,324,356

Exports from Canada to the United Kingdom of butter, eggs, poultry and bacon (Canadian produce) during the years ended December 31, 1915, and 1916:

1915.		1916.	
Classification.	Quantity.	Value.	Value.
Butter, lbs.	2,062,915	\$29,840	\$29,840
Eggs, dozen	7,151,031	2,037,284	2,037,284
Poultry, dead		35,953	35,953
Bacon, lbs.	127,737,376	21,602,239	21,602,239

\$1,303,000,000 ADVANCED TO ALLIES BY UNITED STATES

An additional war loan of \$100,000,000 has been made to France, bringing the total of credits to that country to \$310,000,000 and the grand total of American loans to the Allies to \$1,303,000,000. They are divided as follows:

Country	Amount
Great Britain	\$685,000,000
France	\$310,000,000
Italy	\$160,000,000
Russia	\$100,000,000
Belgium	\$45,000,000
Serbia	\$3,000,000
Total	\$1,303,000,000

W. G. WHITE, General Manager

GEO. A. ROGERS, Supt.

.. THE ..

Gloucester Lumber & Trading Company

BATHURST, N. B.

MANUFACTURERS OF

Spruce, Pine & Hardwood Lumber

Lath and Cedar Shingles

Pulpwood - Ties - Timbers

YOUR INQUIRIES ARE WELCOMED!

ST. JOHN AS

American Cloak Company, Company, Fishman & Company, Shirt Waist Company, Spice manufacturing is a... Included among the spice... Company, G. E. Barbour &... Prominent among the... Barbour Company, Ltd., G... This by no means exhausts... there are art glass making... blank book-manufacturers,... works, trunk-making plant, monument makers, sail making... But varied as are the... in city will gladly welcome them... Particularly would it be... factory or mill for the manufacture... materials; a brick or cement... condensery.

The Allies Gra

ESTIMATED THAT ALL 1,000,000,000 BUSHELS, IN EXPORTS OF WHEAT MANAGEMENT ACCORDING

previous records and reaching the war would have not been other countries showed as high exports as has Canada, there

The total 1917 exports with the percentage of increase will between 1914 and 1916.

THE FOLLOWING TWO COUNTRIES AS RENDERED BY CANADA GRAIN AND FLOUR

1900	\$18,057,233
1905	\$15,125,417
1910	\$56,750,571
1912	\$68,427,932
1915	\$88,018,283
1916	\$192,827,362

1900	\$2,791,855
1905	\$5,877,607
1910	\$14,849,854
1915	\$24,610,946
1916	\$35,767,044

Beautiful

The Town of Sussex is situated near Moncton, on the line of the Canadian Pacific, a distance 45 miles from each. It is a busy prettiest to be found anywhere, having fine residences and the people in general their lawns attractive. Sussex has a population of about 2500 but adjoining the town are several thriving villages containing fine residences and the people in general engaged in the raising of livestock, dairying and dairying districts in the Maritime Provinces. The town of Sussex is surrounded by one of the finest and best equipped for the home of the Provincial and Maritime Dairy concerns in Canada, from which immense quantities of cheese reach the markets of the world. The cream has a great name and is used exclusively in hotels and restaurants. Besides the fine Dominion Building and customs offices, residents of Sussex are out to visitors the new Agricultural Hall, located on Main Street, both of which are well equipped and its Public School is one of the finest and best equipped for the Maritime Provinces. The fine school building is a credit to the town and the scholars are kept up to a high standard by families to make their home taken up residence there. As an industrial town and why capitalists have not yet come in many numbers. The chief industry is the Sussex Beverage Company. This concern is a very small beginning to be one of the chief of the Provincial employ a large number of employees, Trainers, Threshers, and Office and Housekeepers.

What has greatly helped to make the town of Sussex a busy town are the two big Aerated Drink Factories—The Sussex Beverage Company.

The Sash Factory and Grist Mill concerns are another Sussex industry that has great many some day develop into a big business. It is the site of a splendid military camp ground, known military centre, and many of the officers from New Brunswick who are doing their preliminary training there.

The camp ground, dotted with shady Kennecott River and has ample cleared area to accommodate a dozen battalions or more ideal one in every way for the purpose of the town.

Sussex has a well edited weekly paper which covers thoroughly the local happenings of adjoining counties. It is the home of the only journal wholly devoted to the farming interests in the Maritime Provinces.

Sussex is known as the "Garden City" and is a paradise for tourists. In all directions are roads for autos, and the streams and lakes abound with trout.

The Town Government of Sussex is managed by a man at large, and six aldermen. The city is headed by His Worship Mayor J. D. McKenna.

The people of the town of Sussex are always loud in praise of the treatment the citizens of that smart and attractive town.

CENTRE.

BRITISH FOOD WANTS

British Demand for Canadian Food Products and the Question of Transportation.

Producers of several lines of food products in Canada are faced by a somewhat difficult problem as to what may be required for export to Great Britain and as to the possibilities of tonnage therefor. In so far as these lines of food products are disposed of to the British government or the war office by contract, the question of transport is eliminated, the government, of course, taking care to provide for the carriage of its own supplies.

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Total Imports into the United Kingdom of butter, eggs, poultry and bacon during the years ended December 31, 1915 and 1916:

Classification	Quantity	Value
Butter, lbs.	431,631,760	\$131,510,941
Eggs, dozen	102,460,260	\$9,500,191
Poultry, dead	17,521,230	\$1,844,357
Bacon, lbs.	730,515,254	\$23,315,101

Total Exports from Canada to the United Kingdom of butter, eggs, poultry and bacon (Canadian produce) during the years ended December 31, 1915, and 1916:

Classification	Quantity	Value
Butter, lbs.	2,063,215	\$629,540
Eggs, dozen	7,151,031	\$3,037,294
Poultry, dead	137,737,376	\$1,492,233

Exports from Canada to the United Kingdom of butter, eggs, poultry and bacon (Canadian produce) during the years ended December 31, 1915, and 1916:

Classification	Quantity	Value
Butter, lbs.	6,762,898	\$2,099,931
Eggs, dozen	5,481,958	\$1,922,843
Poultry, dead	1,025,514	\$23,053
Bacon, lbs.	1,025,514	\$8,248,866

\$1,203,000,000 ADVANCED TO ALLIES BY UNITED STATES
An additional war loan of \$100,000,000 has been made to France, bringing the total of credits to that country to \$310,000,000 and the grand total of American loans to the Allies to \$1,203,000,000. They are divided as follows:

Great Britain	\$685,000,000
France	\$310,000,000
Italy	\$160,000,000
Russia	\$100,000,000
Belgium	\$45,000,000
Serbia	\$3,000,000
Total	\$1,203,000,000

ST. JOHN AS AN INDUSTRIAL CENTRE

By Secretary St. John Board of Trade.

(Continued from preceding page)

American Clock Company, L. Cohan & Co., Goldman Bros., National Clothing Company, Fishman & Company, the New Brunswick Overall Company, the Metropolitan Shirt Waist Company and others.

Spice manufacturing is a St. John industry that has Dominion-wide connections. Included among the spice manufacturers are such leading firms as Dearborn & Company, G. E. Barbour & Co., Ltd., and Puddington, Wetmore & Morrison.

Prominent among the tea manufacturers are T. H. Estabrooks & Co., G. E. Barbour Company, Ltd., G. S. deForest & Sons, and the Union Blend Tea Company. This by no means exhausts the lists of St. John manufacturers. In addition, there are art glass making plants, desk manufacturing works, fertilizer factories, blank book-manufacturers, film companies, harness makers, carriage makers, rug works, trunk-making plant, vinegar works, hat frame makers, glue manufacturers, monument makers, sail makers and many others beside.

But varied as are the industries of St. John, there is room for others, and the city will gladly welcome them.

Particularly would it welcome a steel shipbuilding and repair plant; a furniture factory or mill for the manufacture of our splendid hardwoods into marketable materials; a brick or cement works; a vegetable or fruit canning factory, a milk condensery.

The Allies Grain and Flour Requirements For 1917

ESTIMATED THAT ALLIES REQUIREMENTS OF CEREALS WILL BE 1,000,000,000 BUSHELS, CANADA'S SHARE IS SHOWN IN INCREASES IN EXPORTS OF WHEAT AND OF FLOUR. ONLY CAREFUL MANAGEMENT WILL MAKE 1917 CROP GO ROUND ACCORDING TO HERBERT C. HOOVER.

(Continued.)

previous records and reaching in one year an export production which previous to the war would have not been as large in a combined five year production. If all other countries showed as generous a percentage of increase in the flour and wheat exports as has Canada, there would not be much danger of a shortage.

The total 1917 exports will easily equal those of 1916 in grain and flour, though the percentage of increase will not be as large as were the comparative increases between 1914 and 1916.

THE FOLLOWING TWO CHARTS INDICATE THE AID TO THE ALLIES AS RENDERED BY CANADA IN THE INCREASES IN EXPORTS OF GRAIN AND FLOUR AS COMPARED WITH PREVIOUS YEARS.

Year	Grain Exports	Flour Exports
1900	\$18,057,233	\$2,791,885
1905	\$15,125,417	\$5,877,607
1910	\$56,750,571	\$14,849,854
1912	\$68,427,932	\$24,610,946
1915	\$88,018,283	\$35,767,044
1916	\$192,827,362	

Beautiful Sussex

The Town of Sussex is situated half way between St. John and Moncton, on the line of the Canadian Government Railways, being in distance 45 miles from each. It is a busy little town and one of the prettiest to be found anywhere, having broad well kept streets, concrete sidewalks and a profusion of beautiful shade trees—it has many fine residences and the people in general take great pride in keeping their lawns attractive. Sussex has a population in the town proper of about 2500 but adjoining the town limits are Sussex Corner, and Beachville, thriving villages containing several hundred inhabitants. The town of Sussex is surrounded by one of the very best mixed farming and dairying districts in the Maritime Provinces, and from this section comes very largely the milk supply of the city of St. John. It is the home of the Provincial and Maritime Dairies two of the largest dairies in Canada, from which immense quantities of butter and cheese reach the markets of the world. Another thriving industry carried on by these concerns is the manufacture of ice cream—Sussex ice cream has a great name and is used exclusively on C. P. R. and C. G. R. Dining Cars, and by leading hotels and restaurants throughout the Province. Beside the fine Dominion Building which contains the post office and customs offices, residents of Sussex take pardonable pride in pointing out to visitors the new Agricultural Building, and the Armoury, situated on Main Street; both of which are massive structures. The town has many nice churches and its Public School Building is without doubt one of the finest and best equipped for educational purposes of any in the Maritime Provinces. The fine school building and the high standard that the scholars are kept up to is a great incentive for commercial travellers with families to make their homes in Sussex and many have taken up residence there. As an industrial centre Sussex has great advantages and why capitalists have not recognised this fact to a greater extent, many wonder. The chief industry of the town is the Sussex Manufacturing Company Ltd.—This concern which has developed from a very small beginning to be one of the chief manufacturing plants of the Province employ a large number of hands. Its chief output is Refrigerators, Threshers, and Office and House Furnishing work of all kinds.

What has greatly helped to make the name of Sussex a by word throughout the Maritime Provinces are the products turned out at its two big Aerated Drink Factories—The Sussex Mineral Springs Co. and The Sussex Beverage Company.

The Sash Factory and Grist Mill conducted by Fenwick W. Wallace is another Sussex industry that has great possibilities ahead of it and may some day develop into a big business. The Town of Sussex on account of its splendid military camp grounds has always been a well known military centre, and many of the officers and boys in the trenches from New Brunswick who are doing their bit for the Empire received their preliminary training there.

The camp ground, dotted with shady elms, is skirted by the Kennebecasis River and has ample cleared ground for training purposes to accommodate a dozen battalions or more. It is a beautiful spot and an ideal one in every way for the purpose of training troops.

Sussex has a well edited weekly paper "The Kings County Record" which covers thoroughly the local happenings in Kings, and the borders of adjoining counties. It is the home of the "Maritime Farmer" the only journal wholly devoted to the farming and dairying interests published in the Maritime Provinces.

Sussex is known as the "Garden City of New Brunswick" and is a paradise for tourists. In all directions are beautiful drives, and good roads for autos, and the streams and lakes of which there are many abound with trout.

The Town Government of Sussex is comprised of a mayor, alderman at large, and six aldermen. The civic chair is at present occupied by His Worship Mayor J. D. McKenna.

The people of the town of Sussex are very hospitable and visitors are always loud in praise of the treatment they receive at the hands of the citizens of that smart and attractive town.

MACKINNON, HOLMES & CO.

(Limited)
SHERBROOKE, QUE.
ENGINEERS, MANUFACTURERS AND ERECTORS OF

Steel Structures

SUCH AS
BRIDGES, BUILDINGS, TOWERS, PENSTOCKS-
ROOF TRUSSES, GIRDERS, COLUMNS

WE SPECIALIZE ON

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for Pulp and Paper Mills, Oil Refineries, Chemical Works, etc.

Workmanship and Satisfaction Guaranteed
WRITE FOR PRICES

Representative for Maritime Provinces:
R. R. POWER, 60 Bedford Row, HALIFAX, N. S.

The

New Brunswick Wire Fence Co.

MONCTON, N. B. LIMITED.
MANUFACTURERS "MARITIME BRAND"

Woven Wire Fencing and Gates, Fence Staples, Fence Tools, Coiled Spring Fencing Wire, Etc.

Also Jobbers in Galvanized Steel Wire, all sizes. Barb Wire, Poultry Netting, Etc.

SPECIAL PRICES TO THE TRADE IN THE MARITIME PROVINCES.
Write For Prices, Terms, Etc. and Beware of Scant Fencing Advertised as No. 9 Gauge Which is Only No. 10.

B. A. MOWAT

GENERAL MERCHANT

Manufacturer of the well known

"MOWAT" BRAND

NEW BRUNSWICK CEDAR SHINGLES

CAMPBELLTON, N. B.

ESTABLISHED 1866
INCORPORATED 1899

George Eddy Comp'y Ltd.

An Industry Founded and Carried on by Bathurst Men, Developed and Extended by Bathurst Business, Expanded With Bathurst's Expansion, and Now Prepared to Continue on a Larger Scale Than Ever.

IMPORTED GOODS

Clear Cedar Clapboards, Clear Interior Finish in Douglas Fir at a price about equal to inferior home grown finish. Clear Douglas Fir Doors in all sizes, Quartered Oak Front Doors, Imported Screen Doors \$1.25 each, Our Own Make of Screen Doors \$2.50 each. These that we make are made for permanence.

Large Quantities of Cement, Lime, Hardwall Plaster, Plaster of Paris, Bricks, Sheet Lead for Flashing, Galvanized Iron, Roofs of "Eastlake," Steel Shingles for Dwellings, Corrugated Iron for Barns, Sheds and Washhouses, Rubber Roofings, — the leading make of the world — "Paroid" the name to look for where quality counts. Building Papers of all kinds; the Neponset Black Waterproof being the peer of them all, both in price and quality.

Windows can be supplied complete in any shape or size, and Frames, Sashes, Glass or Putty can be supplied separately.

Door Frames exterior and interior, can be made any size or form. Nowhere else are you sure to find everything necessary.

Builder's Hardware THE VERY BEST MADE ON THE MARKET.

Paints, Oils and Varnishes — the most modern machinery. We can't be beaten on quality and price. Mouldings from the clearest stock made in any pattern called for.

Drain Tiling For Farmers—can supply 6 inch in any quantity.

Outside Sheathing For Buildings—always in stock in large quantities, \$30.00 per thousand and up.

The George Eddy Company, Ltd. also operates a 40 bbl. Flour Mill which receives its power from the same power plant as their planing mill.

Oats and other grains are also ground in this plant, and on account of its advantageous situation regarding shipping facilities, this mill is in a position to grind the grain for the farmers of the whole country

"New Brunswick Grown" Stock

We are in a position to supply general NURSERY STOCK and make a specialty of

Standard Apple Trees

in varieties that have proven most adaptable in N. B.

We aim to give satisfaction. Our patrons are pleased and increasing in number each year.

THE ST. JOHN VALLEY NURSERIES

BURTON, N. B.
Phone 2500-12 via Fredericton Exchange.

The Canadian Drug Co., Ltd.

Oldest Wholesale Drug House in The Maritime Provinces
ESTABLISHED 1866

IMPORTERS AND DEALERS IN

Drugs, Patent Medicines, Druggists' Sundries and Spices.

Sole proprietors of the Hawker Medicine Company's valuable remedies including Liver and Stomach Tonic, Tois and Cherry Balsam, Dyspepsia Cure, Catarrh Cure and Liver Pills.

Full Lines of Whole and Ground Spices, Essences, Extracts, Syrups and Lime Juice.

Special Attention Given to Letter Orders and Applications by Letter for Quotations Solicited

70-72 Prince William Street, St. John, N.B.

FRANCE'S WAR EXPENSES.

France will require for the third quarter's expenses 9,462,000,000, or about 218,000,000 more than for the second quarter of 1917, making total appropriations for thirty-eight months have been allocated. Upward of six billion of the total has been advanced to France's allies.

Sensé by M. Millès-Lacroix, general reporter of the appropriations committee. He is authority for the statement that more than twenty per cent. of the appropriations already made have not yet been disbursed, though they have been allocated. Upward of six billion of the total has been advanced to France's allies.

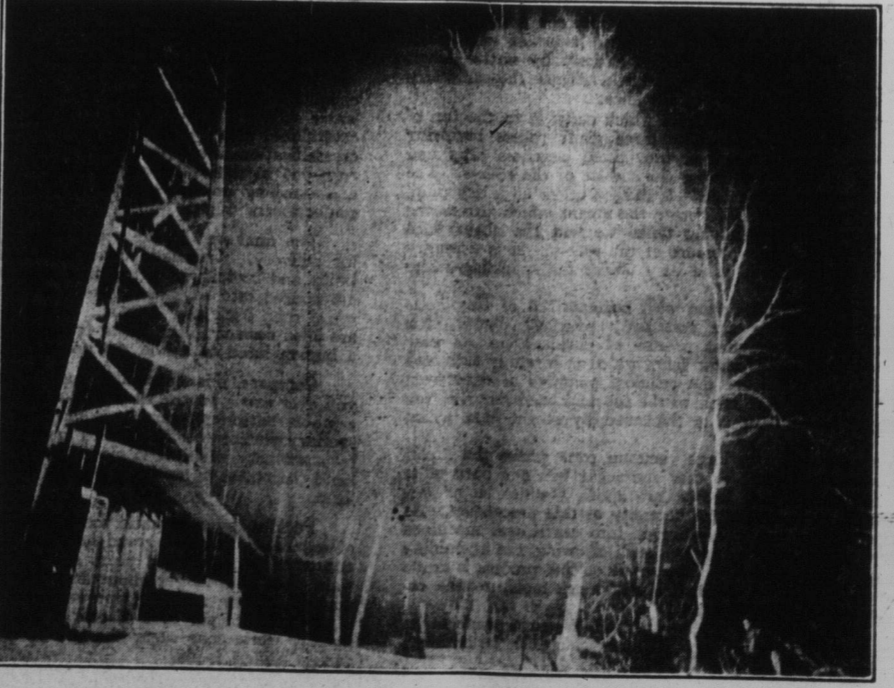
GEO. A. ROGERS, Supt.

Lumber Company

Shingles

Members

WELCOMED!



SHOOTING AN OIL WELL AT STONEY CREEK, ALBERT COUNTY.

A Glimpse of the Natural Resources of New Brunswick

(It is interesting to note that in most instances the Development of the Resources is only in its infancy)

New Brunswick is the largest of the Maritime Provinces.

New Brunswick's area is 27,895 square miles.

Only 28% of the total area of New Brunswick is occupied.

There are about 11,000,000 acres of available farming lands in New Brunswick of which less than 4,800,000 acres are now occupied.

New Brunswick's field crop in 1910 was valued at \$11,030,237.

There are nearly 600,000 head of horses, cattle, swine and sheep on the Farms of New Brunswick.

New Brunswick's Fruit and Vegetable crop is annually worth over one and a quarter million dollars.

Over 20,000 hands are employed by the fishing industry in the Province.

The annual value of New Brunswick's fishery products is over \$4,300,000.

There are over 22,000,000,000 feet of standing timber in the Province.

Over 250,000,000 feet of lumber are produced annually along the St. John River.

Pulpwood exports from the Province amounts to over \$1,000,000 annually. New Brunswick has nearly 400 Lumber Mills, employing 10,000 hands, manufacturing lumber products with an annual value of \$13,500,000.

The Mineral production of New Brunswick, a resource which as yet has only been scratched, yields over \$1,000,000 per annum.

Mineral deposits of Coal, Iron, Gold, Copper and Salt have been found, also Petroleum and Natural Gas, as well as other less commonly known products.

New Brunswick's income from her Field Crops, Fruits and Vegetables, Lumber Products, Minerals, and Fisheries alone totals well over \$32,000,000.00 or very close to \$100.00 per annum for every man, woman and child in the Province.

The next section of this paper will contain information dealing in greater detail with some of the above.

ELECTRIC And Hand Power Freight ELEVATORS

Dumb Waiters, Pulverizers, Tea-Packing Machinery

Motor and Dynamo Work and Elevator Repairing receive special attention

Armature Rewinding and Commutator Repairing

WE SELL
Electric Motors and Dynamos
Can We Serve You?

E. S. Stephenson & Co.

ENGINEERS - MACHINISTS - BLACKSMITHS
17-19 Nelson St.

Phone Main 676



Automobile Accessories

Motor Car owners are cordially invited to visit this new department, where we have provided an extensive line of Automobile Requirements from foremost standard makers, our wide range embracing Goodyear Tires and Inner Tubes, Goodyear Tire-Saving Outfits, Self-Cure Outfits, Patching Cement, Rim Cut Patches, Tire Patts, Friction Tape, Victor Copper Gaskets, Felt Washers and Gaskets (in sets) for Fords, Rubber for Ford pedals (aves shoe leather), Brake Linings, etc.

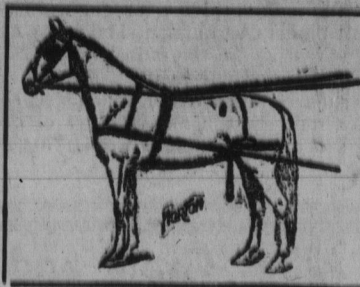
ADAMSON VULCANIZERS save 90 per cent. of the troubles.
GASOLINE supplied to your rear direct, or in any desired quantity.

Automobile Accessories Department,
First Floor-Market Square Store

Market Square **W. H. Thorne & Co., Ltd.** King Street

HARNESSES

AND HORSE FURNISHING GOODS



EVERYONE who is fortunate enough to read this ad. and is now or later on in need of **Harness, Whips, Collars, Robes and Horse Blankets**, or anything else required for the Horse, will **SAVE MONEY** by writing or calling on us

THE LARGEST HORSE FURNISHING ESTABLISHMENT IN THE MARITIME PROVINCES

H. HORTON & SON
LIMITED
MANUFACTURERS

9-11 Market Sq. St. John, N. B.

NOTE! IMPORTANT!

P. S.—Most all General Merchants handle Horse Blankets, and a large number of them buy from Jobbers. Why pay two profits? We are the largest manufacturers of this line in Lower Canada and fortunately placed our orders for the Raw Material before the last big advance, and are now offering our customers the benefit of the lower prices. Do not place your orders until you see our samples and get our prices. Our travellers are now on the road.

Phone 448

H. HORTON & SON, Limited

Modern Sugar Refining

Improved Process by Which Sparkling Lantic Sugar is Made of The Pure Juice of The Tropic Cane.

WITH the increasing interest in pure foods everybody wants to know how things to eat are made. Food factories which the average person formerly shunned now entertain streams of interested visitors to see how the products are made and packed.

Sugar refineries are visited less often than canneries, biscuit bakeries and preserving kitchens because the processes of refining require large and complicated plants so that the number of refineries is relatively small. Economy requires that a sugar refinery shall be located on the seaboard or on the banks of a navigable stream so that the raw sugar may be shipped all the way by water. Sugar refineries are less accessible to the general public than food factories or other sorts which are distributed throughout the country.

The Atlantic Refineries at St. John, New Brunswick, are typical of the best modern type of refining plant. Ships of heavy draught bring the raw sugar directly to the refinery docks where it is put rapidly through the various processes which convert it into the sparkling white crystals we find in the family sugar bowl.

Before reaching the refinery the sugar has already undergone part of the process of manufacturing. Sugar cane is very bulky to transport so the processes of crushing and extraction are performed on the plantation. Sugar cane is a large tropical plant like an exaggerated corn-stalk in appearance. Its average height is twelve to fifteen feet but under very favorable conditions it grows as tall as twenty.

It flourishes only in warm moist climates but with suitable soil and temperature it is a very luxuriant and trustworthy product. Cane is planted and harvested entirely by native labor. In large plantations tram cars run directly to the field whence the cars carry the cane to the central for the extraction of the juice.

The cane is first thrown upon broad belts which carry it to the top of huge cutting machines composed of two or three giant rollers revolving together. The freshly cut cane is dropped into these merciless jaws and caught by a multitude of tiny teeth covering the surface of the rollers. The juice is so thoroughly expelled that the cane is caught below as a dry pulp, so dry that it can be used as fuel to generate the steam which drives the machinery. Further below in the receiving tanks we find the sugar juice freed from the cane by the enormous pressure of the rollers. It is a murky liquid full of tiny particles of fibrous cane very unlike the sparkling white sugar of commerce.

The juice is led by pipes to huge vats with bottoms full of tiny holes through which streams of bubbles are constantly pouring. These little bubbles of sulphur gas perform the first process of purification. As they come to the surface they collect the yellow scum which is carefully skimmed off by watchful attendants. These are the cellulose particles of cane from the original crushing. When all have risen to the top and been removed the liquid is piped to evaporators where it is thickened by steam heat which boils the water out.

The crystallization takes place in large vacuum pans where the liquid can be boiled at a lower temperature so that the sugar will not burn as it crystallizes. Every housekeeper who knows how quickly white sugar will brown in moderate heat will appreciate the necessity of this precaution. As the liquid approaches crystallization it is dumped into centrifugal machines which whirl the sticky mass about at great speed, allowing the remaining fluid to be driven away from the center. The result of this process is crude molasses. As further rapid rotation eliminates still more moisture the remainder crystallizes into dark brown crystals.

This is raw sugar. It contains all the sweetness of the sugar cane in its essence but it also contains considerable foreign matter which can be removed only by the modern process of refining.

Refined sugar is pure, clean and white. It is one of the most attractive of all foods to the eye. These qualities of refined sugar brought it into quick demand over a hundred years ago. Today the insistence for pure and attractive food products keeps the demand alive and growing. Let us examine this refining process which supplies the people with what they want.

Outside the plantation mill upon the dock bags of raw sugar are waiting shipment to the Atlantic Refineries or to other plants. Following this raw sugar to St. John, New Brunswick, we come upon a busy looking place. The great chimneys of the Atlantic Refinery emit quantities of smoke and plumes of hissing steam pour from them. The sugar is taken direct from the hold of the vessel into the warehouse by machinery, thence into the refinery, where the visitor gazes with mute wonder at the maze of pipes, valves and tanks and spinning machinery all working to satisfy the "sweet tooth" of Canadian children and Canadian grown-ups. The processes of sugar refining are many and precise but they are simple in theory.

The raw sugar is dumped into heated vats and melted. This molten mass contains both vegetable and mineral impurities that must be separated from the pure sugar, so it is carefully filtered not once but again and again.

The improved filtering medium used today is boneblack, a cleanly material thoroughly sterilized before it is used. Sugar was formerly filtered with ox blood, clay and alumina but the modern equipment of bag filters and presses have lifted the standards of refinery practice to thoroughly appetizing levels. The refining processes at the Atlantic plant would please the most fastidious housewife.

When the many careful processes of filtration and clarifying have been completed the raw sugar emerges in the form of pure syrup, a clear brilliant water white liquid. Again it is led to vacuum pans where boiled until crystallized into the familiar forms of ordinary sugar. When the process of crystallization is completed it is diverted to the granulating machines which turn out the standard coarse, medium and fines of commerce, or the rolling and crushing machines which produce the several grades of powdered and confectioners' sugar.

The final step in the preparation of sugar is packing the product ready for delivery. Automatic machinery measures out the sugar with the regularity and rapidity of a trip hammer and with perfect accuracy. Tons of it are poured into bags and cartons with the Lantic red ball. Fairy fingers of metal snap back and forth and with the effect of magic a thousand packages are filled correct to the tiniest fraction of an ounce and swiftly sealed without a human hand to aid in the process.

Compare this automatic packing with the work of the swiftest clerk you ever saw. In the time that a single package could be wrapped and tied a whole battery of cartons is filled and sealed, making a strong convenient sanitary package easily handled in the store or in the home pantry. Packing by machinery is so much more safe, cleanly and economical than packing by hand that there is no doubt that all sugar will shortly be sold in the package form.

Packing by automatic machinery is one of the latest of a long series of economies in refining and handling sugar. The first white sugar cost the consumer of a hundred years ago about twenty cents a pound. Refineries were then able to get about fifty pounds of white sugar from one hundred pounds of raw sugar. Improvements in refining now enable them to get a much larger per cent of refined sugar from one hundred pounds of raw, making white cane sugar the cheapest, purest and most delicious of all the energy giving foods.

Lantic Sugar

