

The List of Dead in Fearful Coal Mine Horror at Waterford, Cape Breton, May Reach Seventy

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FAIR AND WARM

THREE SECTIONS

# FRENCH PENETRATE GERMAN TRENCHES DURING INTENSE BOMBARDMENTS AND HEAVY FIGHTING; TEUTONIC TROOPS TAKE FOUR GALICIAN TOWNS

## BIG INCREASE IN WAGES OF ENGINEERS

Advance to C. G. R. Engineers and Firemen of from 7 1-2 to 31 Per Cent. IN EXCEPTIONAL CASES RAISE 60 P. C. Increases Given Largest in History of Canadian Government Railways.

Special to The Standard. Moncton, July 26.—C. G. R. engineers, which includes drivers and firemen, and the management of the system today signed a new schedule which is most satisfactory and gives the largest increase in the history of the government railways. Negotiations for the new schedule have been in progress for some time. J. M. McNeill, general superintendent of the railway, and a committee of the brotherhood, headed by George Stone, general chairman of the miners, W. G. Atkinson and Robert Linden, representing the firemen. The new schedule is most satisfactory to the brotherhood and is the first revision since 1913. In some very exceptional cases an increase of sixty per cent. is stated, is possible.

The Eight-hour Day. The feature of the new schedule is the recognition of eight-hour day, which was offered by the management and of course was cordially accepted. General Chairman Stone, representing the brotherhood, states that the schedule is the best of any railway east of Winnipeg and Chicago. Some radical departures were made from the old schedule and the working conditions were made much better. Senior men on the regular passenger trains get nine per cent. increase, the junior men twenty-two per cent.; through freight men, seniors, get 9 1/2 per cent., juniors, twenty-one per cent.; way freight, seniors, eleven per cent., juniors, twenty-two per cent.; switching engines, seniors, 7 1/2 per cent., juniors, seventeen per cent.; working trains, seniors, 9 1/2 per cent., juniors, 20 1/2 per cent.; light engine service, seniors, fifteen per cent., juniors, thirty-one per cent.; snow plow special, seniors, eighteen per cent., juniors, 29 1/2 per cent. The big increase to engine men, it is stated, is due to the fact that the schedule of pay has not been revised for four years. The next twenty per cent. increase on their earnings dates from April 1 to August 1. The new schedule dates from August 1.

## SERBIAN CAPITAL ON SERBIAN SOIL

Corfu, July 26.—The Serbian government contemplates an early re-establishment of the seat of government on Serbian soil. The first move will be to Saloniki where King Peter and Crown Prince Alexander and the Serbian ministers of finance and interior already have established themselves. The other members of the government will follow soon, and later the seat will be established in one of the Serbian provinces near Monastir, from which city the enemy has been expelled. The change is welcomed as the first move to reconstitute new Serbia.

## P. E. I. MAN KILLED

Boston, July 26.—George L. Dunning of Somerville, is dead as the result of a fall in this city. Dunning was a native of Prince Edward Island. He leaves a wife formerly Catherine McTEACHERS' CONVENTION TODAY. Moncton, July 26.—An inter-provincial convention of teachers will be held tomorrow beginning at 10 a. m. Dr. W. R. Carter, Dr. E. B. Briggs and others interested have arrived in Moncton for the purpose of being present. A meeting of the education committee has also been arranged.

## NEARLY SEVENTY DEAD IN CAPE BRETON COAL MINING CATASTROPHE

Fifty-Nine Bodies Recovered up to Sundown Last Night and Eight Men Are Still Unaccounted For—Death List Will Not Exceed Seventy.

All Bodies Badly Disfigured—Heroic Work Performed by Men and Women of New Waterford—Two Men Gave Lives to Save Others.

Sydney, N. S., July 26.—Eleven more dead miners were brought from No. 12 colliery this afternoon. All these men were found by the party of workers who were in the mine from an early hour this morning under the supervision of Supt. Alex. MacEachern. The total number of bodies secured to date is 59, and there are still eight men unaccounted for. These have been given up as dead, and the death rate is now placed as although one or two other casualties are possible. At any rate the number of dead will not exceed 70. All the bodies brought out of the mine today were badly disfigured. They were taken to the warehouse and are being cleaned before removal to the temporary morgue at St. Anthony's Hall. Up to the time of writing one body brought out this afternoon had been identified as that of a man named Gillis, whose home is at Inverness. In order that the miners and volunteers who are at work about the colliery may not be disturbed by outsiders the police are excluding all persons from the property except those whose services are needed. (Continued on page 3)

## THE PRO-GERMAN DANGER IN THE CANADIAN WEST

Col. John A. Currie of North Simcoe Enters Vigorous Protest Against Allowing a Hun Vote at Coming Elections—Income Tax Measure Introduced.

(Canadian Press). Ottawa, July 26.—At the opening of the Commons today Sir Thomas White introduced a bill based upon the resolution adopted yesterday providing for the imposition of a federal income tax. The bill was given first reading without discussion, and the second reading is taken up there will be further discussion of the principle of the bill and its details will then be considered in committee. At that stage more detailed announcements will be made as to the machinery to be instituted for the collection of the taxes and the penalties to be provided for failure on the part of anybody to make proper statements as to income to the government. Hon. J. W. Roche, minister of the interior, then moved the house into committee to consider the details of his act to amend the Dominion Land Act. The bill provides for a considerable number of changes in the administration of the act, many of them of a technical character.

The Tuxton Vote. During the discussion of the bill in committee the fact developed that a number of Germans and Austrians in the west had been naturalized and had received patents for their homesteads during the war. They were men who had made their homestead entries before the war commenced, and last December an order-in-council was passed prohibiting alien enemies from making homestead entries. Col. John A. Currie (North Simcoe) took advantage of the occasion to enter a vigorous protest against allowing "a Hun vote" at the coming election and to severely criticize the movement to form a union government. Col. Currie said it was an outrage to permit alien enemies in the west to take out naturalization papers and secure homesteads when they were organizing to defeat this government and every member of parliament they could reach who favored carrying on the war. These men, who were of military age, would be in the trenches before being called up. Canadian boys of the front, if they could get close to carry them back.

Mr. Turriff (Assiniboia) objected to Mr. Currie's remarks, and said that in behalf of the Canadians at the front he vehemently objected to politicians pandering to the enemy alien vote in the west. He was quite willing to fight a German reservist in Canada as in Flanders. These alien enemies had no rights in this country except the rights accorded them by humanity. The Germans today were imprisoning Hon. Dr. Beland, simply and solely because he was a Canadian. They were not presenting him with a farm, or asking him to take charge of their government.

Hits English Candidates. Col. Currie said he had more respect for a French-Canadian who opposed conscription than he had for the English-Canadian who voted for election to the favor of alien enemies. These men were like the blackest of negroes, and looked for their support as one of the tricksters who were going in one direction while they were really going in the other. He singled out Mr. Turriff of Assiniboia, who turned their backs to the soldiers at the front, he said, would vote against any government, or any politician, who pampered and paraded to our alien enemies in the west. Mr. Turriff (Assiniboia) objected to

## MAY SHUT OFF ALL LIQUOR FROM QUEBEC

Government at Ottawa to Introduce Amendments to Doherty Bill. QUEBEC WILL THEN BE ONLY "WET" BELT

Nearness of General Election Prevents Dominion-Wide Prohibition Now.

Ottawa, July 26.—(Canadian Press) The government will introduce this session some amendments to the Doherty bill of last session in aid of provincial prohibitory legislation, but there will be no Dominion-wide prohibition measure, or no referendum on prohibition to be taken at the same time as the general election. The amendments to the Doherty bill will not be of a very drastic character, but will be designed in the main to restore the prohibition for all provinces last session, relating to the prohibition for infringement of the provincial laws and to make a few other changes facilitating the carrying out of the full intent of the provincial legislation.

Paris, July 26.—Intense bombardments and heavy fighting at various points on the French front are reported in the official communication issued tonight by the war office. The French succeeded in regaining some of the ground lost during the night to the German assaults were reopened last night along a front of about two miles on the Aisne front from a point east of Hurtebise to La Bouvelle. Intense Bombardment. Paris, July 26.—Intense bombardments and heavy fighting at various points on the French front are reported in the official communication issued tonight by the war office. The French succeeded in regaining some of the ground lost during the night to the German assaults were reopened last night along a front of about two miles on the Aisne front from a point east of Hurtebise to La Bouvelle.

## JUSTICE DUFF FOR MEMBER OF CABINET

Difficulty Regarding Successorship to Sir Wilfrid Laurier as Liberal Leader. Special to The Standard. Ottawa, July 26.—That an experiment of an unusual character in statesman making is in contemplation by the government is the information given to The Standard. The inclusion of Mr. Justice Duff of the Supreme Court of Canada in the proposed government is contemplated. He is a British Columbian and a union government would need a representative from the Pacific provinces.

There is a difficulty regarding the successorship to Sir Wilfrid Laurier as the Liberal leader. The next Liberal leader must of necessity be a member of the union government. Hon. George F. Graham has destroyed himself. If Justice Duff was so successful in politics as those who believe in him think he would be, he would surely become the Liberal leader. Although he has been 12 years on the Supreme Court Bench Judge Duff is only 51.

## FRENCH SUCCEED IN TAKING SOME OF GROUND CAPTURED FROM THEM BY GERMANS

German Troops, According to Berlin, Have Captured Galician Towns of Buczacz, Tlumacz, Otyntynia and Delstin—Russians Continue Retreat.

Intense Bombardments and Heavy Fighting at Various Points on French Front—British Inactive Because of Thick Mists.

London, July 26.—The official report from British headquarters in France tonight reads: "Owing to a thick mist there was little activity in the air yesterday. One German machine was brought down in the air fighting. One of our machines is missing. "There is nothing further of special importance to report."

Towns Captured. Berlin, via London, July 26.—German troops have captured the Galician towns of Buczacz, Tlumacz, Otyntynia and Delstin, says the official statement issued today by the German war office. The Russians are said to be retreating in the direction of Czernowitz, the capital of Bukovina.

## FOUR NEW SENATORS APPOINTED

Richard Blair, J. H. Fisher, D. O. Lesperance and L. McMeans New Men. Special to The Standard. Ottawa, July 26.—Four new senators were appointed by the government today, and other appointments are expected to follow immediately. The new senators today are Richard Blair, M. P. for Peel; J. H. Fisher, M. P. for Brant; D. O. Lesperance, chairman of the Quebec Harbor Commission, and former M. P. for Montmagny, and J. McMeans, K. C., ex-M. L. A. for South Winnipeg.

Mr. Blair has been member of the Commons, Mr. Fisher ran two elections for the Ontario legislature before he was elected in 1905. He resigned in 1911 to contest Brant for the Dominion House and captured the seat from the Hon. Wm. Patterson. Mr. Lesperance was the Conservative candidate at Montmagny in 1908, and was defeated by Armand Lavigne. He was elected in 1911. He is one of the foremost business men of Quebec. Lieut.-Col. McMeans is a well known lawyer of Winnipeg, and was formerly a member of the legislature. Girl's Condition Vet Critical. The condition of Edith Clarke, who is in the General Public Hospital suffering from injuries received by being struck by a locomotive a few days ago, is still critical, though she is showing slight signs of improvement.

## NECESSARY TO CONSERVE COAL SUPPLY

Fuel Controller Magrath Issues Important Call to Consumers of Canada. TENSE SITUATION LOOMS IN VIEW

May Be Necessary to Place Restrictions on Use of All Fuel.

Ottawa, July 26.—(Canadian Press) Canada's fuel controller, Mr. C. Magrath, issued a call today for the utmost possible co-operation among all coal consumers, coal dealers and transportation companies in order to avoid serious difficulties which may arise during the coming winter with regard to the coal situation. "Every user of fuel—great and small," said Mr. Magrath, "should conserve in every possible way. This is a time when saving fuel means getting it. If this war drags on for very many months longer, I may be called on to place restrictions on the use of all sorts of fuel, including coal, wood, gasoline and even natural gas."

Short Supply. Mr. Magrath points out that the supply of bituminous coal for upper lake ports is far below the normal of previous years. Inland navigation ceases in a few months and then the load will be thrown upon the railways, a load which, according to present outlook, they can hardly handle. The only solution, Mr. Magrath believes will be the allotting of a heavier percentage of cars in the United States to carry coal from the mines to lake ports. In order to enable the railways to divert more of their rolling stock to bringing in coal, Mr. Magrath strongly urges a further cut in passenger trains.

"This is the time," he said, "for every man and woman to play the game—to submit to inconveniences, to climb into upper berths on railways and to give up the best seats, to walk even to wait for train services in alternate days in order to reduce coal consumption and allow greater opportunity to deal with the essential freight traffic of the country."

## SOLDIER DROWNED AT NORTH SYDNEY

North Sydney, N. S., July 26.—Private John P. McKinnon, of the 94th, was drowned at the breakwater this afternoon while bathing with some comrades. McKinnon, it appears, jumped over the end of the breakwater into deep water and being unable to swim went to the bottom and was drowned before his companions could do anything to save him. He was later brought to the surface unconscious, but before he could be taken ashore disappeared again. Thirty-five minutes later with the aid of water into deep water and being unable to swim went to the bottom and was drowned before his companions could do anything to save him. He was later brought to the surface unconscious, but before he could be taken ashore disappeared again. Thirty-five minutes later with the aid of water into deep water and being unable to swim went to the bottom and was drowned before his companions could do anything to save him. He was later brought to the surface unconscious, but before he could be taken ashore disappeared again. Thirty-five minutes later with the aid of water into deep water and being unable to swim went to the bottom and was drowned before his companions could do anything to save him.

SIR WILFRID LAURIER HELD RESPONSIBLE FOR WHATEVER DISUNION EXISTS IN CANADA

Hon. Arthur Meighen Exposes Liberal Chief's Inconsistency and His Desire to Gain Party Advantage at the Expense of Country UNION GOVERNMENT NEARER THAN SIR WILFRID LAURIER IMAGINES

"If There is One Man in This Country Responsible for the Shadow of Disunion He Sees in the Country Today It is Laurier Himself."

Ottawa, July 26.—In further explaining the government's conscription policy Hon. Arthur Meighen said: "Had the government said they did not know where they stood, but they would like Sir Wilfrid and the opposition to help them get soldiers, his reply would have been, 'have you not the courage to pronounce your policy, that is the duty of the government?'"

That was the policy the government had taken, because they knew that only on a basis of conscription could coalition government really be of service to the country. That was the basis they proposed. It was on that basis that Sir Wilfrid took his course, and that was the cause of the position in Canada today.

LOGGIEVILLE

Loggieville, July 26.—This town has lost another of its aged residents, George McIntyre, well known stevedore, passed away at the home of his son, David McIntyre, on Tuesday last. He was born at Bay Du Vin seventy-seven years ago, and was married and settled in this place in the early sixties. At the time of his death he was the oldest stevedore on the Miramichi river. Mr. McIntyre will be greatly missed in the community. He was a constant member of the Roman Catholic church. Upright and honest in his dealings with his fellowmen, he won the esteem of all those with whom he associated. Mrs. McIntyre died about twenty-five years ago. The surviving family circle consists of one daughter, Mrs. John O'Brien, residing here, and four sons, George, of Rumford; Phil, of Chatham, and John and David of Loggieville. To these the sympathy of the town extends. Miss Hazel Johnstone has returned from a visit to Nova Scotia relatives. Washburn Beach is again commencing the attention of pleasure-seekers. Several families have already settled

P. E. ISLAND WOMAN AS PEACEMAKER DIES SUDDENLY

Boston, July 26.—While endeavoring to settle a dispute among a number of children, Mary Parley, of 776 Parker street, Roxbury, dropped dead from heart disease aggravated by the excitement.

LAURENCE GINNELL PUT OUT OF HOUSE

London, July 26.—Laurence Ginnell, the Irish member who has so often been the subject of the example of other Sinn Fein members, and abstained from attending parliament, was suspended by the Speaker in the House of Commons this afternoon for refusing to obey a ruling of the chair.

SHIPPED HIS JOY WATER IN HOSE

New York, July 26.—There are, of course, more ways than one of putting narrow into a hose. The individual who staggered into a safe near West and Fourteenth streets thought he had the best way.

TWO GERMAN SHIPS SUNK BY BRITISH

Amsterdam, July 26.—Two German vessels have been sunk and two German steamers have been taken to England by British destroyers, according to the correspondent at Texel, one of the Frisian islands, of the Amsterdam Telegram. A German steamer which had been torpedoed, the correspondent adds, has arrived at DenHelder.

PETROGRAD GETS AFTER THE PRESS

Petrograd, July 26.—In an order to day modifying the decree relating to press restrictions the provisional government authorized the minister of the interior to suspend the publication of periodicals that incite insubordination or disobedience to orders given by the military authorities, or the non-execution of military duties, as well as to acts of violence and civil war.

A MUNICIPAL COAL YARD FOR HALIFAX

Halifax, July 26.—The Halifax city council has decided to purchase a municipal coal yard where the city will sell fuel at a reduced figure. Mayor Martin in connection with the council estimates that the plan the public institutions of the city alone will save more than \$2,000 a year.

FIVE KILLED ON U. S. SUBMARINE

Washington, July 26.—An explosion on the submarine A-7, at Cavite, Philippine islands, killed five men and injured three of the officers and crew. The explosion, from a preliminary examination, appeared to be due to the ignition of gas within the ship. The cause of the ignition of the fumes has not been reported.

REIGNOLD MCKENNA, FORMER CHANCELLOR OF THE EXCHEQUER, WHO FOLLOWED MR. BONAR LAW, SAID THERE COULD BE NO PROSPECT OF A TOTAL SAVING EXPENDITURE OF \$200,000,000 BEFORE THE CLOSE OF THE PRESENT FINANCIAL YEAR.

MOSCOW MEETING CALLED TO SAVE ALL THE RUSSIANS

Petrograd, July 26.—Russia's new provisional government met yesterday and discussed the increasingly grave situation. Recognizing that the safety of the fatherland necessitated most decisive measures, the ministers resolved to accomplish in full accordance with all the honest elements devoted to the country.

LOBSTER SEASON EXTENDED IN P. E. I. AND NORTHERN N. B.

Ottawa, July 26.—An order-in-council was passed today providing for a special lobster season in the P. E. I. and Northern N. B. The trial of a special lobster season this year is with a view to testing out the theory the later open season would give better results in quality and character of catch.

DEATH FOR THOSE WHO SPURN ORDERS IN RUSSIAN ARMY

Petrograd, July 26.—The commander-in-chief and the commanders of the various armies at the front, having insisted that restoration of discipline in the army inevitably would necessitate the death penalty, the government has agreed unanimously to restore capital punishment. The measure is of temporary character, but will have effect until the end of the military operations.

REDMOND HOOTED BY SINN FEINERS

Dublin, July 26.—The Irish convention opened at Regent House with an attendance of 92 delegates. The Sinn Fein members had nothing to do except during the luncheon recess. Then, as John Redmond left the grounds, he was jeered and booed by the 100 Sinn Fein members.

MILITARY BILL

Ottawa, July 26.—(Canadian Press)—The senate received Bill No. 73, the military measure from the House of Commons today. It was given its first reading and on motion of Sir James Loughheed the second reading was fixed for Tuesday next.

HILLSBORO

Hillsboro, July 26.—Miss Kathleen McLatchey of Moncton is the guest of Dr. and Mrs. B. J. Dash. Miss Mabel Steeves is the guest of Miss Daisy Allen, Port Elgin.

KINGSTON

Kingston, July 26.—Mr. George Hinton and son, Earle, are the guests of Mr. and Mrs. H. Waterton at the rectory. Mrs. Stanley Hoyt of St. John is visiting Mrs. John Lyon.

To Cure Constipation Use "RIGIA" PURGATIVE WATER. It encourages normal healthy bowel movements, cures constipation and stomach troubles and insures health.

BASEBALL AMERICAN LEAGUE

Table of baseball scores for American League: New York, 6; Chicago, 5. At Boston, first game: St. Louis, 10; Boston, 12.

NATIONAL LEAGUE

Table of baseball scores for National League: Chicago, 7; New York, 1. At Chicago, first game: New York, 8; Chicago, 7.

INTERNATIONAL LEAGUE

Table of baseball scores for International League: Newark, 9; Toronto, 7. At Toronto, first game: Newark, 11; Toronto, 10.

Berliner Gram-o-phone Co.

Advertisement for Berliner Gram-o-phone Co. featuring records like "His Master's Voice" and "No Better Time".

Advertisement for "SERIOUS RUSSIANS BLOW THE TRAITOROUS DISUNION PIECES" with a cartoon illustration of a man in a military uniform.

Yes, a few lines tell the story. It's our special model for Young Men who know how to wear clothes and who know this is the place to get inoculated with style.

General Korniloff Takes Draconian Order in the Elevator to Avenges Shameful Loyal Troops in COLLAPSE OF PROMISING CAMPAIGN IN GALICIA Eighth Army Corps May Be from Germans—Situation to Be Gravelly Dangerous.

June the crop promises to be exceptionally good. The potato crop does not seem to be much injured by the wet weather and promises a normal yield to the acre.

Information regarding the guns of the eighth army almost staggers belief. It appears that the infantry shot down their own guns and in some cases got their horses or shot down the sun horses in revenge as they retreated, leaving practically all the artillery of the eighth army in enemy hands.

Wm. childers, John New, Wm. J. H. Thompson, J. Hartigan, J. R. Pen, Wm. J. H. Thompson, J. Hartigan, J. R. Pen, Wm. J. H. Thompson, J. Hartigan, J. R. Pen.

Following are names of the dead: Vincent McPherson, 20, unmarried, parents in New Waterford. John McKenna, 18, son of Dan McKenna, New Waterford.

Advertisement for GASTORIA For Infants and Children. Mothers Know That Genuine Castoria Always Bears the Signature of J. C. Ayer & Co. In Use For Over Thirty Years GASTORIA

Advertisement for JOO DROPS. The Proprietary or Patent Medicine Assisted by Vegetable Preparation for Assimilating the Food and Regulating the Stomach and Bowels of INFANTS, CHILDREN, AND INVALIDS.

# SERIOUS SITUATION IN THE ARMY OF RUSSIA

## RUSSIANS BLOW THEIR OWN TRAITOROUS MUSIC TO PIECES WITH ARTILLERY

### General Korniloff Takes Drastic Measures to Restore Order in the Eleventh Army and Avenges Shameful Betrayal of Loyal Troops in Action.

### COLLAPSE OF PROMISING RUSSIAN CAMPAIGN IN GALICIA HEAVY BLOW Eighth Army Corps May Be Unable to Escape from Germans—Situation in Russia Declared to Be Gravelly Dangerous.

London, July 26.—A despatch to the Post from Petrograd says that under General Korniloff's drastic measures to restore order in the eleventh army, one whole division thereof was blown to pieces by their own artillery, "to avenge the insult which all loyal troops, especially the artillery, have been silently enduring for the last four months from these traitorous rascals."

London, July 26.—An appalling blow is the description of the Russian collapse given in a despatch from Petrograd to the Post. Never in the war has Russia put itself such enormous armies, British and French guns and machine guns, and British armored cars were added to the unprecedented technical strength of the Russian themselves to make this particular front equal to anything.

The artillery was planned where the admirably natural prepared positions amounted to the ideal. There were places where the artillery lay in absolutely dead ground, not 200 yards from the enemy trenches. Big guns were ideally placed, thanks to the character of the terrain.

## NEARLY SEVENTY DEAD IN CAPE BRETON COAL MINING CATASTROPHE

(Continued from page 1)  
One of the most notable features in connection with this disaster has been the excellent work performed by the men. The women of the town have also done their part nobly. All day yesterday and today they have been busily engaged preparing lunches for the men at work in the mines. A temporary kitchen has been arranged in one of the buildings and the miners have well provided for in the way of eatables. Shortly after 2 o'clock General Superintendent Tonge and a party of workers went into the mine to continue the work of searching for the bodies of the miners who are known to have been caught in No. 7 landing. There are many heroes in New Waterford today. Young McKenzie and Phil Nicholson, both of whom gave their lives, of course stand out from the rest, but the work of Rev. Dr. Thompson and Rev. J. H. McDonald and Dr. D. J. Hartigan has made these men idols in the eyes of the people in this section. Of the miners too much cannot be said, they made it plain by their gallant work yesterday that all the heroes are not fighting in the world war. Only the use of force prevented some of the more aged miners from exhausting their strength in the rescue work. They insisted on going into the mine time after time in an effort to save their fellow miners. Manager Angus R. McDonald, of No. 12, went about the work even after he had been carried out in an unconscious condition.

List of Identified Dead.  
Following are names of the dead:  
Vincent McPherson, 20, unmarried, parents in New Waterford.  
John McKenzie, 18, son of Dan McKenzie, New Waterford.  
Rod McEachern, 20, single, son of Mrs. John C. McNeill, New Waterford.  
John McLeod, 31, single, resided in New Waterford.  
Charles Currie, 50, born in Reservoir, survived by wife.  
Wm. Gadd, 32, resided in New Waterford.  
Arthur Gadd, 15, son of Wm. Gadd, who was killed in the explosion.  
Joseph Walsh, 18, son of Patrick Walsh, of New Waterford.  
Philip McPherson, 20, parents reside in New Waterford.  
Peter Coleman, 48, resided in New Waterford.

## SMALLPOX IS NOT SERIOUS ON BORDER

### Only Two Families at Vanceboro Quarantined — No Danger to Traveling Public.

McAdam, July 26.—The smallpox situation at Vanceboro and vicinity which has been played up in some of the newspapers other than The Standard is not serious. The railroad station is not under quarantine and trains are stopping as usual.

As a matter of fact there are only two families under strict quarantine in Vanceboro. The disease is only in mild form and none of the victims has been confined to bed and could have been at work but for the danger of contagion. It is expected that in two weeks the disease will be eliminated from the district. Most of the residents have been vaccinated.

## HOSPITAL STAFF MEMBER PASSES

Dr. Leatherbarron, of General Public Hospital, Can Practice Medicine in Province.

Dr. A. T. Leatherbarron of the staff of the General Public Hospital has been licensed to practise medicine in New Brunswick. Dr. Leatherbarron was formerly a lay reader in the Anglican church at Hampton. His many friends are pleased to hear of his success.

His wife and child came to visit him a few days ago.  
Wirsbakti Vedral, 33, Polisher.  
Carl Pietchek, 17, born in Germany.  
Paul Kulgar, 23, Russian, formerly lived in Glass Bay.  
Frank Poternyk, 52, single, Polisher.  
Mayk Sharu, 23, Russian, when taken out of the mine his body was headless and made great difficulty was experienced in identifying it.  
Joel Donaker, 24, single, Hungarian and German interpreter.  
Henry Commhler, 24, born in Belgium.

## SERIOUSNESS OF EUROPEAN WAR SITUATION RECOGNIZED BY UNITED STATES GOV'T

### Collapse of Russia Expected to Release Additional German Troops to Bolster Up Western Front, Where American Troops Are to Be Engaged.

### WASHINGTON DECLARES THE UNITED STATES IS SURELY IN WAR TO STAY

### Hope of Short Struggle Has Gone Glimmering, However — Strategic Gains by Germans in France—Uncle Sam Somewhat Pessimistic.

Washington, July 26.—No attempt is made here to minimize the seriousness of the situation in the war theatre in Europe. The United States is in the war and will go through with it; but key position of such importance that can be used next year to hurt the enemy back toward the Rhine.

It has been noted, in fact, that the one strategic advantage gained in recent fighting was gained by the Germans. Many officers here believe that when a small sector of the British in Belgium was overwhelmed and its defenders nearly all captured or killed the Germans improved the situation on the western front materially. That view is based on opinion that the only hope of decisive attainments for the Allies in the west lies in rolling up the German right flank, where it reaches the sea in Belgium. If that could be done it is argued that the U-boat bases could be stamped out and the only offensive instrument of the Germans be eliminated entirely or so seriously impaired as to make it ineffective.

# WILCOX'S JULY CLEARING SALES End Saturday, July 28th

We have already done more business this July than we ever done in the same month since in business. It's with much pleasure that we make this statement. We also thank the people of St. John for the interest they have taken in our sale, as we always try and make our sales worthy of their attention, and I guess they are.

You want to get all the clothing you need for the next six months at this sale of Men's, Women's and Children's Clothing of all kinds, while you can save from 15 to 50 per cent. on all you buy. Buy now and save money. It's better than having it in the bank.

- ### HERE ARE A FEW:
- LADIES' BLACK RUBBER RAINCOATS, Worth \$18.00, For \$14.85, Only \$4.98
  - 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 98c.
  - MEN'S SUITS, Worth \$24.00, For \$19.85
  - MEN'S SUITS, Worth \$22.00, For \$18.45
  - 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, 6 Pairs for 25c.
  - 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



## He'll Be Happy When He Gets This

Whether "Jim" is on a man-of-war or in a trench, he's going to have long-lasting enjoyment and a lot of benefit from

# WRIGLEY'S

The Famous Chewing Gum

Chew it after every meal

It's one of the outstanding features of the war—this great pick-me-up, with its tonic effect on stomach and nerves. Are you using it? If not, you are missing a big comfort.

The Flavour Lasts

## Constipation Use GA

USE IT FOR HEALTH'S SAKE

Cosman of St. John spent the week-end at the latter's home here. Miss Ida Northrup has been appointed as instructor for the Home Efficiency Club here, and the work will begin sometime this week.

### UPHAM

Upham, July 23.—Mrs. Joseph Carson and daughter, Mrs. Anderson, of St. John, who have been visiting the former's daughter, Mrs. H. H. Sherwood, left for St. Martins on Monday.

Miss Cora Reid has returned home after a very pleasant trip to Moncton, where she was the guest of her brother.

Miss Althea Sherwood, who has been visiting friends in Sussex, returned home last week. Miss Hazel Lockhart and Miss Waterbury, St. John, have returned home after spending past three weeks the guest of former's aunt, Miss Helen Lockhart.

### HARTLAND

Hartland, July 25.—The farmers in this part of the province are well pleased with their crops which are growing splendidly. Hay and potatoes are particularly good. The growth of hay has been rapid and except in places where the water reached in

## No Better Time

to enjoy a Band Concert—and no better place than in your own home with your Victrola on the lawn of verandah and Victor Records furnishing the stirring music.

## "His Master's Voice" Records

90 cents for 12-inch, double-sided

In Old Quebec—March	Victor Military Band	17998
United Empire March	Victor Military Band	17998
National Emblem March	Fryer's Band	17957
Carde du Corps March	Fryer's Band	17957
Four Flags March	Fryer's Band	17957
Wake Up, England—March	Band of H. M. Coldstream Guards	17959
Band of H. M. Coldstream Guards	Band of H. M. Coldstream Guards	17959
Battle of the Nations	Conway's Band	18121
Napoleon's Last Charge	Conway's Band	18121

12-inch Purple Label  
March Past of the Scottish Regiments  
The Imperial Bandmen | 110009

\$1.50 for 12-inch double-sided  
Carmen Selection  
Coronation March  
Vesella's Italian Band | 35610

[Two Charming Red Seal Records  
The Trumpeter (Tenor) John McCormack 74432  
Mansuet in D (Violin) Micaela Elman 64538

Hear them at any "His Master's Voice" dealers

Write for free copy of 350-page Musical Encyclopedia listing over 5000 Victor Records.

## Berliner Gram-o-phone Co.

MONTREAL LIMITED

977 Lenoir Street  
"His Master's Voice" St. John Dealers  
C. H. TOWNSEND PIANO CO., King Street  
JOHN FRODDHAM  
J. & A. McMILLAN, Wholesale Distributors  
Prince William Street

## Don't Forget

These are no others. You cannot purchase a Victrola, Records or any other "His Master's Voice" products at any but our authorized dealers.









THE HOME THE WORLD

NEWS OF SPECIAL INTEREST

THE MOVIES THE PLAYERS

BUILDINGS DESTROYED BY STORM

Serious Loss to Farmers from High Winds and Lightning - Children Have Narrow Escape.

Woodstock, July 26--Reports from various parts of the upper river and Aroostook county state that heavy damage has been caused by gales and lightning storms in addition to that previously reported.

When George Wood's barn fell a large timber went through the window of the room of the house where two small children were sleeping.

MARRIED.

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Smyth-Gody. A very pretty wedding was solemnized by Rev. Nell McLoughlin at the home of Mr. and Mrs. Alex. Noddin, 55 Bridge street, when their niece, Mary Louise, youngest daughter of St. Warren Gody, U. S. N. B., was united in marriage to Robert M. Smyth of Cumberland Bay, N. B. The bride and groom will reside in Chipman.

Thought child was dying "CHOLERA INFANTUM" DR. FOWLER'S Extract of Wild Strawberry Cured Her.

Mothers should look well after their children during the hot summer months, as this is the time of the year when cholera is most prevalent.

There is nothing just as good. Do not accept a substitute, and thus endanger your life. The original is sold per bottle and put up only by The T. Milburn Co., Limited, Toronto, Ont.

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

MILLERTON WOMEN'S INSTITUTE.

On Thursday evening, June 21, Millerton Women's Institute met at the home of Mrs. Annie Clouston, Lower Derby. The secretary read a letter from the Daughters of the Empire, Fredericton, acknowledging receipt of thirty-six hospital shirts, ten suits of pyjamas, fifteen sheets, seven pillow cases.

Free Canning Demonstration.

Every woman is invited to attend the first of the series of free canning demonstrations to be held today in the warehouses of the McClary Mfg. Co., 221 Prince William street, at 2.30. Miss Saunders of the Agricultural Department, Fredericton, will give a demonstration of the canning of peas, salmon, plums and strawberries.

"Seven Seas" Give Tea For Miss Wilson.

At the Manor House on Wednesday afternoon a very delightful tea was given in honor of Miss Alice Wilson, who is one of the V. A. D.'s expecting to go overseas.

Health and Beauty Answers

June: The "French complexion" you inquire about is probably the craze for liquid powders. They are thought to be more wholesome for the skin, as well as more beautifying and less likely to show than ordinary powder.

OBITUARY

Mrs. Mary J. Kelley. Many friends will bear with regret of the death of Mrs. Mary J. Kelley, widow of John Kelley, and daughter of the late James and Maria Thompson Dunbar, who passed away last evening after a brief illness at her home, 86 Burpee avenue.

Child Could Not Sleep Nights

Because of itching burning rash on head and face. Came in Eruptions. Cuticura Healed.

"My little boy was ailing for weeks and broke out in a rash on his head and face. It was very itchy and burned and the child could not sleep nights. His hair came out and was very dry, and the rash came into big eruptions.

Then I got Cuticura Soap and ointment and I used two boxes of Cuticura Ointment and three cakes of Cuticura and his skin was healed. (Signed) Mrs. John MacKenzie, Walkerton, Ont.

For Free Sample Each by Mail address post-card: "Cuticura, Dept. A, Boston, U. S. A." Sold everywhere.

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.

SIR WILFRID LAURIER HELD RESPONSIBLE

"I say to Sir Wilfrid that if there was one man in this country responsible for the shadow of disunion he sees in the country today, it is he himself."

Sir Wilfrid had told of an offer made two months ago to him by the prime minister, of a most generous nature which would have cemented the whole country behind the war.

THE LIBERAL SPLIT.

Sir Wilfrid had said that there was serious disunion, but his own party was split almost in two, and never there would be none as to its necessity, and that every one would support it.

TONIGHT AT THE STAR

"PATRIA" CHAPTER 8 "RED DAWN" Munition-Laden Ship Blows Up at Sea.

"Idaho's Waterfalls" SCENIC "Cool Mines of Honey" EDUCATIONAL

"Beyond Recall" Two-Part Feature "Luke's Fireworks Fizzle" COMEDY

MATINEE TOMORROW MONDAY AND TUESDAY "TOLD AT TWILIGHT"

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

LYRIC.

Out of the Wreck. The dead past which refused to be buried is the theme of Out of the Wreck, the first of the Paramount pictures to be shown at the Lyric.

Laurier Responsible

"I say to Sir Wilfrid that if there was one man in this country responsible for the shadow of disunion he sees in the country today, it is he himself."

THE NATIONAL HONOR.

"Let the leader of the opposition say whether the time has not come to take his place beside those who sustain the national flag."

UNIQUE

Have You Strolled thru "Easy Street" with Charlie Chaplin Your Last Chance TODAY--See Him.

Last of the Black Cat Series. "THE FINISH" Lots of "Pop" in this Episode.

HERE AND THERE IN TEXAS Mon.-Tues.-Wed. "The Phantom Mine" Thurs.-Fri.-Sat. "The Last Cigarette" The Perils of the Secret Service--Chap. I.

OPERA HOUSE

Afternoon at 2.30. Evening 7.30 and 9. 5 ACTS OF HIGH CLASS VAUDEVILLE AND THE VOICE ON THE WIRE

Bringing Up Father



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Various small notices and advertisements at the bottom of the page.

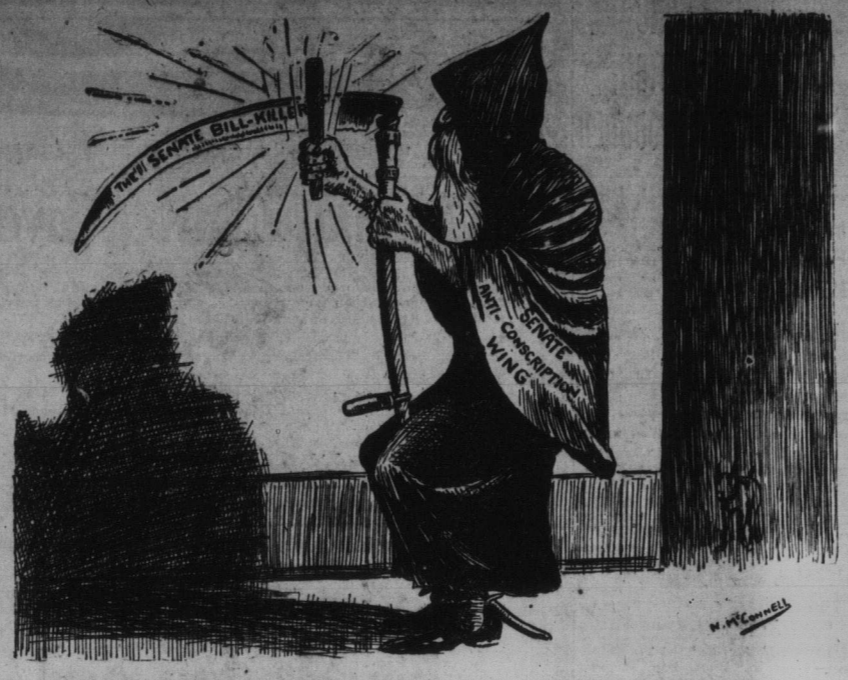


EST THE MOVIES THE PLAYERS What's What in the Picture World Stage--Favorites and What They

her, but the acts of her past career... The story is founded upon a happening in real life, and perhaps it is this which gives the picture its unusual value.

STORMS DESTROYED BY STORM Serious Loss to Farmers from High Winds and Lightning—Children Have Narrow Escape.

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THE VOICE OF THE WRET-STOLE IS HEARD IN THE RED CHAMBER

WIRELESS TRAIN TELEPHONE SYSTEM ON SHEDIAC BRANCH

Mayor J. E. Masters of Moncton Makes Successful Test of Important New Invention by Railroad Man—Invention Explained.

His Worship, Mayor J. E. Masters, Monday morning officially tested out the wireless train telephone system invented by W. W. MacFarlane, and now experimentally installed on the train operating between Moncton and Point du Chene.

CAR FERRY TERMINALS COMPLETED

Prince Edward Island Railway Will Be Standardized as Soon as Possible by Ottawa Government.

Summerside, P. E. I., July 26.—Superintendent Gray of the Prince Edward Island division of the Canadian Government Railways states that the work of the car ferry terminal at Point Borden is practically complete.

LIGHTNING KILLS BOY IN BOAT

Heavy Electric Storm Strikes Cape Breton.

Port Morien, C. B., July 26.—During a heavy electric storm here a lightning bolt struck a motor boat in which two young men were.

MRS. BURNHAM JAMAICA, N. Y.

Sufferings Cured by Medicine Recommended by Sister-in-law.

Jamaica, N. Y.—"I suffered greatly with my head and backache, was weak, dizzy, nervous, with hot flashes and felt very miserable, as I was unable to do my work."

GERMANS DAMAGED SHIPS IN SIAM

Bangkok, July 26.—The machinery of Austro-German steamers which were seized after Siam had declared war against the Central Powers on July 23, was found to be damaged.

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.

FAVORITES IN DANGER!

Peggy Hyland Escapes from a Turkish Harem IMPERIAL THEATRE TODAY "THE SIXTEENTH WIFE"

FEATURING PEGGY HYLAND, English Beauty MARC MacDERMOTT, English Villain

BIFF! Oh You Big Muscular Francis X. Bushman!

How Our Hero Did Land on the Toughest "THE GREAT SECRET" Chapter Number Four

LYRIC READ CAREFULLY UNIQUE

A BIG DOUBLE HEADER PROGRAM A Drama of Domestic Life Centered Around Man's Inhumanity to Man—and his abuse of the highest ideals of life.

OPERA HOUSE

Afternoon at 2.30. Evening 7.30 and 9. 5 ACTS OF HIGH CLASS VAUDEVILLE AND "THE VOICE ON THE WIRE"

MARRIED.

Urquhart-Hannah. A very pretty wedding was solemnized Thursday afternoon at 4 o'clock at the home of Mr. and Mrs. Thomas Hannah, 10 Canon street, when their eldest daughter, Mae Elizabeth, was united in marriage to Capt. John A. Urquhart, of Brooklyna, N. Y.

Dunlop-Clark.

At noon yesterday in Trinity church Rev. R. Armstrong united in marriage Miss Alice May Clark, daughter of Mr. and Mrs. Charles R. Clark, of West St. John, and Watson R. Dunlop of this city.

Moore-Briggs.

A very pretty wedding was celebrated at the home of Mr. and Mrs. Geo. Briggs of Chipman, on Wednesday, July 20, when Estelle Laramie, their second daughter, became the bride of Mr. and Mrs. Robert Moore, eldest son of Mr. and Mrs. Robert Moore of Chipman.

HERE AND THERE IN TEXAS

Mon.—Tues.—Wed.—"The Phantom Mine" Thurs.—Fri.—Sat.—"The Last Cigarette" The Perils of the Secret Service—Chap. 1.

THOUGHT CHILD WAS DYING

Mothers should look well after their children during the hot summer months, as this is the time of the year this trouble is most prevalent. It begins with a profuse diarrhoea, the stomach becomes irritated, vomiting and purging set in, and the child rapidly loses flesh, and becomes weak, prostrated and languid.

SALISBURY

Salisbury, July 23.—The sad news was received this week by Mr. and Mrs. Sentell, that their son, Pte. J. Victor Sentell, No. 31742, had been killed in action on April 23 at Vimy Ridge. He had been reported wounded and the news of his death came as a great shock to his relatives and friends.

Most of the Money Spent on Our Highways

This year will be from automobile fees. The motor car owner therefore should see that good work is done by competent officials. Suggestions should be directed either to the Minister of Public Works or to the Automobile Association. Are you a member of the Association? The cost is \$5.00.

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

Advertisement for Wilson's Bachelor Cigar, featuring the slogan 'The National Smoke' and 'Delightfully fragrant and pleasing. A really good cigar.'

CLASSIFIED ADVERTISING

One cent per word each insertion. Discount of 33 1-3 per cent. on advertisements running one week or longer if paid in advance. Minimum charge twenty-five cents.

WANTED. ASSIGNEE SALE

Of Grand Union Hotel Equipment BY AUCTION. Assignee to sell the entire contents of Grand Union Hotel on Monday morning, July 29th, commencing at ten o'clock.

BOYS and GIRLS WANTED

WANTED—One good second hand lathe machine, one good second-hand rotary belt single surface, also a capable and reliable man to saw by the thousand a cut of two million feet or more the coming winter.

WANTED—A Second Class Teacher

for the Passesque School. Apply stating salary to R. M. Dunlop, Secretary to Trustees, Passesque, Kings County, N. B.

WANTED—Young man with three or four years experience in drug business.

WANTED—Second Class Teacher for District No. 15 Upper Sackville

Apply stating salary wanted to Anselmy Flinn, secretary to Trustees.

WANTED—Second Class Female Teacher for District No. 2, Parish of St. Martin's

Apply stating salary to Thomas Hoey, secretary, Bay View P. O.

WANTED—First or Second Class Teacher, District No. 12, Cambridge, Queens county.

Apply stating salary to James Elgose, secretary, Cambridge, N. B.

WANTED—A man to run a gasoline lighter

in the Parish of Brunswick, on the south side of the New Canada River, granted to Thomas Hatheway by the Crown 11th September, A. D. 1861, containing 95 acres more or less.

WANTED—First or second class teacher, District No. 2, Jussieu, Queens county.

Apply stating salary to James Elgose, secretary.

HOUSEKEEPER WANTED

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

AGENTS WANTED.

AGENTS WANTED—Salesmen \$50 per week, selling one-land egg-beater. Sample and terms 25c. Money returned if unsatisfactory. Collectie Mfg. Company, Collingwood, Ont.

FOR SALE.

FOR SALE—Farm of 160 acres, with roomy house, barns and out-buildings, conveniently situated, good land and well watered.

REWARD

A GREEN SPONSON Canoe went adrift at Robesay Monday night. A reward will be given the finder for notifying S. A. Jones at Robesay or St. John.

LOST.

LOST—In St. John, an Airleide bitch. Liberal reward. Phone Westfield 28.

NOTICE OF MEETING.

A SPECIAL MEETING of the shareholders of Furnishers, Limited, will be held at the office of the company at Lancaster in the County of St. John, on Wednesday, the 1st day of August, A. D. 1917, at the hour of four o'clock P. M.

W. W. CONY, Deputies of the Interior. NE—Unauthorized publication of this advertisement will not be paid for.

Cartoon illustration of a man and a woman. The man says 'TOO LATE!!' and the woman replies 'YE-ES—SEND OVER FIVE HATS—I'LL PICK THEM OUT—IT'LL PAY CASH!'.

THE WEATHER.

Forecast: Maritime—Moderate south-west winds, fair and warm. Washington, July 25—Forecast: Northern New England—Generally fair Thursday and Friday; moderate south winds.

Around the City

Street Work Finished. The street work on King street was finished yesterday. Two Men Enlisted Yesterday. H. J. Brittain and W. Corkum, of Nova Scotia, enlisted in St. John yesterday.

Wild Strawberries. There was a good supply of wild strawberries in the market yesterday which were selling at between a penny and fifteen cents a box.

The Potato Market. Old potatoes were scarce in the city yesterday and were being sold for \$9 a barrel.

Couple Being Held. James Plott and a fifteen year old girl are being held at police headquarters at the request of the girl's father who resides in Bathurst.

Warehouse Requested. R. S. Orchard has requested the city to build a warehouse on the Public Wharf at Indiantown.

Band Concert. The City Cornet Band, under the direction of Bandmaster Waddington, rendered an excellent programme on King Square last night.

A Strawberry Social. About two hundred of the boys in khaki were entertained in St. David's church last evening by Mr. McCullum, a blind organ tuner, and the choir of the church.

No Game Last Night. On account of the heavy fog for the game between the Maples and Shamrocks was called before the contest had gone far enough to constitute it a game according to the league's constitution.

Strawberries and Potatoes. Strawberries were selling for as low as 6c yesterday notwithstanding the fact it was an off day and only a few berries came down the river.

Successful Concert. A very successful organ recital and concert was given in St. Philip's church last evening by Mr. McCullum, a blind organ tuner, and the choir of the church.

Fish Market. The market is pretty bare of fish this week as the dealers have hardly enough to carry them through the week.

Tax Payments. The chamberlain's staff are very busy at the present time as the annual rush to pay taxes and the account has started in.

"HOUND THEM OUT," "DON'T USE VIOLENCE," "CALL THEM 'RATS'"

Above Words Credited to Organizer Bruce by Witness in Murder Case Last Night—Union Carpenters "Put Wise" to "Scabs"—Large Crowd Attend Preliminary Hearing Where O'Brien and Carland Are Charged With Murder.

The preliminary hearing in the case of John O'Brien and Everett Carland, charged with the murder of Robert Harris Jr., was resumed in the police court last night. The court room was crowded to the doors, and many persons were unable to gain admittance.

John Russell McAuliffe. John Russell McAuliffe was the first witness. He testified that he lived at 18 Kitchener street, and on June 14th, the night Robert Harris was hurt he was with him.

Alphonsus Harris. Alphonsus Harris the next witness said he was a brother of the deceased. He remembered his brother being brought home about a quarter after twelve o'clock.

Harry T. Lunn. Harry T. Lunn swore he was a plumber's helper and on the night Robert Harris was hurt he was with him. "I saw Harris leaving the street car between ten and eleven o'clock about the foot of Rockland Road."

Mr. Mullin—Witness said he lived at 18 Kitchener street, and on June 14th, the night Robert Harris was hurt he was with him. "I saw Harris leaving the street car between ten and eleven o'clock about the foot of Rockland Road."

MAN, SHOT THROUGH HEART, IN ST. JOHN

Private Bellevue of Moncton Had Close Call in France—Killed His Man and Wears Iron Cross of Kaiser.

A man who was shot through the heart was a passenger on the train from Moncton which arrived here late yesterday afternoon. The statement appears to be a startling one, but is nevertheless true.

PTE. HARRY S. ARBING IS KILLED IN ACTION; SGT. McLEOD WOUNDED

Several New Brunswick Boys in Latest Casualty List—Private Alward of Havelock Killed.

Mrs. Annie Arbing, of 571 Main St., received a telegram from Ottawa yesterday morning telling her that in a cable from England her son, Pte. Harry Sargeant Arbing, who was previously reported missing, is now killed in action on April 9.

Sgt. G. F. McLeod Wounded.

Mrs. Geo. F. McLeod, of 27 Middle street, West St. John, has received word from Ottawa to the effect that her husband, Sgt. McLeod, had been accidentally wounded.

Driver A. McN. Gibson.

Mrs. Andrew McNichol Gibson of 28 Rock street received word yesterday from Ottawa that her husband, Driver Andrew McNichol Gibson, a member of a local artillery unit, had been wounded.

Kings County Soldier Killed.

Pte. Winslow H. Alward of Havelock, Kings Co., was killed in action recently. Pte. Alward was a son of Sillman Alward and was a bright young man, well known and respected.

Sapper A. C. Traflet.

Mrs. Geo. T. Ring, of 132 St. James St., West St. John, received word yesterday morning that her nephew, Sapper A. C. Traflet of Vancouver, B. C., formerly a resident of West St. John, had been wounded and has been admitted to No. 7 Canadian Hospital in France.

PEJEPSCOT LUMBER CO. TO CUT 3,500,000 FT. AT GREAT SALMON RIVER

Mr. Cowles Says American Lumber Market Is Dull at Present But Thinks This Condition Is Only Temporary.

That his company would cut in the vicinity of 3,500,000 feet of lumber at their improved plant at Great Salmon River, St. John county, was the statement made to The Standard last evening by J. A. B. Cowles, head of the Pejepscot Lumber Company.

ASK RATIFICATION FOR INCREASE IN LIGHTING CHARGES

Arguments Pro and Con Heard by Utilities Board Relative to 3 Cents Increase Proposed by Sackville Concern.

The request of the Eastern Electric and Development Co., Ltd., for ratification of a proposed increase of three cents per K. W. H. for light in the town of Sackville and vicinity was before the board of commissioners on Public Utilities at their session in this city yesterday.

Chestnut Canvas Covered Canoes. HIGHEST IDEAL OF GRACE, LIGHTNESS AND ENDURANCE IN CRAFT OF ITS KIND. Chestnut Canvas Covered Canoes. Hunters, Pleasure-Seekers, Guides, Railway Prospectors and Construction Parties, Indians—all who recognize and value safety and efficiency in craft of this kind give preference to Chestnut Canvas Covered Canoes which have stood extremes of tropical heat and northern cold, being exceptionally strong, easy to paddle, light and durable.

For Today and Tonight. Outing Hats, Trimmed Hats, Untrimmed Hats, at remarkably low prices. Marr Millinery Co., Limited. (Store Open Friday Night Until 10; Close Saturday 1 o'clock)

The Pride of a Housekeeper. Royal Grand Range. Emerson & Fisher Ltd. Is first in her kitchen. If she starts right at that point, everything in the housekeeping line works more easy.

MANCHESTER ROBERTSON ALLISON. DRY GOODS CARPETS FURNITURE. KING STREET GERMAIN ST. MARKET SQ.

Important Information for Friday and Saturday Buying. Ladies' White Pique Dress Skirts and White Drill Dress Skirts. Sport Stripe Dress Skirts. Summer Wash Dresses and Costumes. Linen Crash Costumes. White Gabardine Costumes. All of Our Summer Wash Dresses in Voiles, Muslins. Summer Blankets. Ladies' Silk Gloves. Men's Handkerchiefs. Stamped Cushion Tops. 60 in. Cream Damask. Ladies' Fibre Silk Scarves. Men's Neckties. Men's Balbriggan Shirts and Drawers. Ladies' Gingham Collars. Men's White Outing Trousers. Boys' Khaki Pants. Ladies' Linen Handkerchiefs. Men's White Outing Trousers. Boys' Military Suits. Ladies' Gingham Collars. Men's White Outing Trousers. Boys' Military Suits.

Manchester Robertson Allison, Limited

FISHING. Advertisement for fishing equipment and services, including a large illustration of a fisherman.

**Best Ideal of Grace, Lightness and Endurance in Craft of Its Kind**  
**Chestnut Canvas Covered Canoes**

Seekers, Guides, Railway Prospectors and Construction Parties, Indians—all who value safety and efficiency in craft of this kind give preference to Chestnut Canvas which has stood extremes of tropical heat and northern cold, being exceptionally light and durable.

Our Canoes are of finest cedar. They are built over solid frames, being covered with close-woven seamless canvas which is thoroughly saturated with our far-famed "W. H. Thorne" preservative.

Grade, 16 ft., \$47.50; 17 ft., \$49.50; 18 ft., \$51.70. Canoe bottom seats included. Slat Back Rests, \$1.00 each. Paddles, \$1.50 each.

**W. H. THORNE & CO., LTD.** - - - King Street.

Open Friday Night Until 10; Close Saturday 1 o'clock

**Today and Tonight**

Hats, Trimmed Hats, Untrimmed Hats, at remarkably low prices

**Millinery Co., Limited**

**The Pride of a Housekeeper**

is first in her kitchen. If she starts right at that point, everything in the housekeeping line swings more easy. The best start is to get the most perfect range money can buy—and that is the

**Royal Grand Range**

Then your kitchen is more than half equipped. THE ROYAL GRAND is an easy range to operate, economical on fuel, durable because well constructed.

A Range That Will Give The Results Required.

**Robertson & Fisher Ltd.**

**WESTER ROBERTSON ALLISON LTD.**  
 STREET GERMAIN ST. MARKET SQ.

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

**Want Information for Friday and Saturday Buying**

- |   |  |  |
|---|--|--|
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| <b>Skirts</b><br>in Color<br>from \$1.25 each   | <b>White Gabardine Costumes</b><br>With Colored Spotted Collars and Cuffs and Fancy Pockets.<br>Sale Price ..... \$7.75 each   | <b>Men's Handkerchiefs</b><br>Colored Borders, Mercerized and Hemstitched.<br>Sale Price ..... 3 for 20c.  |
| <b>Summer Wash Dresses</b><br>Novelty Shapes.<br>Week-End Price ..... 40c. each                         | <b>Men's Colored Shirts</b><br>Soft Fronts, Cuffs Attached, All Reliable Cloths.<br>Sale Price ..... 89c. each   | <b>Men's Half Hose</b><br>Mercerized Cotton and Lisle, White, Black and Colors.<br>15c. a pair<br>Sale Price ..... 3 pairs for 50c.  |
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| <b>Skirts</b><br>in Color<br>from \$1.25 each   | <b>Men's White Outing Trousers</b><br>Made from White Duck.<br>\$1.20, \$1.30 pair<br>Made from White Flannel.<br>\$2.95, \$3.40 pair<br>Grey Flannel Outing Trousers,<br>\$3.95 pair  | <b>10 Inch Hemstitched White Embroidered Table Runners</b><br>Week-End Price ..... 50c. Each   |

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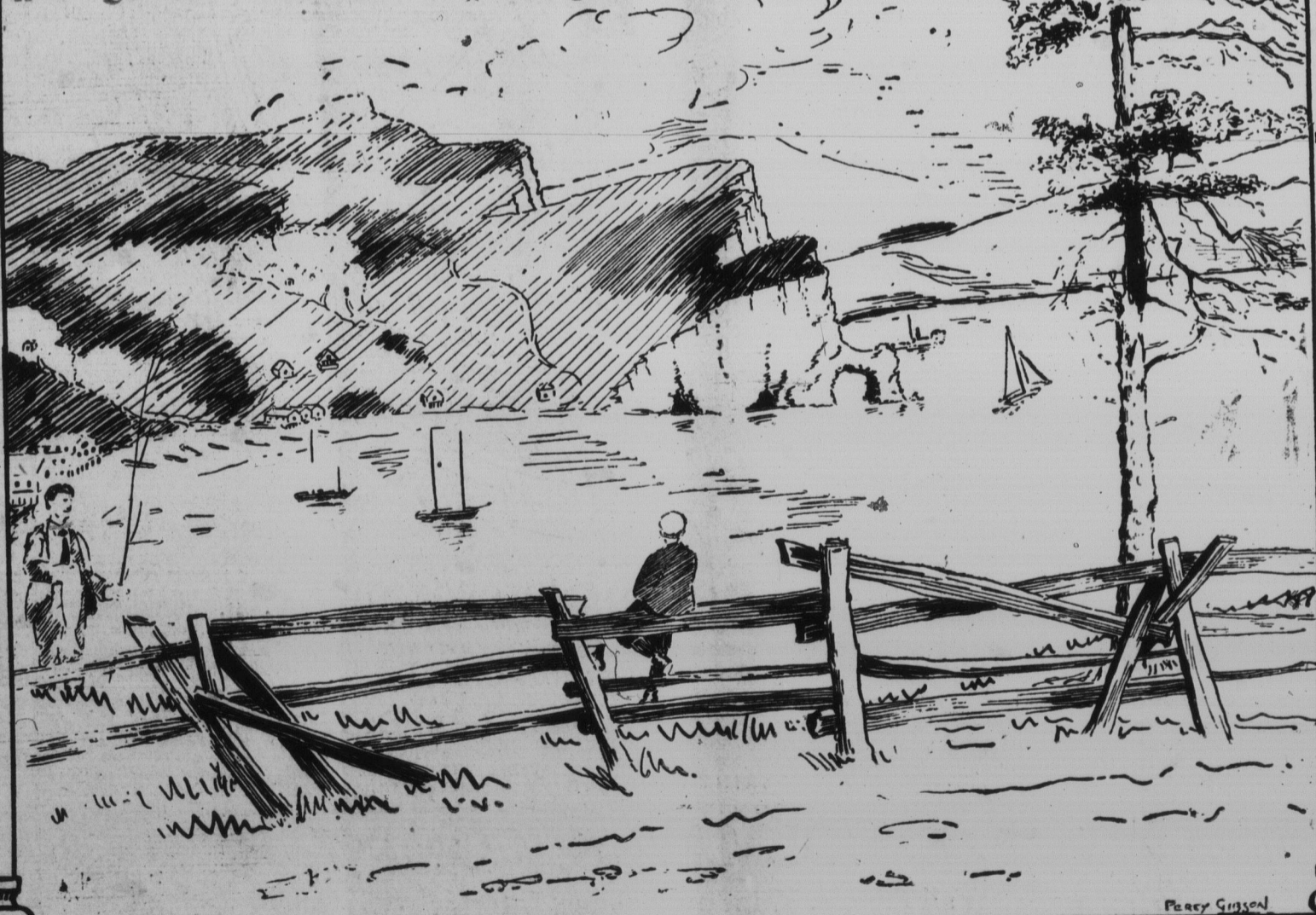
**T**HAT EVERY NEW BRUNSWICKER should know his province, its resources, potentialities and even its disadvantages—if we admit this province has disadvantages—is essential to the intelligent development of the future. A workman who thoroughly knows his materials can achieve better results than one lacking such knowledge.

The purpose of these Progress and Prosperity Editions of The Standard is to tell the truth about St. John, New Brunswick and Canada generally. There are four numbers of which the present is the third, the others being published on July 20th, July 24th and July 31st.

They are replete with special articles, conveying an accurate and truthful appraisal of the resources and possibilities of this province. Generally it will be found that New Brunswick is prosperous. There are some lines in which development has been less marked than others, but The Standard believes that careful perusal of the articles contained in this and other issues will convince the most pessimistic that New Brunswick has a future of prosperity and progress. At the same time it is not the purpose of this paper to unduly "boost" the province or to misrepresent the case in any way. An accurate presentation of conditions as they exist will be found of more value than all the "boosting" literature that could be prepared and these editions aim to be accurate.

In their preparation The Standard has been materially assisted by the business men and manufacturers of this province, the men who believe in New Brunswick and are willing to prove their faith by works. It has required an enormous amount of labor to place these issues before the public but every item in their make-up is the work of The Standard. We believe they will prove distinctly creditable to this newspaper, to this city and this province as they contain a vast quantity of valuable and accurate information dealing with every phase of New Brunswick industry and resource.

**Progress and Prosperity**



Percy Gosson

**MINING**

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the violent fluctuations in general busin  
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business among present patrons and con  
the normal growth resulting from increas  
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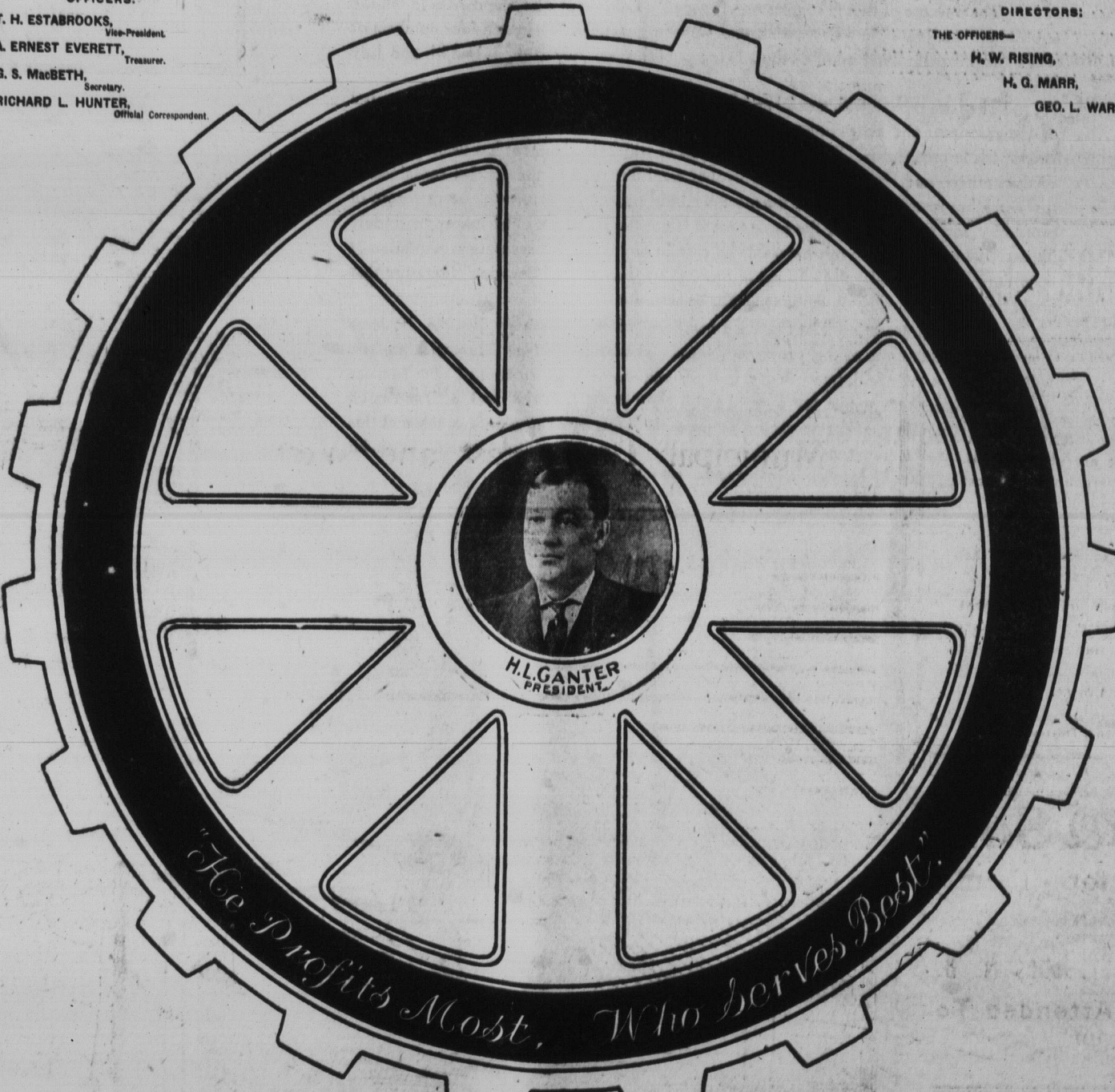
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**ARGUMENTS IN PUBLIC UTILITY**  
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It Will Improve Their Co  
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# Tax Levy In Maritime Cities

LOWEST PER CAPITA TAX LEVIES IN CANADA ARE IN THE TOWNS AND CITIES OF THE MARITIME PROVINCES. WESTERN LEVIES TWO TO THREE HUNDRED PER CENT LARGER THAN IN ST. JOHN, MONCTON AND FREDERICTON.

The three principal cities of New Brunswick—St. John, Moncton and Fredericton—show some interesting figures of municipal expansion in the three fiscal years ending with March, 1916. The increase in assessed population is not particularly large but the figures generally are good examples of efficient and sensible city management.

The assessed population increases show approximately fifteen per cent as the average for the three cities. The exempted property in Moncton represents nearly fifty per cent of the whole, while in St. John the exempted property is only about twelve per cent. The rate of taxation in the three cities is comparatively low and there is no glaring evidence of extravagance as has existed in many other Canadian municipalities, east and west.

The debenture debt of the three cities has been enlarged very little in several years, and in St. John and Moncton there have been substantial increases in the sinking fund. This is a hopeful sign and is a good indication of the vigilance of these municipalities in the paying of their necessary obligations.

The municipal bonds of New Brunswick always find a ready sale in the financial markets of England and United States, being sold frequently at par or above par. The tax rate for the three cities has shown little variation, that of Moncton showing a decrease. From 1913 to 1916 the taxes levied in Moncton increased by approximately \$50,000. St. John now raises over \$750,000 annually.

Many of the newer municipalities in the western provinces have been accused of over-borrowing, the expenditures for various improvements, such as pavements, etc., being much higher than in most of the eastern municipalities. The folly of the big expenditures in the west has already been realized, and the ratepayers of the western municipalities are suffering now for the mistakes made during the boom period.

All the cities, towns and villages in New Brunswick are in excellent shape financially, their bond issues being comparatively low and the improvements sufficient to meet the comforts and needs of the people. The Maritime municipalities have the reputation of being particularly careful in their public expenditures. The biggest expenditures in these provinces are for education and roads.

The following table shows the financial condition of some of the New Brunswick municipalities for the years 1913 to 1915 inclusive:

CITY	Year	Assessed Population	Ass. Value of Property	Debt	Sinking Fund	Taxes Levied
St. John	1913	42,511	\$33,196,000	\$5,080,796	\$1,094,201	\$695,063
	1914	42,511	35,312,200	5,100,870	1,148,305	727,607
	1915	42,511	36,187,200	5,100,000	1,072,372	750,057
Moncton	1913	11,345	7,600,000	1,327,200	64,000	130,000
	1914	14,000	8,725,476	1,431,565	81,696	147,784
	1915	15,000	9,170,000	1,500,000	100,642	185,076
Fredericton	1913	7,208	5,683,283	529,777	3,000	108,000
	1914	8,000	5,683,283	1,327,200	81,696	147,784
	1915	8,000	5,683,283	637,189	.....	100,000

The exempted property in Moncton is worth approximately \$7,000,000, while that exempted in St. John is valued at \$5,000,000, and that of Fredericton at \$2,000,000. The value of Moncton's exempted property is thus \$2,000,000 higher than the total exempted property of St. John. This is of course due to the large amount of railway property in Moncton.

A review of the municipal statistics of St. John for the current year will be found elsewhere in these editions of the Standard.

## Municipal Taxes, East and West

THE FOLLOWING CHART SHOWS THE CONSERVATIVE TAXATION OF THE CITIES OF THE MARITIME PROVINCES AS COMPARED WITH THE WESTERN PROVINCES.

Moncton, \$12.00.
Halifax, \$14.00.
Montreal, \$15.00.
Regina, Sask., \$38.00.
Edmonton, Alta., \$66.00.
Calgary, Alta., \$26.00.
Truro, \$11.00.
St. John, \$14.00.

The tax levy in the western cities and towns, per capita, is from two to three times as large as the per capita tax levy of most of the Maritime towns and cities. Edmonton for example had a per capita tax levy of \$66.00 compared with \$14.00 for St. John. The populations of Edmonton and St. John are about the same at the present time, being each about \$55,000.

## ARGUMENTS IN FAVOR OF PUBLIC UTILITY SECURITIES

- (1). Stability of earnings. Because they supply a necessity of community life and therefore are practically independent of the violent fluctuations in general business conditions.
- (2). Almost unlimited field for further development of business among present patrons and consumers in addition to the normal growth resulting from increase in population.
- (3). Protection rendered by the Provincial Public Utility Commissions through regulations of issue of securities.
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This Company owns and operates all the available water power sites in its territory.

Company owns all the available water power sites in its territory. Already steps have been taken to develop the latest 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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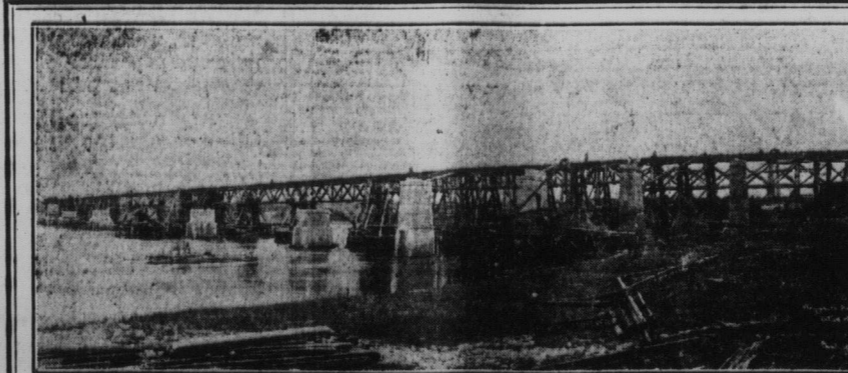


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At a time when the country is prosperous to an exceptional degree, the savings of the people should be conserved in order to provide for the future days of readjustment after the war when labor conditions will be uncertain. The people are also reminded 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.

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- Cor. Mill and Paradise Row
- West St. John (109 Union Street West)
- Haymarket Square
- Fairville

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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.

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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 rod runs 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"  
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No. 9-20, with 6 nine inch Covers and Oven 20 x 21 x 13 1/2"

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# Canadian Trade First Three Months 1917 Over \$530,000,000

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First Quarter of Current Year Shows Total Trade  
Increase Over Same Period of 1916 of  
\$137,000,000 Increases in Both  
Exports and Imports.

### BRIEF REVIEW OF INDUSTRIAL CONDITION IN NEW BRUNSWICK AS AT END OF FIRST QUARTER 1917.

The trade of Canada is still on the upward move and despite the extraordinary figures shown in the advances of 1916, there will be still further surprises in the figures of 1917. Figures have recently been published from Ottawa showing the trade of Canada for the first quarter of 1917, and the figures show that in both imports and exports there have been very large increases over 1916. At this rate, 1917 will show another record year with increases over the previous year almost as large as the 1916 increases over 1915.

For the first quarter of this year the exports of Canada totaled \$289,745,955 as compared with \$230,076,590 for the corresponding period of 1916, thus showing an increase of nearly \$60,000,000. The exports for the first quarter of 1917 were divided among the industries of Canada as follows:

Mines.....	\$21,891,347
Fisheries.....	6,813,697
Forest.....	9,768,761
Animals and products.....	34,208,562
Agriculture.....	55,962,256
Manufactures.....	159,558,262
Miscellaneous.....	1,543,070

The exports in products of the mine showed an increase for the first quarter of this year, as compared with the corresponding period of 1916, of over \$4,000,000; the fisheries an increase of \$500,000; the agricultural export increase \$8,000,000; the increase of animals and their products \$10,000,000 and the increase of manufactures exports \$37,000,000.

The imports for the first quarter of this year totalled \$242,689,429 as compared with \$163,860,238 for the corresponding period of 1916. This was an increase of \$79,000,000.

Industries throughout Canada are especially busy at the present time. In the Maritime Provinces there has been increased activity in almost every department of industry and the fisheries have been especially successful. The large mackerel run a few weeks ago in Nova Scotia was the biggest in twenty years and the lobster season was fairly good.

An enquiry into the conditions in the industries of New Brunswick and as to the possible share this province is taking in the increased production shows that at St. John the rolling mill and three nail factories were very brisk. In foods the St. John Milling Company was well employed. Extensive improvements were being made to the plant of Canadian Cottons, Limited, and the ready-made clothing establishments reported business brisk.

The pulp mills were working steadily in the province, one mill having about 150 hands employed. Paper box factories were busy and sash, door and planing mills were working full time. The brush factory has been working steadily, but the broom factory was dull, owing to a shortage of stock.

In the leather group Peter's Tannery was busy and Humphrey's shoe factory continued active. In the transportation group steam railways were busy and activity in navigation made employment for longshoremen good. No new dwellings were being erected, but considerable repair work was under way and progress was made on the foundation of the new elevator at Reed's Point. Some of the saw-mills and shingle-mills have started operations while a remarkable run of gaspereaux enlivened the fishing industries.

At Moncton work in the Canadian Government Railway shops continued very active, particularly in the boiler and car repair shop. Some new construction work was also under way. The Sackville foundries, the Fawcett and Enterprise companies were working steadily. The Fawcett flour mill continued active. The J. A. Marvin biscuit factory in Moncton operated day and night shifts, about seventy-five operators working during the day and fifty on the night shift. The Havelock Mineral Spring factory reported improvement and increased their staff. The Atlantic Underwear Company was still operating day and night, employing about 250 hands, and Humphrey's woolen mill also continued active. The hat and cap factory reported conditions steady. The woodworking factory was increasing staff to meet the demand in preparing stock. Building operations were brisk and work on the new steel bridge over the Petitcodiac river was resumed.

At Newcastle carriage builders were fairly well employed. One flour mill, however, was quiet, owing to difficulty in securing grain. Activity continued with pulp and paper makers, and newspaper and job printing offices were busy. Sash and door factories reported improvement with the opening of the building season.

At Fredericton there was a rush of work at the foundries and machine shops. Other machinery concerns were active. In foods, packing houses, baking and confectionery establishments were active. Garment workers were well employed, with the prospect of much work ahead. In woodworking and furniture factories employment was steady. Tannery employees, boot and shoe workers and harness makers were active.

In all the lumbering districts of the province preparations were made for an increased production.

Such in brief is the review of the industrial conditions of New Brunswick as they were at the end of the first quarter of 1917. New Brunswick will contribute to the increased fish and lumber exports this year and will also have a generous share in the increases in manufacturing production.

The fishery exports for the first quarter of the war were over \$6,813,000, an increase of about \$500,000 over the previous year, and these exports were almost entirely from three provinces, New Brunswick, Nova Scotia and British Columbia, with Quebec sharing.

The exports of forest products were valued as before stated at \$9,768,000 for the first quarter of 1917, this being nearly a \$700,000 increase over 1916. Timber and pulpwood were responsible for these large exports and in these increases also New Brunswick had a generous share.

The demand for agricultural products, fish, meats and other foodstuffs will continue brisk until the end of the war and the exports in such products will show new records at the close of 1917. One of the features of the Maritime Provinces exports this year is likely to be potatoes, as European buyers have intimated their willingness to take practically the whole of any surplus which Maritime farmers may have for export. The potato acreage has been greatly increased in all the Maritime Provinces and will be the largest acreage under this crop in the history of these provinces.

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**Leather Belting**

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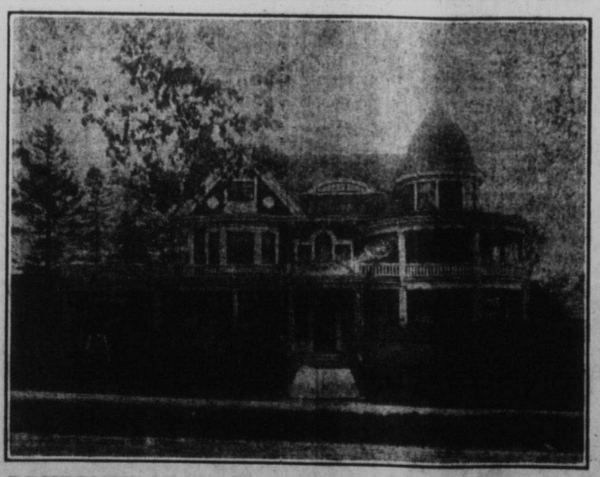
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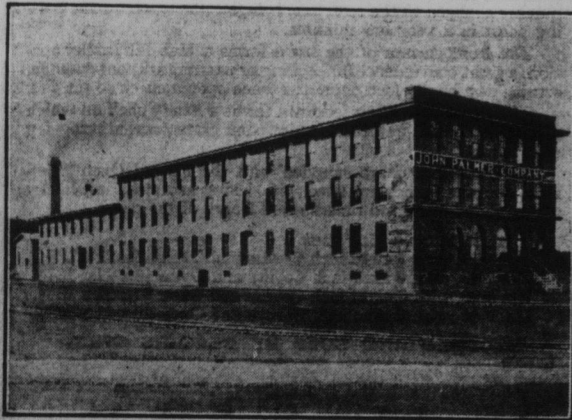
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RESIDENCE OF LIEUT.-GOV. G. W. GANONG, AT ST. STEPHEN.

The teacher was examining the class in physiology. "Mary, you tell us," she asked, "what is the function of the stomach?" "The function of the stomach," the little girl answered, "is to hold up the petticoat."

A lady who had just received an interesting bit of news said to her little daughter: "Marjorie, dear, auntie has a new baby, and now mamma is the baby's aunt, papa is the baby's uncle, and you are her little cousin." "Well," said Marjorie, wonderingly, "wasn't there?" The boy turned round, and that arranged quick.



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These  
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and ex

Over \$530,000,000

of Current Year Shows Total Trade  
Over Same Period of 1916 of  
\$137,000,000 Increases in Both  
Exports and Imports.

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The first quarter of this year totaled \$242,689,429 as compared  
with the corresponding period of 1916. This was an increase of  
\$106,618,839.

Throughout Canada are especially busy at the present time. In the  
Maritime there has been increased activity in almost every department.  
The fisheries have been especially successful. The large mackerel  
fishery in Nova Scotia was the biggest in twenty years and the lobster  
fishery in the Gulf of St. Lawrence is also at a high level of activity.

The conditions in the industries of New Brunswick and as to the  
provinces is taking in the increased production shows that at St.  
John and three nail factories were very brisk. In foods the St. John  
meat works are well employed. Extensive improvements were being made to  
the Cottons, Limited, and the ready-made clothing establishments  
at St. John.

Work was working steadily in the province, one mill having about  
100 employees. Paper box factories were busy and sash, door and planing  
mills were working well. The brush factory has been working steadily, but the  
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Group Peter's Tannery was busy and Humphrey's shoe factory  
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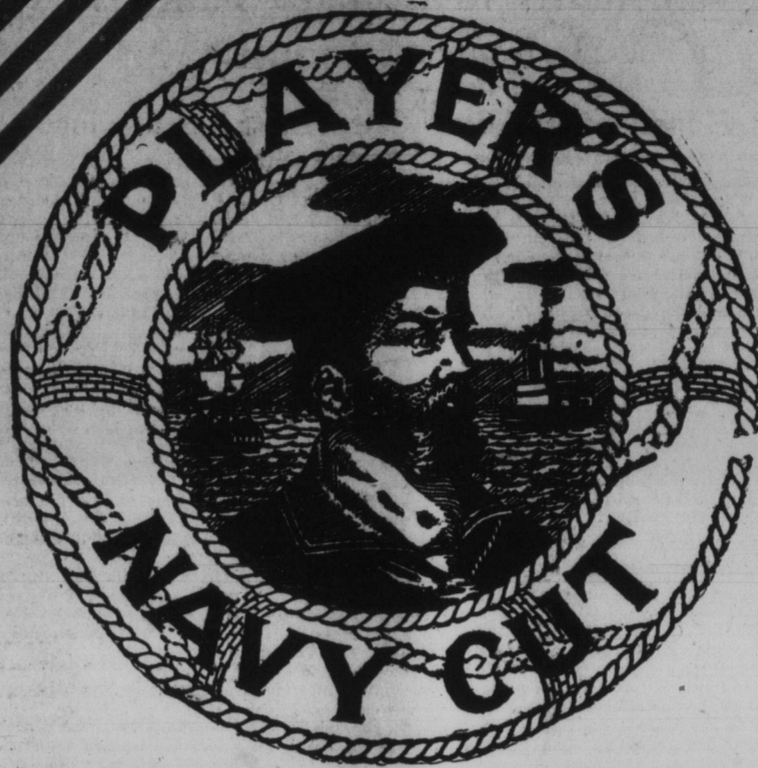
In the mining districts of the province preparations were made for an  
early start in the new year.

In a review of the industrial conditions of New Brunswick as they  
were in the first quarter of 1917, New Brunswick will contribute to the  
war effort this year and will also have a generous share in the  
increasing production.

The exports for the first quarter of the war were over \$6,813,000, an  
increase of \$1,000,000 over the previous year, and these exports were almost  
entirely from the provinces, New Brunswick, Nova Scotia and British Columbia.

The most products were valued as before stated at \$9,768,000 for  
the first quarter of 1917, this being nearly a \$700,000 increase over 1916. Timber  
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Agricultural products, fish, meats and other foodstuffs will  
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activity. One of the features of the Maritime Provinces exports  
is potatoes, as European buyers have intimated their willingness  
to purchase whole of any surplus which Maritime farmers may have for  
export. The acreage has been greatly increased in all the Maritime Provinces  
and the yield per acre under this crop in the history of these provinces.



# PLAYER'S

## NAVY CUT

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These cigarettes have an  
immense sale all over the world  
due entirely to their high quality  
and excellence of manufacture

# Revival of Shipbuilding is Probable

## Movement to Rejuvenate Famous New Brunswick Industry

### Hundreds of Vessels Once Built in Province

Wooden and steel shipbuilding is a subject which just now is very much a live topic of consideration and discussion from the Imperial Government of Great Britain and Ireland down to sailors before the mast in St. John harbor. The necessity and desirability of building ships and more ships have been strongly emphasized by many public men, and the plain question which now confronts the people of New Brunswick is, what are they going to do about it. One of the foremost and urgent needs of the British empire, the United States and the other Entente Allies is tonnage. The under-sea pirates, which are the scourge of the ocean, have reduced the tonnage of the British empire considerably, although there is real cause for rejoicing that the destruction by German submarines has not been greater.

The European nations which are combatting the villainy and barbarism of the Prussian oligarchy need food and other supplies, and to revictual the countries of the Entente across the water, adequate means of transportation are necessary. When there are sufficient ships to lay down enough food in Europe, there will remain a heavy demand from other branches of marine commerce. Coal, cotton, sugar, lumber, chemicals, manila, nitrate, clay, iron, steel rails, ore, railway equipment, salt, and a long list of other articles not in the food line, have been delayed or tied up for a year or two, and to move this class of commerce a vast fleet will be necessary, not only for the trans-Atlantic trade but for the coastwise traffic as well.

The fishing fleets in Gloucester, Lunenburg, Maine and Newfoundland are short of schooners. Lunenburg, Gloucester and Newfoundland are endeavoring to augment their fleets as rapidly as possible, but many more vessels are needed to replace those lost, worn out or sold to engage in commerce.

Newfoundland is feeling the shortage of vessels most severely, inasmuch as its food supply is seriously affected. That colony raises little grain or vegetables and vessels are necessary to handle this trade from Prince Edward Island and elsewhere. Newfoundland vessels owners have suffered severely from the depredations of the Teuton under-sea pirates. Most of the Newfoundland vessels so lost were on their way to Spain or Portugal with codfish.

New Brunswick was once a shipbuilding province, and for years was a world leader in the remunerative industry. So was Nova Scotia. But it must be confessed that New Brunswick is no longer a shipbuilding province. Nova Scotia is.

The shrewd, far-seeing descendants of Scotchmen and Germans became alive to the situation more than a year ago and immediately instituted a vigorous revival of the wooden vessel constructing industry. There are no less than half a hundred vessels, some of them very large, being constructed in that province, and within a few hours sail from St. John. In all a tonnage of 17,000 is on the stocks.

But in New Brunswick the contrast is distinctly painful, when one considers what this province once was. In New Brunswick only three vessels are being built, and the tonnage of the three totals only 728 tons. Mr. Peter McIntyre, of St. John, is building a schooner of four hundred tons. John Edgar, of Moss Glen, is building a craft of three hundred tons, and James X. Lenteigne, of Lower Carraquet, is building a twenty-eight ton fishing schooner.

Last December the "Standard" published a fifteen thousand word article on shipbuilding in the Maritime Provinces, which traced the history and wonderful prosperity of the industry from the beginning of the eighteenth century to its decline, which began about 1880. Thousands of vessels were constructed in the Maritime Provinces in fifty years, and the ports of Nova Scotia, and New Brunswick, particularly St. John, Yarmouth, Parrsboro, Annapolis, Bear River, Wolfville, Liverpool, Dorchester, Sackville, Richibucto and other North Shore ports were known throughout the world for the remarkable fleets of wooden sailing craft which sailed the seven seas.

The decline of the industry came with the advent of the iron and steel vessels and steam craft. Freights slumped and the yards of St. John and elsewhere went out of business.

The general opinion was that the day of the wooden vessel had gone and that it was doomed to extinction outside of the fishing fleets and local coasting trade.

But the great world war, which has changed the map of the world, has given the law of economics and progression a severe jolt, at least for the time being, and the wooden ships, as are steel vessels, are in strong demand. Freights have been, and still are, up to a point which falls not far short of being prohibitive, and the selling prices of old and new vessels are higher than they ever were before.

The British, French, United States and Canadian governments have taken up the subject of more shipping vigorously, and every day the keels of new craft are being laid.

The Nova Scotia government has arranged to give shipbuilding a big boost. The same is true of the Dominion government. Across the boundary line in Maine the yards are busy again.

New Brunswick capitalists are now interesting themselves in the shipping problem, and although they started much later than the Nova Scotians there is every reason to believe that many vessels will be built in this province within the next five years, for there is strong assurance that there will be an abnormal demand for sea-going craft during that period, regardless of when the war ends.

A number of St. John men are busy planning to develop, or rather revive, the industry, and as they mean business the outlook is encouraging. Mr. Thomas Nagle is at the head of a company which proposes to build vessels here. Mr. Peter McIntyre and Mr. J. Willard Smith are already having vessels constructed, the latter one in Nova Scotia.

One of the difficulties, real or supposed, is the lack of skilled workmen and the general shortage of labor. It is pointed out, however, that much of the parts which go into the hull of a vessel, which were formerly shaped by hand can now be manufactured by machinery in mills, thus partly solving the skilled labor question. Then there is the high cost of materials and availability of a satisfactory lumber supply to be considered. But vessels are relatively higher than the cost of materials and it is further pointed out that if Nova Scotia and Maine can build wooden vessels New Brunswick can. The question of sites is also another problem, but sites, although not as available in this city as formerly, are plentiful within easy distance. There are also many other ports of the province, such as Moncton, St. Martins, Hopewell Cape, Dorchester, Shediac, Richibucto, Chatham, Newcastle, Bathurst, Harvey, where sites would be available, and near some of them there are large lumber supplies.

The question of capital and the willingness of capitalists to risk their money on a revival of the industry are, of course, very important factors. The answer again is that if Nova Scotians and the Maine investors are not afraid to invest why should New Brunswick people be shy? It is probably because of the ultra-conservatism with which many moneyed men of this province are afflicted. Their grandfathers were not afraid of investing money in shipbuilding and it was their foresight and enterprise which laid the foundation of many fortunes which built up St. John and other places in this province.

A conference between business men and the members of the government at Fredericton was held recently to consider this live subject, and further conferences will probably be held. Many business men in this province and Nova Scotia feel that the federal and provincial governments should financially assist the industry.

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## White Lily Brand

### CREAM SODAS



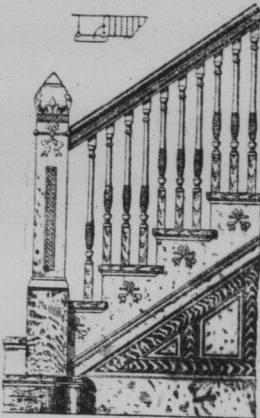
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Biscuits Satisfy.

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

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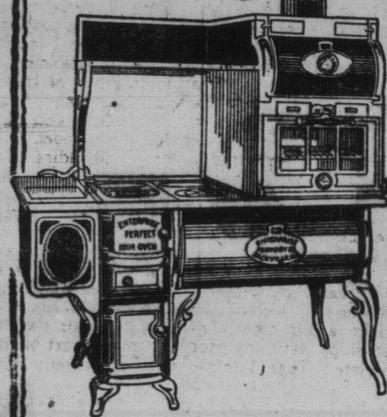
A Plot 100x140 (about 1 1/2 acres) would require about 100 lbs. Larvaecide. 25x25 would require 50 lbs. Larvaecide.

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Burns Coal or Wood  
Saves Time, Fuel and Labor

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No More Stooping.  
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Manufacturers of Wire Nails, Coiled Wire, Cut Wire and Pulp Wire  
Write for Quotations and Information  
Branches: Montreal and Quebec. London, E. C.

# Revival

## Movement to Reju

### Hunnreds of

CONTINU

Nova Scotia is vigorously prepa Chronic and the Halifax Herald la A native of Minudie, N. S., Wallace York, and widely known in the ship an absolute necessity.

"Over a ninety-five per cent of and equipment, although they may l capacity and speed. Dimensions an minds of men that have to do with ment of a ship. Many minds make ment greatly increases building and runs into a fabulous economic loss w ger rates. Interest, or dividends, an of the ships.

"I believe unnecessary costs in is probably about twenty per cent, in shipping would be if types and sizes hundreds of millions annually. Thi I believe the cost of shipbuilding ca I believe the cost of operating ships and specialization.

"Heretofore, for generations, th obliged always to go to the ship ow his experience with prior ships, has owing to the custom of the trade he sions and equipment. As a result n same cargo capacity, differ in dimen new designs, drawings, patterns; etc. ships. This obviously entails large

"When the ship is put in opera fuel consumption, repair parts and what there would be on uniform sh and uses. In short, no shipbuilding ship on one berth, passenger ship of yacht, a tug boat, etc.

"Shipyards should be devoted to efficiency would result. For m and specialization in shipbuilding, designed a standardized steamship, chasing and operating policy. I co the initial proceedings regarding pla than even I anticipated. But unco continue the standardization pr

"I resigned and am now found carry standardized shipbuilding to cost.

"I was born in Nova Scotia — who desire to revive the industry, shipbuilders, owners and operators. blood and salt water is a mighty, go footed, and you may recall that wh it was in a sailor's fight, a ship off with advantage to his ships, with a the wooden ship obsolete. Then I from the business.

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"I have believed for years tha vessel, with auxiliary propulsion, m Mr. Downey added that no nu can afford to remain dependent up shipping facilities. He thinks tha maintain a supremacy.

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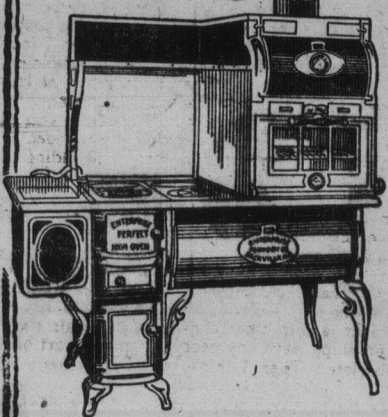
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# JOHN, N. B.



and Pulp Wire

E. C.

# Revival of Shipbuilding is Probable

## Movement to Rejuvenate Famous New Brunswick Industry

### Hundreds of Vessels Once Built in Province

CONTINUED FROM PRECEDING PAGE.

Nova Scotia is vigorously preaching the doctrine of ships and more ships. The Halifax Chronicle and the Halifax Herald last month published very commendable shipbuilding numbers. A native of Minudie, N. S., Wallace Downey, president of the Downey Shipbuilding Co., of New York, and widely known in the shipping world, states that the standardization of shipbuilding is an absolute necessity.

"Over a ninety-five per cent of all the vessels built, says Mr. Downey, differ in dimensions and equipment, although they may be approximately similar in cargo carrying capacity, passenger capacity and speed. Dimensions and equipment differ in variety in proportion to the number of minds of men that have to do with deciding what is going to be the size, or dimensions or equipment of a ship. Many minds make many varieties of vessels. Variety in dimensions and equipment greatly increases building and operating costs, and the result included in the world's shipping runs into a fabulous economic loss which, of course, has to be absorbed in higher freight and passenger rates. Interest, or dividends, and depreciation are necessarily passed on to the patron or user of the ships.

"I believe unnecessary costs in shipbuilding and ship operation, resulting from endless variety is probably about twenty per cent, in excess of what the building and operating costs of the world's shipping would be if types and sizes were standardized and specialized for certain trades and uses. Twenty per cent upon the cost of the world's shipbuilding and operation would, of course, aggregate hundreds of millions annually. This is an unnecessary overhead charge on water transportation. I believe the cost of shipbuilding can be reduced at least twenty per cent by standardization, and I believe the cost of operating ships can be reduced from ten to twenty per cent by standardization and specialization.

"Heretofore, for generations, the custom of the trade has been that the shipbuilder has been obliged always to go to the ship owner soliciting orders for shipbuilding. The ship owner, out of his experience with prior ships, has certain ideas of what he would like his next ship to be, and owing to the custom of the trade he has always been able to dictate to the shipbuilders the dimensions and equipment. As a result ninety-five ships out of a hundred, although they may be of the same cargo capacity, differ in dimensions and details, entailing the necessity of the preparation of new designs, drawings, patterns, etc., and a new and different start of programme in building such ships. This obviously entails large expenditure and additional on the shipbuilder.

"When the ship is put in operation, owing to the different sizes of the machinery, differing in fuel consumption, repair parts and other details, the annual operating charges are far in excess of what there would be on uniform ships especially designed, built and equipped for certain trades and uses. In short, no shipbuilding plant can be operated economically or efficiently with a battleship on one berth, passenger ship on another berth, a torpedo boat destroyer on another berth, a yacht, a tug boat, etc.

"Shipyards should be devoted to the building of special types of vessels, and greater economy and efficiency would result. For many years I have been projecting the theory of standardization and specialization in shipbuilding. About two years ago I founded a shipbuilding plant and had designed a standardized steamship, a standardized shipbuilding contract and a standardized purchasing and operating policy. I contracted for a group of standardized steamships, and even in the initial proceedings regarding plans, material and construction policy, I found benefits greater than even I anticipated. But unfortunately I was not able in that shipbuilding corporation to continue the standardization project to a completely rounded out policy.

"I resigned and am now founding another shipbuilding corporation, in which I propose to carry standardized shipbuilding to its logical conclusion, i. e., increase of volume and economy of cost.

"I was born in Nova Scotia — therefore am in hearty sympathy with the people of Canada who desire to revive the industry, especially in Nova Scotia. Nova Scotians are natural born shipbuilders, owners and operators. Ninety per cent of them have salt water in their blood. Red blood and salt water is a mighty, good mixture. It used to be said that Nova Scotians are web-footed, and you may recall that when they did "go down to the sea in ships" to all parts of the world, Nova Scotia's sons were second to none in any capacity required of sea-faring men. Whether it was in a sailor's fight, a ship officer's push or a captain's executive and business ability to deal with advantage to his ships, with any people or in any part of the world, until the steel ship made the wooden ship obsolete. Then I think to a large extent Nova Scotians unfortunately retired from the business.

"About the time I left Nova Scotia in 1880 I believe Nova Scotia owned more shipping tonnage per capita than any other province or shipping Dominion, not excepting the United Kingdom or Norway. I believe the time will come again when shipbuilding and ship owning will be a great industry in the provinces. You have raw materials for steel shipbuilding. Nova Scotians have the necessary Maritime mind and Nova Scotia boys would develop into the most efficient steel shipbuilders on earth if they had the opportunity.

"Owing to the fact that I have been out of close touch with Nova Scotia for a number of years I do not feel quite justified in making a specific recommendation what particular kind of type of vessel would be the best suited for Nova Scotia construction, owning and operation. I will say that plain cargo ships are the backbone of all shipping. Probably seventy per cent of all the tonnage built in the world is of the plain cargo type, but of great unnecessary variety in sizes and equipment.

"I should think, from the standpoint of present and future demand and permanent profits, Nova Scotia might safely and profitably devote itself to the construction of cargo types. Of course steamships are the present habit, and in greatest demand, and they are unquestionably good, but I do believe that the Diesel type motor is a coming system of ship propulsion and may possibly supersede the steam engine. On the other hand, if reduction gear steam turbines pan out and stand up as well as some shipping people hope, that form of propulsion may become a general custom.

"I have believed for years that a thoroughly scientific auxiliary vessel, i. e., primary sailing vessel, with auxiliary propulsion, may ultimately become the cheapest cargo carrier on the ocean. Mr. Downey added that no maritime nation or any maritime Dominion of the British Empire can afford to remain dependent upon any other nation or any other Dominion in the matter of shipping facilities. He thinks that Canada can once more be a great shipping Dominion and maintain a supremacy.

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## St. John, New Brunswick

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We endeavor to give good local service and to give good long distance service, with both promptness and accuracy. Our aim is to have both branches of our service as near perfect as human ingenuity, patience and experience can make them.

To do this requires a detail of organization and an effort at supervision and correction far beyond what is required in ordinary businesses and which if fully known by telephone users would surprise the average person.

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Eternal vigilance is necessary to keep our service up to a high standard and wise discrimination must be exercised in foreseeing and preparing for growth and extensions in a business which has outgrown its provincial limits and is becoming national and even international in its scope.

We extend to all our patrons a cordial invitation to visit our central offices and there learn by first-hand observation many of the difficulties we have to meet in giving good service, and of the care and labor expended in overcoming them.

## The New Brunswick Telephone Co.

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## The Real Question Concerning The Maritime Provinces

The change in traffic conditions in the last six or seven years has shown that the old method of road construction, and material used, has had to undergo radical changes. The motor car, particularly those travelling at high speeds and heavily loaded, has been the most important factor in bringing about the modern method of road construction.

We will give the roads, as adaptable to the provinces, two classifications — those connecting cities and towns, or the highways linking provinces, as the "Main Roads," and those leading from the smaller districts, the "Trunk Roads."

With the population of the provinces and the money available for road building, it is out of the question for us to consider building long stretches of the same class of highways, as one will see in the United States and parts of Upper Canada. It has got to be considered that our main centres or cities are a long distance apart, with small populations, so that road construction, as we see in larger sections, is somewhat out of the question.

For the main highways, we believe, leading out of large cities, or between cities and suburban districts where traffic is heavy, the modern bituminous macadam or concrete roads are within the limits of the resources of these provinces. On the longer stretches or sections of the main highways, the waterbound macadam or gravel road is practical and economical. For the trunk highways, we will have to adapt for a number of years to come, the ordinary dirt roads, being constructed of material which is the most accessible and cheapest to procure, and we will treat with the construction of these roads, in a preliminary way, a little later on.

The people who would receive the most benefit from good roads in our provinces would be the farmers. When you come to realize that the most of our roads are impassable in the early spring and late fall, and the farmers are cut off these months from reaching towns and cities by teams or motor cars, having to haul loads which do not pay them, probably hauling only one-half or one-quarter of what they would haul if the roads were in good shape. You can safely figure on the farmer, if the roads were properly built and maintained, hauling at least double the tonnage that they do over bad roads and increasing the length of the haul. Along such highways, if the farmers are able to reach the selling and buying centres, it will be found that the rural districts will increase in population and this all tends to increase the revenue and betterment of the provinces.

In touring through Maine or New Hampshire, or the States bordering on the province of New Brunswick, one will find hundreds of motorists through these sections, and in talking with many of them, if asked the question as to why they do not come to New Brunswick and Nova Scotia, it is always a matter of roads. A great many of those who have gone over our roads belong to automobile leagues and associations, who, at their meetings, discuss the best roads to take, and the matter of scenery and other pleasures are practically eliminated if the roads are not of the same nature or as good as they can find in other parts of the country, such as in the states of Vermont, New Hampshire and Maine. The amount of money spent by the average motorist in touring through the country is far in excess of that of any other pleasure seeker and would yield a big revenue to the provinces yearly.

The number of foreign cars coming into the provinces, instead of increasing, in proportion to the increase in automobiles, has decreased within the last three or four years, and at the bottom of it is the question of our roads.

We build permanent bridges, culverts, and practically every other item in connection with Public Works Departments, except roads. It has been a question that has escaped the attention of practically all state and county highway boards until the last few years when the enormous cost of maintaining the average road has made them sit up and realize that something has got to be done to give permanent roads that will withstand present traffic.

Now, as to the construction of the main highways, dealing with the bituminous macadam. These roadways are constructed with either broken stone or gravel with a mixture of tar or asphalt. We will not go into detail as to construction, as this would not be clear to the ordinary layman, but may say that if these roads, when they are once built, are properly maintained, which could be done at a very small cost, they are the ideal roads, where the traffic warrants same. The main feature of a bituminous road, is that it is waterproof, practically dustless and the surface does not ravel or pick up under the pressure enacted by swiftly revolving motor wheels.

The ideal way of maintaining these roads, is, if the traffic warrants it, to give them one application of special oil or tar once a season. This is done at a cost of a few cents per square yard, and if carefully followed up will maintain the life of the roadway for many years, and taking the cost of construction per square yard per year of service, this figures out the cheapest road that has yet been built by any of the state highways.

Coming to the waterbound macadam or gravel roads. If these are built under modern methods and maintained by patrol system, they can be kept up at a reasonable expense, but the greatest expense and difficulty that has arisen in connection with our roadways, is that there is no patrol system. There has been some good stretches of roadway built in the provinces and left to take care of themselves. In three or four years these roadways have worn out and the construction condemned. The cost of renewing is at least five times greater than what the cost would have been for a patrol system, or by this, we mean, as soon as pockets or raveling of the road appears, these should be repaired, it being realized that everyone of these pockets inside of a month after they appear, a second pocket will form in front of same and so on until the road is nothing but a mass of small pit holes.

In the first place, it is necessary for all classes of roads, both the main and trunk highways, that sunlight is allowed to get at the roads all possible. This being effected by the skirting and cutting out of all overhanging branches. Next, comes the ditching; it is absolutely necessary that the roads are properly drained on one side or the other. There are only very few sections of the country that are so level that water will not run into ditches and if the cross drainage, to obtain the proper levels, is done and permanent culverts put in, there is no great difficulty in draining the majority of our roads.

As to the sub-base or foundation on which the roads are built, it is necessary that soft material is taken out, and there is usually lots of field or heavy stone available to fill in with to get a good foundation. It is necessary to crown or elevate this foundation to the proper grade to shed the water on either side of the road.

It may be said that the foundation is the most important part of the road. If you have a good foundation properly built you have made a good start on building a first class piece of road.

Now, as to the trunk roadways. We may say the skirting, foundation and draining of same should apply as for the main highways. The material available for the top could either be a good grade of gravel, broken stone, or sandy loam whichever is the handiest and cheapest to procure.

Up till recently it has been the rule, in the building of our country roads, to dig up the material that has been washed into the ditches, along with bushes, grass and sod and heap this on the centre of the roads anywhere from two to fifteen inches in depth. The average motorist has no doubt had the experience of travelling through such new made roads after a heavy rain, and it takes these roads anywhere from two to four months to settle and then the surface is usually left in small hills or lumps, and after every rain storm you sink five or six inches deep into the mud. This is the most wasteful way of spending money on roadways that is known. It has to be done once a year and it is simply a case of putting back the same mud out of the ditches from year to year, whereas, if this mud was discarded entirely and proper road material put on, the road could probably go five or even six years without this unnecessary practice of ditching each year.

As it is well known New Brunswick and Nova Scotia would attract thousands of motorists yearly, especially those interested in sport, and also for the scenery, if steps would be taken to build proper highways and to advertise same.

In the writer's opinion, what is most needed is for the Public Works Departments in the provinces to select capable road supervisors, who have been given a thorough understanding of their duties and to hold these parties responsible for the condition of the roads in their respective territories. The average intelligent road supervisor is only too delighted to have his section of roads praised but we cannot expect him to know the modern methods of construction unless he is guided by road engineers who are thoroughly up in this branch of the business. After he has been shown, under the instructions of such engineers, the building of proper highways, it does not take a capable man very long to get on to the building, under his own supervision.

Practically all the companies in the paving business and suppliers of tar, asphalt and cement, issue bulletins on the most modern road construction, which are extremely interesting, and on application to any of the big companies they are only too willing to furnish road supervisors with their good literature free.

R. DEB. CARRITE.

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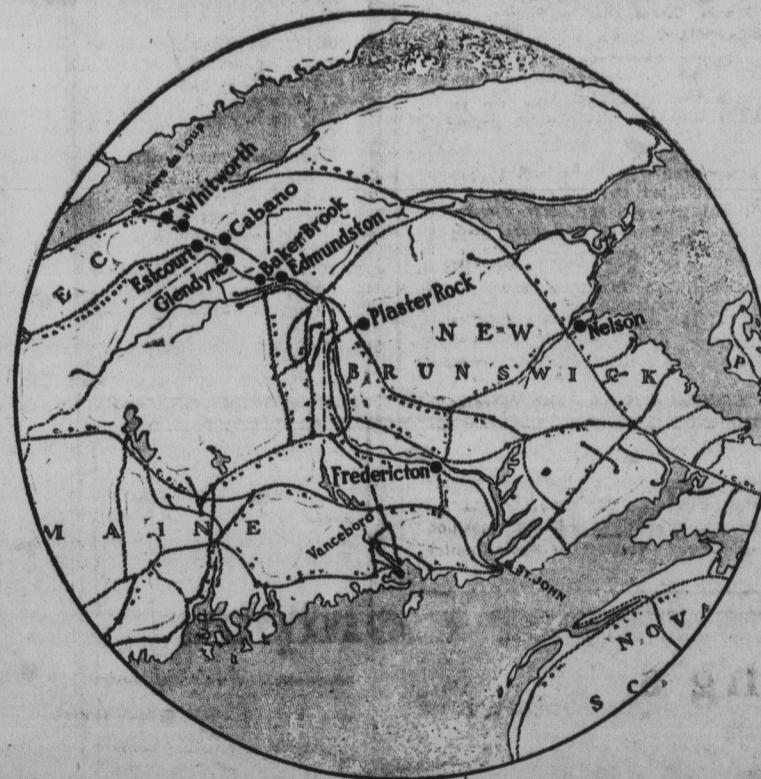
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Escourt, Que.	"	N. T. R.
Cabano, Que.	"	Temiscouata Ry.
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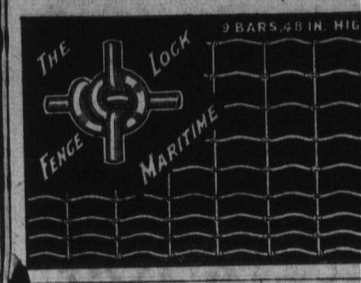
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MANUFACTURERS "MARITIME"  
Woven Wire Fencing and Gates, Fencing  
Coiled Spring Fencing Wire  
Also Jobbers in Galvanized Steel Wire  
Poultry Netting, Etc.  
SPECIAL PRICES TO THE TRADE IN THE  
Write For Prices, Terms, Etc. and See  
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An Industry Founded and Carried  
Men, Developed and Extended  
Business, Expanded With Bath  
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Than Ever.

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Clear Cedar Clapboards, Clear Interior  
Fir at a price about equal to inferior  
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Quartered Oak Front Doors,  
Imported Screen Doors \$1.  
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proof being the peer of them all, be

Windows can be supplied complete  
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most modern machinery. We can't be

Mouldings from the clearest stock made

Drain Tiling For Farmers—can supply

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40 bbl. Flour Mill which runs

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WE HAVE GROWN

\$16,266  
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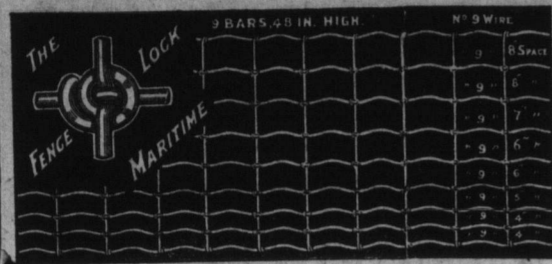
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WHITE CEDAR SHINGLES, SPRUCE LATH, PIANO BOARD STOCK.

## N. B. Mineral Production Worth \$1,000,000 Annually

### The New Brunswick Wire Fence Co.

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 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 Scam Fencing  
 Advertised as No. 9 Gauge Which is Only No. 10.



### 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 Warehouses, 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.

Builder's Hardware Nowhere else are you sure to find everything necessary.

Paints, Oils and Varnishes — THE VERY BEST MAKES ON THE MARKET.

HARDWOOD FLOORING AND SHEATHING milled on the most modern machinery. We can't be trimmed on quantity and quality.

Mouldings from the clearest stock made in any pattern called for.

Drain Tiling For Farmers — can supply 5 inch in any quantity.

Outside Sheathing For Buildings — always in stock in large quantities, \$20.00 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.

### 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.

On Sale Wherever Choice Confectionery Is Sold!

Chief Minerals of Province Are Gypsum, Coal and Oil-- Gypsum Market Affected by War-- Coal Output Shows Substantial Increase-- 1916 Coal Output Worth \$500,000-- Mining Areas of Province Offer Opportunity For Profitable Development-- Mining Boom in British Columbia and Ontario Has Affected Capital Which Might Have Gone Into Maritime Mines

The 1916 mining report for New Brunswick while not showing any notable increases in any output, shows that considerable new development is going on in some departments. Notable among the new developments is that of the improvement and opening up of the tungsten property at Burnt Hill, southwest of the Miramichi River. The development of this property has been somewhat hampered by the difficulty in getting machinery, etc., transported to the property.

There has also been considerable new development in the copper mines at Dorchester, an expenditure by the new promoters for the year exceeding \$50,000. The previous company expended some \$300,000 during their operations and the property has now been brought to an efficiency which is expected to prove very productive. There are some two miles of undertaking workings at this property and at the present time about twenty men are employed below the surface and as many above the ground.

The coal output in the province showed a fair increase for 1916, the output being 118,498 tons as compared with 109,792 tons in the previous year.

There was a large reduction in the output of gypsum, the total production being only 41,360 tons, a reduction of over 30,000 tons as compared with the previous year. The production of gypsum in this province has been very seriously hampered by war conditions.

Of all the natural resources of New Brunswick, mining has been the most sadly neglected. It is only when the layman starts to make a comparison of the mining activities of this province with other provinces, that he realizes how little has been done with the possible mining areas of this province. The mineral output of New Brunswick barely reaches a value of \$1,000,000 per year. Standing alone such a production does not look small, but when compared with other provinces the figures show unfavorably.

The mining areas of New Brunswick offer big opportunities for larger development. Reports for recent years show that there have been little or no increases in the mineral output since 1900. This has been largely true of all the Maritime Provinces. Possibly one of the reasons has been the activity which has been going on in the mining areas of Ontario and of British Columbia.

The mineral production of New Brunswick was around \$1,000,000 in 1916 and a little over \$900,000 in the previous year. The following table shows a production in ten years of approximately \$10,000,000. The table is published not with the idea of boasting of the mineral production of the province, but rather to show the possibilities which the province offers for bigger production.

N. B. MINERAL PRODUCTION.	
1900	\$650,679
1910	1,087,113
1913	1,102,613
1914	1,014,570
1915	916,329

The coal production in New Brunswick has shown fairly good increases in recent years. The production in 1915 totalled 122,422 tons, which is a big increase over the previous years. In 1909 the production was a little over 49,000 tons, increasing to over 55,000 tons in 1910, to 70,311 tons in 1913 and to over 98,000 tons in 1914. The 1915 and 1916 increase were, considered exceptionally good and made the first start toward a bigger mineral production within the province.

The annual report of the Minister of Lands and Mines for 1916 showed that the mining industries of the province included three commercially successful branches, namely, gypsum, coal and oil with natural gas, with some new development in the copper and tungsten areas. The production of gypsum was hampered by the large falling off in building operations, gypsum being made into wall plaster; and in 1915 about 72,000 tons of gypsum rock were quarried, of which 52,000 tons were exported to the United States and the balance was manufactured into about 120,000 barrels of wall plaster. The output was reduced to 41,360 tons in 1916. For the season of 1914 the total output of gypsum was 74,762 tons. Royalties were paid in 1915 on 118,953 tons of coal as compared with 96,577 tons in 1914. Of natural gas, the production in 1915 was 305,673,200 cubic feet, of which 1,576,200 cubic feet were used by the producers for light, heat or power, and 304,097,000 cubic feet were sold for distribution in Moncton and Hillsborough. The oil sold from January 1st to September 30, 1915, amounted to 27,606 gallons.

The chief mining operations in Canada in recent years have been in the silver mines in Ontario and the gold mines of British Columbia. With the exception of coal there has been little or no increase in any mineral production in the Maritime Provinces, the gold production of Nova Scotia showing a decided falling off, with the exception of slight increases in 1915 and 1916. Prior to these years the gold production of Nova Scotia was showing decided decreases compared with the production of Nova Scotia gold which was shown from Confederation about to 1900. The smallest production of gold in Nova Scotia since 1867 was in 1913 when the total was worth only \$44,936, as compared with \$1,792,516 in 1862 and over \$598,000 in 1900.

There are valuable mining areas in both Nova Scotia and New Brunswick which await the advent of the capitalists. In earlier years before the great rush to Ontario and British Columbia, considerable interest in the mining areas of the Maritime Provinces was evinced by capitalists of United States and of Europe.

#### NEW BRUNSWICK COAL PRODUCTION

THE FOLLOWING CHART SHOWS THE INCREASES IN THE COAL PRODUCTION OF NEW BRUNSWICK.

1909	49,029 tons.
1910	55,455 tons.
1912	44,780 tons.
1913	70,311 tons.
1914	98,849 tons.
1915	108,792 tons.
1916	118,498 tons.

#### CROWN LAND REVENUES.

The receipts from timber licenses in 1916 in New Brunswick amounted to \$82,120,000 or with an addition of balances paid for 1915 to \$83,892,000. This was a two thousand dollar increase over the previous year.

The amount paid for stumpage cut from crown lands for the year was \$352,441 as compared with \$422,000 in the previous year.

Receipts from mining leases, fees, etc., during 1916, amounted to \$7,677, as compared with \$5,208 in the previous year.

Fishing leases and angling licenses paid during 1916 amounted to \$20,309 as compared with \$20,643 in the previous year.

Game licenses issued from September 1916, to January 15, 1917, netted a revenue of \$44,324. In the previous year the revenue from game licenses was \$39,701. The Crown Land Department estimates that the timber industry of New Brunswick is worth approximately \$15,000,000 annually to the province. The 1916 timber output was valued at \$15,062,730 of which over \$9,900,000 was in sawn lumber.

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 Workmanship and Satisfaction Guaranteed  
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We aim to give satisfaction. Our patrons are pleased and increasing in number each year.

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70-72 Prince William Street, St. John, N.B.

## Preparedness Has Already Taken Hold The Province of New Brunswick

### 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

**R. E. ARMSTRONG, Secretary**  
162 Prince William Street, St. John, N. B.

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But the Railways charge for hauling them.

The difference in weight between Dressed and Undressed Lumber varies from 350 lbs. to 800 lbs. per M feet.

Figure it out and see what you save by leaving the shavings at the Planing mill.

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COMPANY LIMITED  
BATHURST, N. B.**

## Revival of Shipbuilding First Step in Program

Preparedness has come to be largely associated at the present time with questions of war and the word is used for conjuring up visions of huge armaments and compulsory military training. But there is another and more important type of preparedness and that is preparedness for peace and never before in the history of New Brunswick and the Maritime Provinces, generally, has a subject of so great importance awaited the consideration of the people of these provinces.

The fact that our people would do well to consider seriously the question of after-the-war problems can be established in a moment if we consider our own position in relation to that of our southern neighbors. In the United States the east has long been recognized as the centre of the nation, of society, of commerce, of finance and of big business in general. Though the west and south are not lacking in importance and are growing greater every day in affluence and social status, this preponderating influence of the east seems likely to retain its position through all time to come.

In Canada, on the other hand, conditions are almost reversed. The cities of the central provinces, Montreal, Toronto, Ottawa, Quebec and others, claim, not without justification, the commercial leadership of the Dominion. There is a tendency to look toward the River St. Lawrence when the exports and imports of the country come to be computed. From a social standpoint the Maritime Provinces are relegated to the background. Society here knows nothing of the social functions of the capital and the surrounding cities. Big business is claimed by the growing cities of the west. Down here on the border of the ocean with the finest harbors in the world, with opportunities for trade, for commerce, for big business, unbeaten if not unequalled anywhere in Canada, we are known chiefly because our provinces attract each year a certain number of tourists who come to see not what we are now, but the ruins of what our country once was, its scenes of historical tradition. It is surely time the Maritime Provinces pushed out of the niche of history into the busy forefront of current events.

Once the centre of shipbuilding in this country, Nova Scotia and New Brunswick thought the day of the wooden schooner was to last forever and were unprepared to cope with the iron steamship when it came. As a result the finest harbors on the continent lie vacant, while shipping rounds Cape Breton on its way to the St. Lawrence. When the great boom struck the west, young men from the Maritime Provinces built up the great industries there while the parent factories at home languished for lack of youth, money and initiative. Before the war the almost mushroom growth of Sydney beneath the shadow of the "Scotia" blast furnaces showed the country that big business could be handled successfully in the east. St. John and Halifax realized the immense value of their splendid water ways and began to erect engineering works on a scale greater than had ever been dreamt of before in this part of Canada. When the war came this awakened spirit of business began to look about for a way to tide the country successfully over the hard times which everyone saw in prospect. The value of the great steel industry was then realized as never before. Munition shops sprang up in every section of the Maritime Provinces and these stand at present almost in the position of a "booming" section by comparison with some other parts of Canada. Wages are high here and money is in plentiful circulation, food prices are dear, it is true, but there is very little actual privation and the provinces, as a whole, bid fair to weather the "war-times" quite successfully.

But—these conditions will not remain permanent of themselves. We were fortunate when the war broke out in being a centre of supply for the commodity most in demand today, viz., steel. We owe much to the foresight of Maritime business men who were quick to open up their plants for the making of munitions, helping to divert to these provinces money that would otherwise have gone to the States. We have had an advantage over the west which depended largely on its crops for prosperity, in that labor for munition plants was much easier to obtain than labor for the farm and brought more money into circulation. But we must not forget that after the war old conditions will largely obtain in the west and all over Canada and the Maritime Provinces must make a new move in order to continue on the way they have started into the forefront of Canadian affairs. If we rest on our oars now, the same conditions as governed wooden shipbuilding will once more come into action and we shall find ourselves left behind in a world of altered circumstance.

Opportunities for keeping abreast of the times were never better than now. Many of the munition plants in these provinces have been established since the war began and represent new buildings, new capital and new management. The buildings, capital and management of these plants should all be utilized after the war right in their present positions. The more advanced of our business men who have an interest in munitions, have already formulated plans for the use of their plants when the present product is no longer in demand. Those who have not already done so should give the matter their earnest and immediate attention. There is no reason why we should not have a busy manufacturing district in this part of the country when the war has drawn to a finish.

The mistakes of the past may be wiped out if the movement to establish again the Dominion of Canadian shipbuilding in the east is successfully carried out. This is one of the greatest moves for preparedness for peace which has so far made its appearance in the Maritime Provinces. A great amount of shipping has been destroyed through the war and must be replaced later. New vessels are always in demand and if they can be built and launched here in our own ports and owned and manned by Canadian sailors and sailing under the Dominion flag, Canada may yet take her legitimate position as a premier shipping country. The opportunities are all here; let the Maritime Provinces get busy.

**\$15,000,000 BRIDGE FOR RUSSIA.**  
One interesting theory offered in explanation of the Dominion Bridge Company's reduced bonus payment, is to the effect that the company has a very good chance of securing a contract to build a \$15,000,000 bridge for the Russian government. The contract is not closed, but the officers of the company are confident of a successful consummation of present negotiations.  
This would be a big order, as the bridge would in all probability have a heavier tonnage than the Quebec Bridge of record dimensions. If the company secures the order it no doubt will be necessary to conserve a large portion of cash on hand as working capital, and furthermore, if the contract is secured, it will give the company a tremendous impetus in its determined policy to cultivate foreign business.  
Two years ago the production of synthetic wyes in the United States was little over 2,000 tons a year, and the industry employed 6,000 men. Now there are over thirty plants, one alone employing 1,000 men, and a capacity of 20,000 tons a year. The United States is now exporting \$500,000 worth of wyes a month.

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Scrap Metals purchased.  
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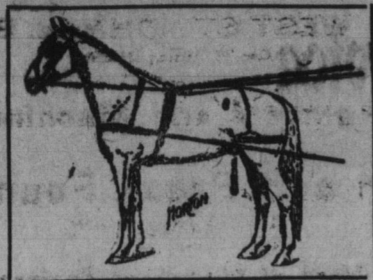
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MANUFACTURER OF Gasoline Engine Repairing a Specialty. Special Machine for Grinding and Fitting Overseas Pistons. All kinds of Engine Parts made at short notice. All kinds of Engine Accessories always on hand. Manufacturers of Engine Parts. Second-Hand Engines Bought and Sold.

Increase in Population of Canadian Cities

Urban Population Shows Increase Despite Drains of War LOOK FOR BIG INCREASES AFTER WAR

Populations of Cities Having Over 10,000 Inhabitants in 1911

Table showing populations of cities in 1901, 1911, and estimated 1917. Cities include Montreal, Toronto, Winnipeg, Vancouver, etc.

A glance at the Table of Returns of population of the cities and towns of Canada which reached the ten thousand mark in the last census (1911) shows some very interesting and indeed some remarkable figures. In examining these figures it should be remembered that the figures of the city municipality are given in the cases of Montreal, Toronto, Winnipeg, Vancouver, Ottawa and Hamilton and not of those greater areas which are sometimes included in arriving at the figures of population of the great cities of the Dominion. Thus in the case of Montreal, for instance, it will be observed that Maisonneuve with 18,684; Westmount with 14,579; Verdun with 11,629; Lachine with 10,699 population respectively have not been included in the final 1911 census figures of population of the city. The same applies to the outlying districts of Toronto, Winnipeg, Vancouver and Ottawa. As to the differences that exist between the 1911 figures and those for the present, only estimates could be given.

Division of the population into urban and rural gave in 1911, 3,280,994 of the former and 3,925,079 of the latter. The increase in the urban population of Canada is indeed one of the most striking facts revealed by the Census of 1911. While during the ten years 1901 to 1911, the rural population increased by 576,163, or 17.30 per cent, the increase in the urban population was 1,239,165 or at the rate of 62.28 per cent. In the Maritime Provinces and in Ontario the urban population increased at the expense of the rural for the latter has actually declined since 1901, in Prince Edward Island by 10.81 per cent; in Nova Scotia by 7.26 per cent; in New Brunswick by 0.58 per cent and in Ontario by 4.18 per cent. The urban population of these provinces increased during the same period by the following percentages: Ontario, 72.28; Prince Edward Island, 10.81; Nova Scotia, 45.43; New Brunswick 28.81 and Ontario 41.93. In 1911 of the total population 7,206,643, not less than 2,354,131 or 32.70 per cent were dwelling in cities or towns with a population exceeding 5,000, the total urban population being 3,280,994 or 45.53 per cent of the entire population.

Between 1911 and 1917 great changes and developments have taken place. Up to 1914 the increase was steady and continuous but with the advent of the war a notable change took place. Immigration dried up at the source and in its place there came in the last two years a not inconsiderable emigration to Europe. Recruits of the Allied nations were called back to the colors, nationals of the Germanic Powers trekked into the States and the stream of immigration from Southern Europe was completely stopped. In addition close on half a million Canadians went overseas in the Expeditionary Force and with them in many cases went their families. When the census of 1921 is taken these conditions will doubtless have again been reversed, but it is impossible even to estimate what will be the figures of population of the Dominion and particularly of its distribution. Nevertheless, efforts are now being made and preparations are in hand to further once more an ever-increasing stream of immigration to these shores after the war and the next census should see some of the results of this enlightened policy. There is nothing but optimism to be derived from a peruse of past figures and there is no reason to believe that this fortunate condition of things will be changed in the future.

Recent discussions in the House of Commons suggest that it may be found necessary to take more drastic measures than have hitherto been used for the control of food prices and food consumption in Canada. Whether this be officially done or not, one thing is very clear, and that is that, since an early termination of the war, while hoped for, is not to be counted on, there is the gravest need for reasonable economy in the use of food. Various appeals for greater production have been made, with considerable success. Many of the waste spaces of our land are being planted, and in this way there will be a large additional production of vegetables. But ordinary crops of foodstuffs the world over are likely to be short, because of the immense number of men withdrawn from the field of industry for service in the field of war. These conditions have been but little felt in Canada up to the present time. True, prices have advanced to alarming figures, but those who have had money to pay for it have been able to command whatever they required. There is every probability that if the war continues much longer, even in this food producing land of Canada we shall have to face a condition of scarcity that will not be merely a question of prices.

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TWO SHOWS on Saturday Afternoon at 2 and 3.30

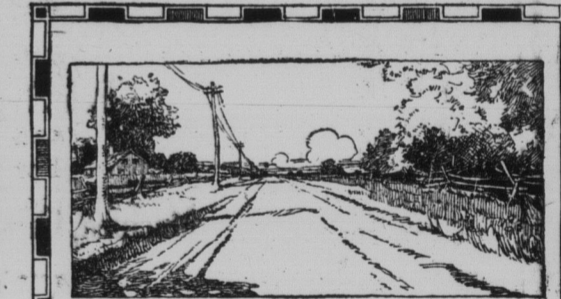
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of which Canada is building more and more each year. But we should be building our roads of concrete exclusively. Imagine a man without a spine: If you can conceive of such a human being, think of what would happen if he tried to lift a weight! Is that any more absurd than the idea of building a road without concrete?—and expecting it to bear up under heavy traffic? If you are interested in the Road Question, you will want to get the facts about concrete. These are ready for you—in book form. Write for our Road Books to-day.

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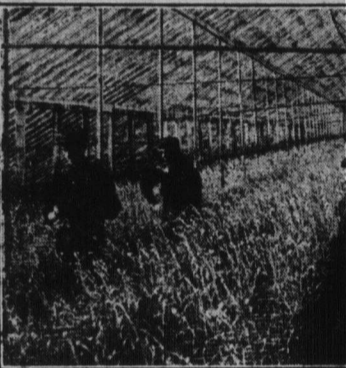
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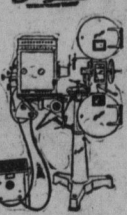
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St. John Montreal

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## Big Increases In New Brunswick Industrial Output

Output of N. B. Industries Worth Over \$40,000,000 in One Year---Pay Roll in Manufacturing Plants Approximately \$14,000,000---Capital Invested in Industries Approximately \$45,000,000--- Many Towns Benefit Through Industrial Plants---Large Variety of "Made in New Brunswick" Products

The industrial progress of New Brunswick reads like a fairy tale. The capital invested in manufacturing industries within the province increased from \$20,700,000 in 1900 to approximately \$42,000,000 in 1915. The increase from 1900 to 1905 was more than \$6,000,000 and in the next five years the increase was nearly \$10,000,000.

The output of the manufacturing industries of New Brunswick was estimated at a value of \$40,000,000 in 1915 as compared with \$35,400,000 in 1910 and about \$20,000,000 in 1900. The salaries and wages paid by the manufacturing industries of the province increased at a proportionate rate to the increases in the capital and the output.

The five year increases in per centages in the output from the factories of St. John and Moncton were both larger than the per centages of increases from the factories of such American cities as Rochester, Baltimore, Albany, Syracuse and numerous other industrial centres.

Included in the products making up the industrial output of New Brunswick are lumber, pulp and laths, also shingles and other products of the forest; canned fish from the various big canneries; textiles and cotton products; iron and steel and numerous other products. The big sugar refinery situated at St. John has added largely to the industrial output of the province.

Compared with other cities, the industrial output of St. John in five years showed the following standing—the figures showing the per centage of increase in a five year period for the manufacturing output:

St. John, 25%  
Rochester, N. Y., 24.8%  
Portland, Ore., 18.7%  
Albany, N. Y., 10.8%  
Syracuse, 5.6%

"The industrial progress of New Brunswick has been largely in the cities of St. John and Moncton. The most important manufacturing industries in St. John include the following plants which have been working to capacity since the commencement of the war. 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 Canada Brush Co.; the harness factory of Horton & Son; 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 and Baker; the woodworking plants of Christie & Co., Haley Bros. & Co., and Roderick & Sons; the biscuits factories of T. Rankine & Sons, and Hamm Bros.; the 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 belonging to the Atlantic Refineries, Limited.

Adjacent to St. John there are many ambitious communities whose progress is reflected in the general commercial prosperity which the province of New Brunswick is enjoying. The border town of St. Stephen is one of the most enterprising of these, boasting the possession of confectionery works, show case factory, fertilizer works, woodworking plant, axe and tool plant, soap works, paper box factory, port packing plant and shirt factory. These works represent an industrial investment of at least one million dollars. The Canadian Cottons Mill is located in the adjoining town of Milltown, where there are large number of mills as well. At St. Andrews over a quarter of a million dollars is invested in fishing and clam packing plants and in mattress works. St. George is noted for its granite factories of which there are five and there is also a large pulp manufacturing plant and saw-mill at this town. Black's Harbor is the home of the Connors Bros. large fish plants, lumber mills and fur farms. This is one of the most active of the small communities of the province. Moncton is the centre of important shoe manufacturing and other industries.

The above quotation from the secretary of the St. John Board of Trade sums up in a nut-shell the industrial conditions of the province and gives a brief idea as to where the chief manufacturing plants are located.

Various brands of "Made in New Brunswick" products, including confectionery, biscuits, sugar, canned fish and other products have a Canadian-wide reputation and are shipped to the remotest hamlets of Canada's nine provinces.

It is estimated that the manufacturing output for New Brunswick for 1917 will reach a value of approximately \$45,000,000, this of course including such products as lumber, pulp, shingles, laths, canned fish, textiles and all other manufactured products, a large majority of which get their raw material from the province of New Brunswick.

The industrial pay roll of New Brunswick for 1917 will be around \$13,000,000 as compared with \$8,314,212 in 1910 and \$6,581,411 in 1905.

### NEW BRUNSWICK'S PAY ROLL.

THE FOLLOWING CHART INDICATES THE GROWTH IN THE PAY ROLL OF THE MANUFACTURING INDUSTRIES OF NEW BRUNSWICK. THE FIGURES FOR 1917 ARE ESTIMATES BASED ON NATURAL INCREASE.

1900, \$5,748,990.  
1905, \$6,581,411.  
1910, \$8,314,212.  
1917, \$14,000,000.

### ST. JOHN'S INDUSTRIAL OUTPUT.

THE FOLLOWING CHART SHOWS THE FIVE YEAR INCREASE IN THE INDUSTRIAL PRODUCTION OF ST. JOHN AS COMPARED WITH THE INCREASES IN OTHER WELL KNOWN INDUSTRIAL CENTRES.

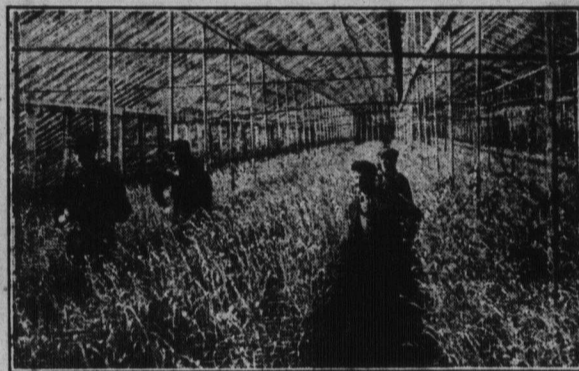
St. John, 25%  
Rochester, N. Y., 24.8%  
Portland, Ore., 18.7%  
Baltimore, 15.15%  
Albany, N. Y., 10.8%  
Syracuse, 5.6%



EVERY ounce of every pound, of all the white base in every can of B-H "ENGLISH PAINT" contains:

70% of Brandram's B. B. Genuine White Lead, and 30% Pure Oxide of Zinc. This proportion is absolutely uniform always.

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OFFICE and WAREHOUSES: 150 - 152 Mecklenburg St.  
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## The Population Growth of New Brunswick Recorded By Counties

Consistent Increase in Population Shown In All Corners of Province

New Brunswick has in the past owed comparatively little to immigration. The province resembles in this England or Scotland in that it relies for its growth on its natural increase of births over deaths. It is therefore all the more gratifying to find that this increase is well distributed over the whole province and is well maintained in the ten years between the last census and the one previous. The population is mostly urban, there being only three cities, St. John, Moncton and Fredericton over the 5,000 limit. These three count respectively 55,000, 14,000 and 8,000 inhabitants at the present time. The people of New Brunswick are almost entirely English speaking, and are for the most part the descendants of the United Empire Loyalist stock. That they have by no means lost the old traditions is proven by their splendid showing in the recruiting returns in the war. The following Table gives details of the population and increase in ten years.

TABLE 7 AREA AND POPULATION OF NEW BRUNSWICK BY COUNTIES.

Counties	Area in acres	Population in 1911	Population per sq. mile	Population in 1901
Carleton	838,785	21,446	16.36	21,621
Charlotte	821,378	21,147	16.48	22,415
Gloucester	1,196,676	32,662	17.47	27,936
Kent	1,137,931	24,376	13.71	23,958
Kings and Albert	1,345,110	30,285	14.41	32,580
Northumberland	3,033,985	31,194	6.58	28,548
Restigouche	2,092,595	15,686	4.80	10,536
St. John City and County	394,163	53,572	86.98	51,759
Sunbury and Queens	1,618,742	17,116	6.77	16,906
Victoria and Madawaska	2,153,549	28,222	8.39	21,136
Westmorland	922,993	44,621	30.94	42,060
York	2,307,367	31,561	8.75	31,620
New Brunswick	17,910,400	351,880	12.61	331,120

Of these counties, Carleton, Charlotte, Kent and York have remained practically stationary during the ten years under review. Victoria and Madawaska show the greatest increase, amounting to over 7,000 or over 33 per cent. Next to this county comes Restigouche with no less than a fifty per cent increase, being 5,150 above the 10,536 of the 1901 census. The density per square mile is greatest in St. John's City and County, where it reaches a figure suggestive of the old world, or 86.98. With the coming of peace and the boost that New Brunswick products and men have given to the province we ought to see a wonderful advance in the ten years to 1921, when the population should reach the half million mark.

In his new book "Succeeding With What You Have," Charles Schwab tells of having a conference with a New York banker when a newspaper boy entered the room to deliver a paper. After the boy had left the banker said to Schwab: "For two years that boy has been bringing me papers every week day. He comes exactly at the time I told him to come, three o'clock. He sells me a paper for just one cent, and neither asks nor expects more. Now a boy who will attend to business in that fashion has got the right kind of stuff in him. He doesn't know yet, but I am going to put him in my bank and you may be sure he will be heard from."

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Do you know at this minute how much money is due you? Do you know your credit business for the day? the week? or the month?

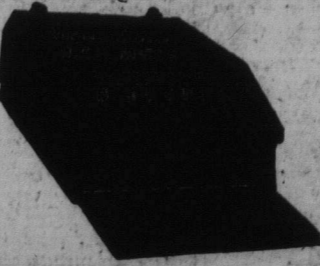
Our system will tell you all this and many other things every successful merchant should know about his business.

Without obligating yourself in any way write us today for full particulars.

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# CANADA'S FISHERIES

By Alfred H. Brittain,

Vice-President Canadian Fisheries Association,  
Managing Director Maritime Fish Corporation, Limited.

None of Canada's natural resources or basic industries can lay claim to have fostered the early development and settlement of the Dominion more so than her Fisheries.

The fisheries of the great banks adjacent to our Coasts was the incentive which brought the first colonists to Canada and the New England States. Gold has colonized many a country—notably New England, Australia, California, and Alaska, but fish was responsible for the first settlements in Canada.

Since those early days, Canada's Fisheries have had to give place to her other great resources of minerals, timber and agricultural produce, but the value of the fisheries at present is about thirty-five million dollars annually. The value of plants, boats, gear, etc., employed in the prosecution of our fisheries is something like twenty-eight million dollars. These figures may seem large, but they are nothing to what they should be, and anything but commensurate with the enormous fishery wealth which is our heritage.

The fisheries of our country four hundred years ago was entirely an export trade. Nowadays, very much the same condition still exists and the bulk of our fish products are exported to other countries—the home market being very small and not what it should be.

Fish of the very finest quality is procured in and adjacent to the Canadian Coasts, east and west, and in the rivers and inland lakes. The Salmon and Halibut Fisheries of British Columbia are without equal anywhere, while the Cod and Haddock Fisheries of the Atlantic, in spite of four hundred years prosecution, have yet to be developed. In addition to the four hundred species named, enormous quantities of Herring are found both on the Pacific and Atlantic Coasts, and but little developed in the way of packing and preparing them for market. Other fish extremely plentiful are Hake, Mackerel, Pollock, Cusk, Skate, Grayfish, Sablefish, Flounders, Soles, Catfish, Red Cod, and the lake and river species of Whitefish, Trout, Lake Herring, Pickerel, Pike, Sturgeon, Bass and Carp. There are several lesser species, also abundant quantities of Shellfish, such as Oysters, Lobsters, Crabs, Clams, Scallops, Mussels, Cockles, Periwinkles, etc. For quantity and variety, in fish foods, we have been bountifully endowed.

As stated before, the bulk of our fish products, amounting to something like \$24,000,000 in value, is exported annually. This consists largely of Canned Salmon, Salted and Dried Cod, Lobsters, Halibut, Herring, Mackerel, Lake Fish, and Smoked Haddock. About ten million dollars' worth of fish is consumed in Canada—otherwise \$1.25 worth of fish per capita per annum. One dollar and a quarter's worth of fish is the average amount a Canadian eats in a year. Compared with the people and fish consumption of Great Britain, Europe, Asia, and certain South American centers, this ratio is ridiculously small.

Until the present, fish in Canada was only regarded as a fast day food, and the greatest consumption was on Fridays. Nowadays, the stress of war-time living costs has shown to many people the value of fish as a substitute for meat and the consumption and demand has increased materially, but though an increase has been recorded in the home consumption of fish, yet it is nothing to what it should be.

The average Canadian does not know what it is to economize in food-stuffs. Meats, poultry, eggs have all gone up in price. Do the consumers change their mode of living? No, they pay the price and grumble. There is no effort made to find a substitute for those expensive staples, yet here we have in Canada an enormous source of food of infinite variety, at low prices, which, for want of better market at home, is sent across the border, into the United States and overseas to feed those who know the value of fish as a staple article of diet.

It is up to every Canadian housewife to get acquainted with Canadian fish, and to learn how to cook it properly. It is a national duty. It keeps our resources within the country; it encourages the fishermen and gives employment to seafaring men, who may, some day, be called upon to do Naval Service for Canada, just as the fishermen of France and Great Britain are doing today. Without the fishing fleet, the British Navy would have been in dire straits in coping with the German mines, submarines and airship and torpedo—boat raiders. The British fisherman is the backbone of the British Navy, and it is entirely due to the ready market for his catch, which exists in Great Britain, that has encouraged him to remain in his vocation.

In Great Britain and Europe, one can live a great deal cheaper as regards food, than in Canada. A great deal more fish is eaten there than here. Many places have fish once a day, and invariably two and three times a week. If every Canadian family ate fish three times a week our fisheries would be doubled in value. The Canadian market could easily consume 10,000,000 pounds a week, or 250,000 tons a year, which would only call for a consumption of about one and a half pounds a week per head of population.

During these war-time days, when the Government is urging the people to save and cut down expenses, and the people are looking around for a means to cut down expenses, the merits of fish as food should command attention. It seems ridiculous that Canadians should lament on the high cost of living—the prices of pork, beef, veal, lamb, mutton, eggs and poultry, when we can supply an excellent substitute in the way of fish foods of infinite variety and at reasonable prices.

The old fallacies regarding the amount of nutriment in fish being largely below meats and less stimulating, have been exploded by the testimony of the world's ablest medical men and scientists. The nations producing the hardiest type of men are largely fish eaters—not meat eaters. The Scandinavians eat a great quantity of fish, the hardy Highland Scotch have been fish eaters for generations, fish is the staple diet of the Japanese, whom for their stature, are capable of enduring great hardships, and have proved themselves the equal of Europeans in almost every way.

Eat more fish, both for your health's sake and for the sake of your pocket. It is a national duty and these are times when our duty to the country comes before everything else.

TRANSPORTATION: One of the most immediate needs for the development of the fish eating habit, throughout the inland centres of Canada, is improved transportation facilities. The business has now arrived at a point, especially from the Atlantic Coast, where equipment must be supplied to enable the fishermen to get their product to the inland market.

Refrigerators to carry fresh fish on passenger trains should be run daily, and first class refrigerator cars for fresh frozen fish on fast freight trains, and special attention should be given to the quick handling of this product. The business has now arrived at a point, where large volume is offering to the Railway Companies, and one of the most active means of reducing the high cost of living, is the handling of fresh frozen fish from producing points to inland centres in a frozen state, and it has already been proven by the large volume of Canadian fish shipped overseas, that fresh fish, frozen at the point of shipment immediately it is taken from the water, transported in the same condition to the dealers and allowed to thaw out when it is being marketed by the distributor, is equal, if not superior to fresh fish shipped in refrigerator cars, but the Transportation Companies should be urged to furnish this equipment, which will not only give the consuming public a cheap food, throughout the entire season, but will enable the fishermen to find a ready market for his product at all times.

The fish from the Atlantic Coast is becoming more and more popular every day, and in place of this being a food for one day a week, it is now looked upon as a regular diet, and is being consumed two or three days a week, and the time is not far distant when fish will find its place on the table of the consuming public as a daily ration. Millions of pounds of fish are available, and the production from the Atlantic ocean is inexhaustible, and numerous varieties of good sea food, which in this country have not been marketed, are available for the consuming public.

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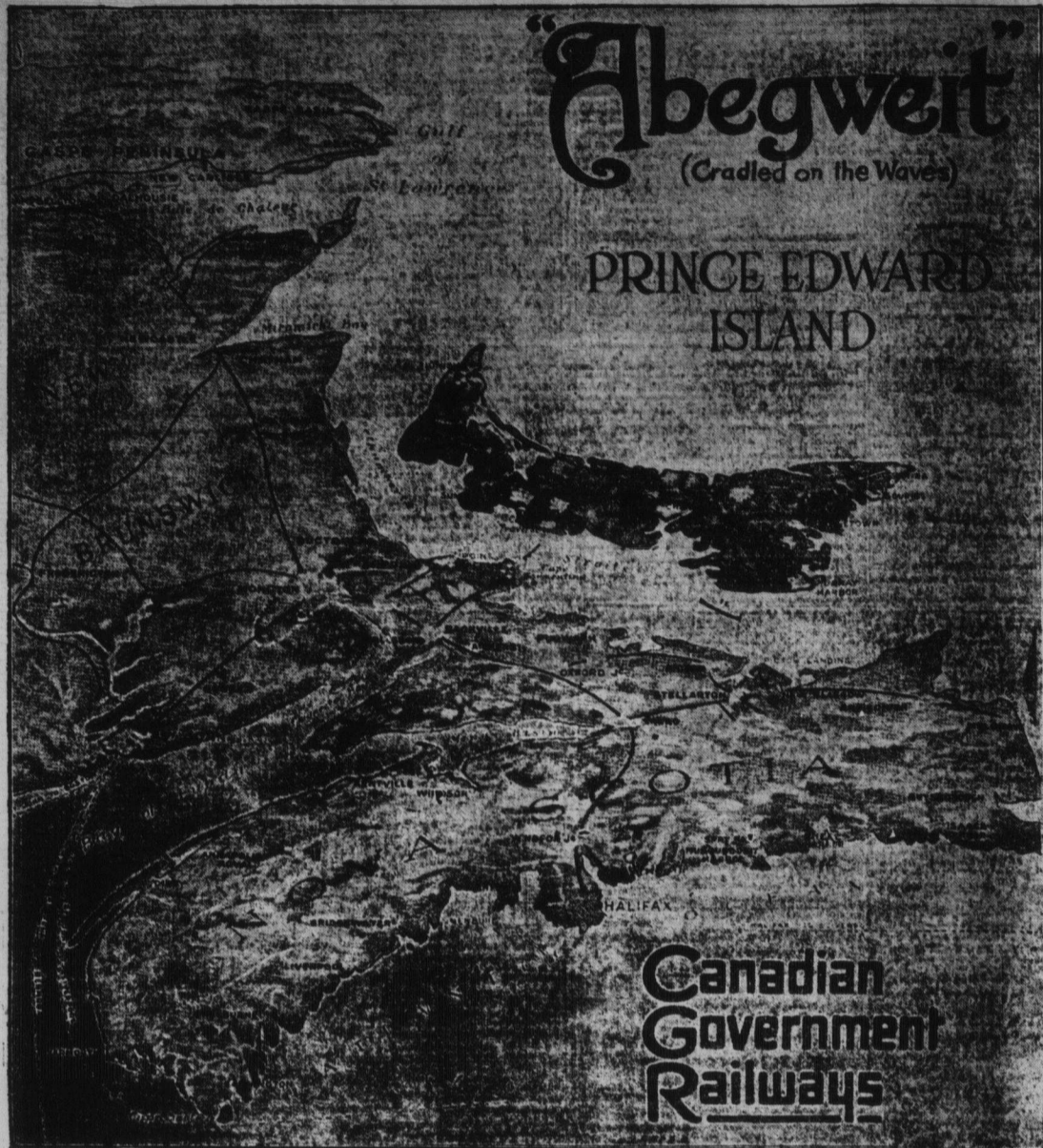
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# PRINCE EDWARD ISLAND



THE Indian "Abegweit"—cradled on the waves; the early French explorer's "La baffe et belle Isle"—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.

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H. H. MELANSON, Passenger Traffic Manager, Moncton, N. B.

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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 to cure that thirst

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

**READYS LIMITED**  
ST. JOHN, N.B.

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HARTT'S  
FOR MEN

# ISLAND

an "Abegweit"—cradled on the waves; the early explorer's "La baffe et belle île"—low and beautiful the Island's "Garden of the Gulf" are sobriquets descriptive of Prince Edward Island to-day as when it bestowed on this province surrounded by the sea. In the Gulf of St. Lawrence, Prince Edward Island from the shores of New Brunswick and Nova Scotia of Northumberland. At its widest, the Strait is over one hundred and thirty miles. From tip to tip, the distance is only nine miles. The surface is gently sloping and the soil makes a charming contrast with the vivid vegetation. There are no mountains and no forests to speak of, but the country is bare; for the tops of 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 pyramidal spruce stamp its characteristics on the landscape, while the soft green of the soil makes a charming contrast with the vivid vegetation.

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



## Government Railways

From the Atlantic to the Prairies

OTTAWA, ST. JOHN, MONTREAL, QUEBEC, COCHRANE, WINNIPEG.  
 WRITE FOR ILLUSTRATED PUBLICATIONS.  
 D. A. STOREY, General Traffic Manager, Moncton, N. B.  
 J. L. LANSON, Passenger Traffic Manager, Moncton, N. B.



## Friends

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

READY'S LIMITED

ST. JOHN, N.B.

# FREDERICTON

## The Capital City As An Industrial Centre

Fredericton today occupies a conspicuous place among the industrial centres of eastern Canada. The city has made its greatest progress within the past decade. Only a comparatively few years ago the industries of Fredericton were largely confined to lumber mills, and while these mills afforded employment to large numbers, it remained for new industries to spring up in the city to prove today powerful factors in competition for the trade of our growing Dominion. In fact Fredericton has at least three industrial concerns whose business is nation-wide. The products of the Hartt Boot & Shoe Company, Ltd., the John Palmer Company, Ltd., and the Palmer-McLellan Shoe-pack Company, Ltd., may be found today in almost every centre in the Dominion.

Mention is made elsewhere in this issue of the development of the Hartt Boot & Shoe Company, Ltd. Coincident with the expansion of this industry of the capital city has been the increased business of the John Palmer Company, Ltd., manufacturers of larrigans and shoe-packs. The plant of this company, situated on Argyle Street, is unique inasmuch as it is the largest shoe-pack and larrigan factory in the world. Occupying fully 50,000 square feet of floor space, three stories in height, the factory is well equipped with the most up-to-date machinery and is in every respect a credit to the energy and industry of Charles K. Palmer, one of Fredericton's leading citizens. The present plant replaces the former quarters of the company, which were found inadequate to cope with the increasing volume of business. The new plant has been operated for the past four years. This company has the distinction of being the pioneer concern in the manufacture of larrigans and shoe-packs in the Dominion of Canada. The late John Palmer, the founder of the company, started the manufacture of this class of footwear in a small way in 1877 under the firm name of Brown and Palmer. In 1901 the company was incorporated under its present denomination. Its chief product is the well known "Moose Head" brand of oil tanned footwear. In a very large measure Charles K. Palmer, a son of the founder of the concern, has been responsible for the growth of the company's business. As president and managing director of the concern he has met with unusual success. It was Mr. Palmer's judgment that directed the decision to erect the large new plant, and he has given the affairs of the company generally his closest personal attention. John Kilburn, Fredericton; J. Fraser Gregory, St. John; Wardlow Kilburn, Fredericton; George A. Kimball, St. John, and W. M. Todd of Fredericton, are the other directors of the company, Mr. Todd being the secretary-treasurer of the company.

Fredericton is also the pivot of the lumbering industry of New Brunswick. In addition to other companies of smaller proportions the city is the headquarters of the leading lumber firm of Fraser, Ltd., operators of ten large lumber mills, and a concern recognized throughout Canada and the United States as in the front ranks of timber manufacturers. The largest holdings of Fraser, Ltd., are on the Upper St. John river. Their Fredericton plant is one of the busiest lumber projects in the city, and is probably the most up-to-date lumbering plant in the province. The company has taken a step forward in embarking into the pulp and paper business. Plans have been completed, and work has already been commenced on the erection of a wooden pulp and paper manufacturing plant, which will involve the expenditure of upwards of two million dollars. The late Donald Fraser, founder of the firm of Fraser, Ltd., was one of New Brunswick's foremost citizens, and to his genius, energy and industry the large lumber propositions of the concern stand as a handsome monument. Since the death of Mr. Fraser a few years ago the active management of the business has been in the capable hands of Archibald Fraser and Donald Fraser, the two sons of the deceased. Both are big men and thoroughly imbued with the possibilities of Fredericton and the province of New Brunswick generally.

Another industry that gives employment to a number of Fredericton people is the Palmer-McLellan Company, Ltd. This industry was established in 1912. Since that time it has been carrying on quite an extensive business in the manufacture of shoe-packs and larrigans. It may be said that this industry is a rival concern to the John Palmer Company, Ltd., but there is sufficient room for both industries. Since the death of John Palmer, the business has been carried

on by his partner, William B. McLellan. The plant of the company is situated on York Street and well merits an inspection.

The Smith Foundry Company operates a well equipped foundry on King Street. This company's business during the past few years has greatly increased. The company's plant is admirably equipped for the manufacture of munitions, which has been the chief business of the concern for the past year. Harry Smith is now the active head of the company. Mr. Smith is one of Fredericton's most successful business men. He finds time to devote considerable of his talents to the municipal life of York county and is a former warden of the municipality. Other industries of Fredericton deserving of especial mention include:

- M. Ryan & Sons, brick and tile plant.
- Willis McPherson, machine shop.
- Risteen Company, Ltd., woodworking plant.
- McFarlane, Neill Manufacturing Company, Ltd., lumber, tools and supplies.
- The Chestnut Canoe Company, manufacturers of canoes.
- McFarlane Wagon Works.
- John Moore & Sons, monumental works.
- York and Sunbury Milling Company, Ltd., manufacturers of lumber.
- B. S. Moore, manufacturers of canoes.
- P. McGinn, manufacturers of farm wagons.
- F. L. Cooper, manufacturer of carriages.
- Concrete Construction, Ltd., manufacturers of concrete blocks, etc.
- Phoenix mills, manufacturers of shingles.
- William D. Gunter, manufacturer of lumber.
- Haines Company, Ltd., manufacturers of lumber.

A manufacturer desirous of establishing an eastern branch of his business will naturally consider the following points—situation, transportation facilities, situation of markets, cost of fuel, cost of labor and civic inducements. Fredericton can present claims on each point that are worthy of serious consideration.

Fredericton residents pride themselves greatly in their transportation facilities. In addition to the service provided by the river steamers during the open season, the city is served throughout the year by the C. P. R., Intercolonial, St. John Valley and the Fredericton and Grand Lake systems, while there is also a close connection with the National Transcontinental Railway.

No reference to Fredericton would be complete without a reference to Marysville, its principal suburb, and no reference to Marysville would have much value that omitted the name of its founder. The spruce tree is king in New Brunswick, but the spruce tree bows its head in homage to Alexander Gibson. Starting in life as the proverbial poor boy in the village of Le-preaux, his career reads like a romance. He employed an army of men in the woods, on the stream, in the mill and on the river St. John, cutting, driving, sawing and shipping from 25,000,000 to 50,000,000 feet of lumber every year. He built the original New Brunswick railway, about two hundred miles in length, extending from the town of Gibson, opposite Fredericton, to Edmundston, with a branch to Presque Isle, all of which is now a part of the great Canadian Pacific Railway system. He built, in conjunction with the late Senator Snowball of Chatham, the Canada Eastern Railway, one hundred and sixteen miles in length, own part of the Intercolonial Railway, from Fredericton to Chatham, besides the branch from Blackville to Indian-town. He was part owner, in conjunction with the late Senator Temple of the handsome steel railway bridge which spans the river between Fredericton and Gibson. He built at Marysville one of the largest cotton mills in the Dominion of Canada, the plant at the present time being carried on by the Canadian Cottons, Ltd., of Montreal, with manager Dolphin in charge of the local operations. The late Mr. Gibson erected and donated to the New Brunswick Methodist Conference one of the finest churches in the province, and maintained it entirely at his own expense. Lath mills, shingle mills, grist mills and other minor ventures all bear witness to his genius, forethought and enterprise.



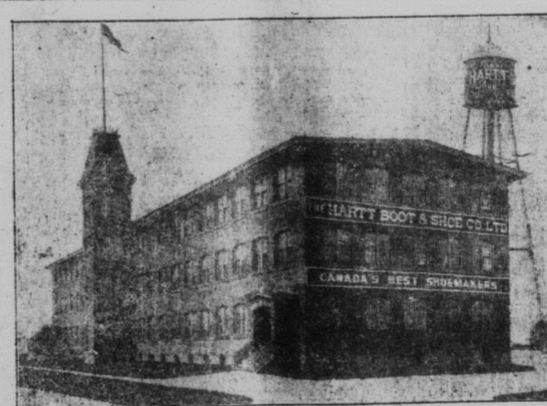
HARTT'S CUSHION SOLE



FOR MEN WITH TENDER FEET



## Hartt Footwear for Men



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

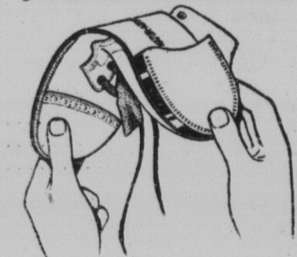
And these are the dominant notes of **The Hartt Shoe.**

**The Hartt Boot & Shoe Co., Limited**  
 "Canada's Best Shoemakers"  
 FREDERICTON, N. B.

### HARTT'S Natur-Arch



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



HARTT'S FAMOUS NATUR-ARCH



## "Made in Canada" Food Production Increasing

**Manufacturing Food Product Industries Have Production Exceeding \$377,000,000--Over 61,000 Employed and Pay Roll Over \$29,000,000--Large Sugar Refineries, Canneries and Other Food Industries Located in The Maritime Provinces**

"Food products" make up the most important departments of the manufacturing industries of Canada. This production is as large in normal times as the next three largest manufacturing productions combined—these three being textiles, iron and steel, and lumber. The manufacturing of food products has an output in normal times of approximately \$400,000,000 in one year. Owing to war orders and increased exports, the output is much larger at the present time.

In the postal census taken last year, for figures which would show the production of 1915 rather than that of the whole of 1916, there was a value of the output of \$377,811,758. Altogether there were in Canada 7,470 establishments making food products, with a combined capital represented of \$198,246,942. The employees on salaries and wages numbered 61,000, and the pay roll was placed at around \$29,000,000. The production of food products in this census was shown to be about three times as valuable as the textile production.

The increases since 1910 in the food products industries are shown in the following figures:

Year	Capital of Companies	Wages paid	Salaries paid	Value of Products
1910	\$133,044,523	\$14,492,568		\$245,669,321
1915	198,246,942	21,946,588	\$7,829,593	377,811,758

The war trade in food products in 1915 was comparatively small, being only \$5,789,354, but this trade was much increased in 1916, and is very large at the present time. The war trade in food products now is chiefly in flour. There was a considerable war trade in canned products which included fish and fruits, and also in various cereals.

The share of the Maritime Provinces in these food products is largely in canned and boxed fish, fresh and canned fruits and in vegetables. There were fairly large exports of potatoes to England from the Maritime Provinces last year and will likely be larger exports this year. The food industries of New Brunswick, other than flour mills, include a number of important fish canneries, one or two of Canada's largest chocolate and biscuit manufactories and smaller meat packing, fruit and other industries. Nova Scotia also contributes a generous share to the Maritime output in canned and boxed fish. The sardines of New Brunswick and the lobsters of Nova Scotia are almost world-famous, just as the salmon of British Columbia has become world-wide in its reputation.

Most of the largest flour milling industries and cereal mills of the Dominion are in the provinces of Ontario and Quebec, but there are a number of smaller mills of importance scattered throughout the Maritime Provinces, with several important mills located in the west. Manitoba, Saskatchewan and Alberta have become very important milling centres in recent years.

The Maritime Provinces have two of Canada's largest and most important sugar refineries, the large Atlantic Refinery at St. John and the Acadia at Halifax. These, with the refinery at Vancouver, are among the largest sugar refineries on the continent. Sugar made in the Maritime Provinces is sold in every province in Canada, even competing with the local sugar in British Columbia.

The value of the fish exports in 1916 was \$22,377,977 as compared with \$19,687,068 in the previous year. Over \$6,000,000 was represented in the fish exports to the United Kingdom and over \$8,000,000 in such exports to the United States.

The fruit exports in 1916 were worth about \$1,200,000, including fresh, canned and preserved fruits. The exports were largely to the United Kingdom, which accounted for more than \$800,000 of the total fruit exports of the year. Large quantities of apples are sent from the Maritime Provinces every year to the Old Country.

The total exports of agricultural products from Canada last year were valued at \$249,661,194, but not more than half of this could be included under the caption on "Manufactured Foodstuffs." The largest exports were of course in flour and in canned and boxed fish, vegetables, fruits, etc. Nearly all of the 1916 food exports were to the United Kingdom and to the United States, the latter country taking a very large percentage of the dairy products, also of the berries and fresh small fruits exported from Canada. The canned meats exported in 1916 were valued at nearly \$3,000,000 and very much larger figures will be shown in this department for 1917.

The cheese exports in 1916 were worth \$26,690,500, the largest cheese exports in the history of Canada. These exports exceeded the previous year by nearly \$7,000,000 and almost the entire cheese exports were to the United Kingdom. The figures for cheese were as follows:

To the United Kingdom	\$26,389,013
To the United States	22,514
To other Countries	269,973

In the fish exports the canned salmon accounted for \$6,306,000 and the canned lobsters for \$2,672,000.

Food production in Canada is on the increase, these increases being shown in almost every department, including the farm and the fisheries. The exports of food products and the output of food products which come under the classifications of manufactured articles show substantial growth, and the exports particularly show that Canada is helping the Allies with food as well as with men.

At the same time Canada's imports of food products are almost alarmingly high. Millions of dollars are spent annually for the well advertised brands of canned meats, canned soups, canned fruits and canned vegetables of the United States, and very large quantities of canned and bottled food products are imported from Europe, the latter being less since the outbreak of the war. Canada's imports of fruits and nuts amount to about \$14,000,000 annually. The imports of breadstuffs amount to over \$7,000,000 annually; vegetable imports to \$2,000,000 and provision imports to \$12,000,000 annually.

The statistics show the optimistic condition of manufactured foodstuffs increasing much more rapidly in exports from Canada than in imports into Canada, and while much of this trade is due to war orders, it is hoped that a continuance of this export trade will be enjoyed after the war.

### Progress in Exports of Food Products

THE FOLLOWING CHART INDICATES THE INCREASES IN THE CHEESE EXPORTS FROM CANADA, SHOWING THE PROGRESS IN THIS ONE DEPARTMENT OF "MADE IN CANADA" FOOD PRODUCTS.

1895	\$6,983,227
1900	\$24,580,266
1905	\$31,932,329
1910	\$40,087,017
1915	\$51,740,989
1916	\$66,589,861

### 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., LIMITED.**  
ST. JOHN, N. B.

### ROBINSON'S BAKERY

Factory of High-Class Breads, Rolls, Cake and Pastry

Wrapped Bread  
**BUTTER-NUT**

SPECIAL  
**Mother's White Clover**

Unwrapped Bread  
Square, Long, Cream, Vienna,  
Home-Made, Brown, Etc.

ST. JOHN, N. B.

### 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.

### Steamfitters Specialties



Valves,



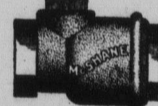
BRASS POP SAFETY VALVES



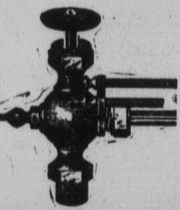
B. & L. Safety Valve

Brass and Iron Body

SCREWED OR FLANGED  
Sizes 1-4in. to 12in.  
For Pressures 125 to 500 lbs.



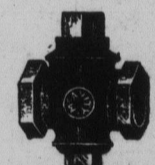
WATER GAGES



Gate Valves

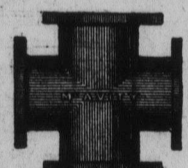
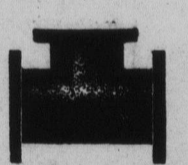
Brass or Iron Body. For pressures 100 to 500 lbs.

STEAM COCKS

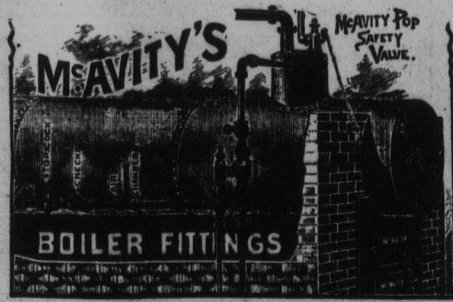


Lubricators

FLANGED FITTINGS



INJECTOR



MANUFACTURED BY  
**T. McAVITY & SONS LIMITED**  
Hardware and Metal Merchants  
Brass and Iron Founders  
ST. JOHN, N. B.

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Our Pulp  
The leading  
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A spur line  
runs on to our  
We ship  
Samples at



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n Increasing

**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.

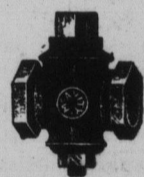
**Watters Specialties**

Iron Body

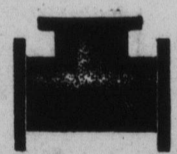
OR FLANGED  
in. to 12in.  
125 to 500 lbs.



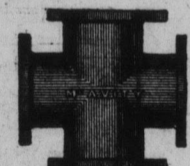
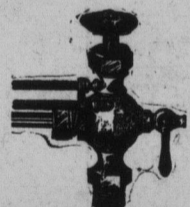
**STEAM  
COCKS**



**FLANGED  
FITTINGS**



**WATER GAGES**

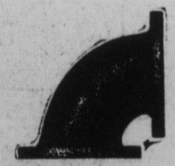
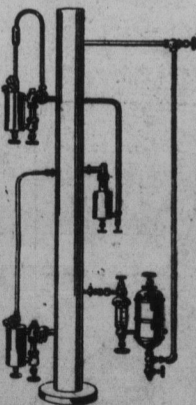


**Gate  
Valves**

Brass or Iron  
Body. For pres-  
sures 100 to 500  
Lbs.



**Lubricators**



**INJECTOR**



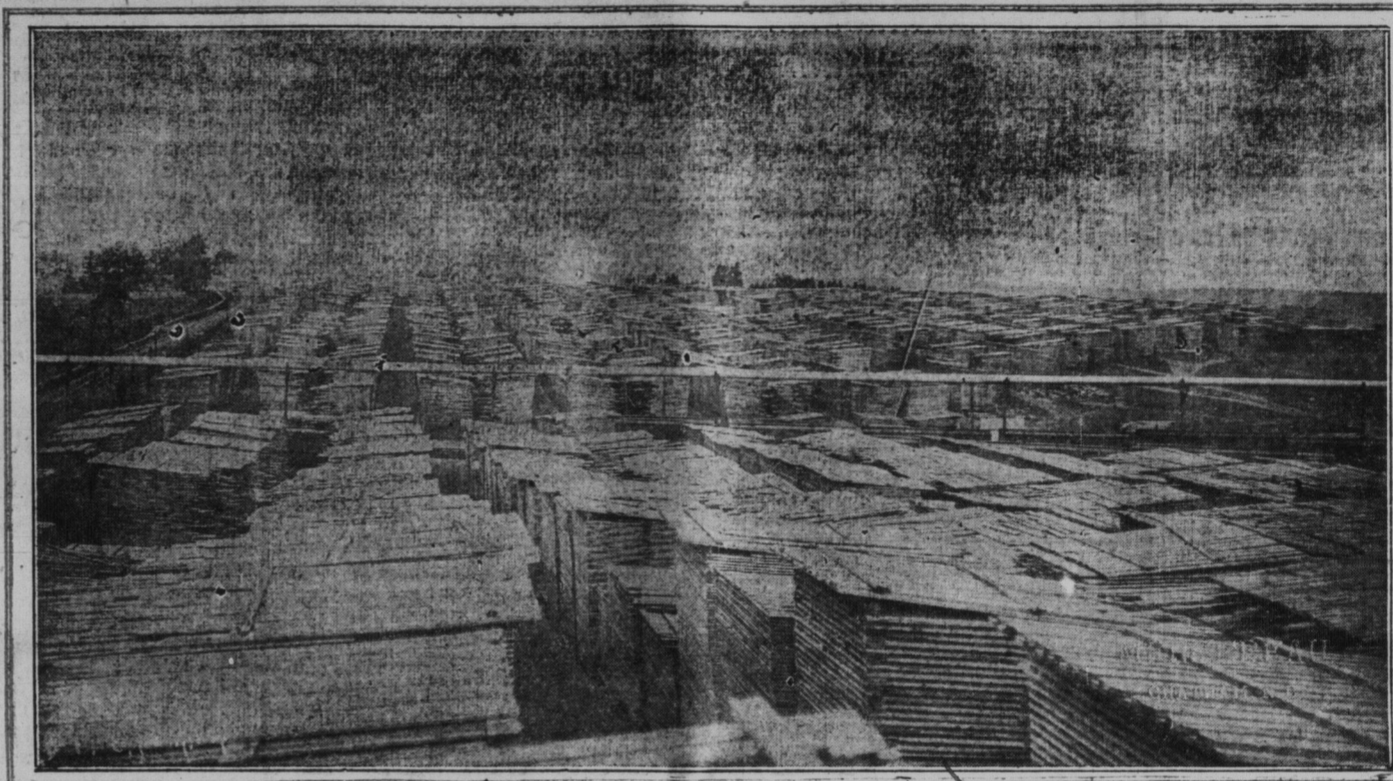
MANUFACTURED BY  
**T. McAVITY & SONS**  
LIMITED  
Hardware and Metal Merchants  
Brass and Iron Founders  
ST. JOHN, N. B.

**LUMBER and  
SHINGLES**



**SULPHITE and  
KRAFT PULP**

**Immense Piles of Lumber  
For Prompt Shipment**



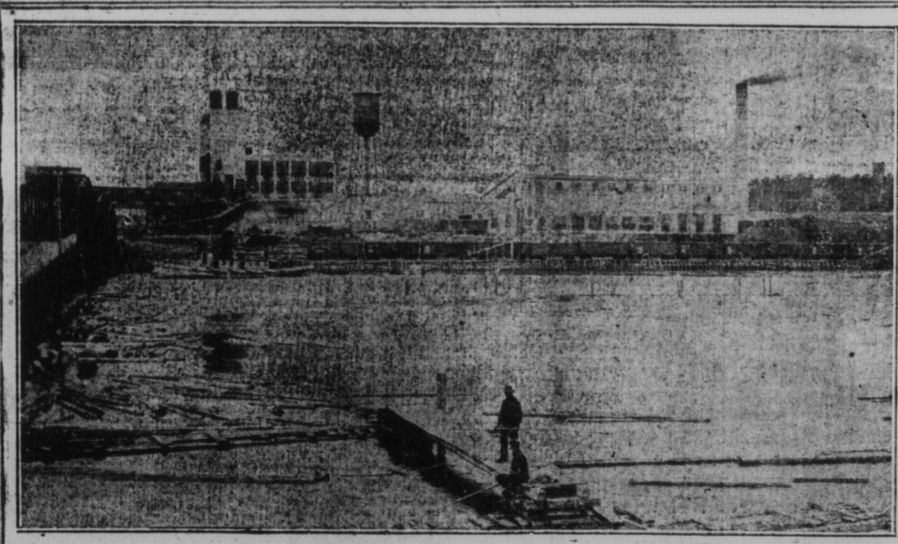
The above shows part only of our immense stock of lumber at Mill No. 1, Bathurst. Similar stocks at Mill No. 2, Bathurst, and at Bonaventure, Que.

**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**

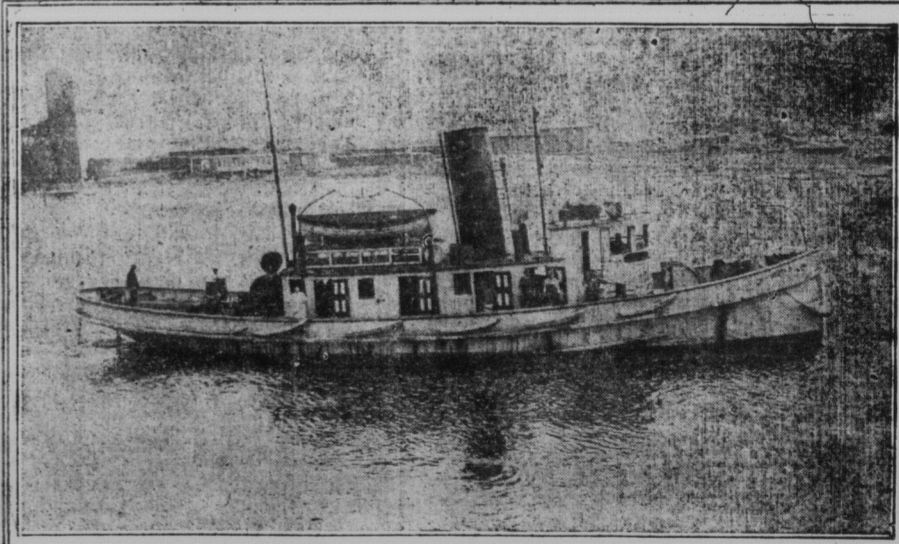
The Cedar Shingle is rapidly coming into its own again; particularly the New Brunswick White Cedar Shingle.

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**



# New Brunswick Education Costs \$1,242,000

Pupils Enrolled in The Province Over 66,000--Increases in Expenditures and in Enrollment--Over 2,000 Teachers Employed in Schools of The Province

With approximately 66,000 pupils enrolled, over 2,140 teachers in the staffs, and expenditures for one year over \$1,242,000, education in New Brunswick shows some small increases over the previous years. At the present time, however, the provinces is experiencing great difficulty in getting male teachers, a problem which has proved of considerable detriment to education within the province.

The expenditures for education in 1916 amounted to \$1,241,224.71, some ninety per cent larger than the expenditures of fifteen years ago. Every year from 1900 to 1916 inclusive has shown increases in the expenditures for education in the province of New Brunswick. In 1901 such expenditures amounted to a little over \$600,000, increasing to \$865,000 in 1910 and over \$996,000 in 1914, passing the million dollar total in 1915 and adding another \$200,000 in 1916.

There are in the province approximately 2,000 schools, employing over 2,100 teachers and with 66,000 pupils enrolled. The increase in the number of pupils enrolled is shown in the following table:

1901	60,420
1906	60,681
1913	53,580
1914	64,310
1916	66,044

In the normal schools of the province there are approximately 350 pupils enrolled in addition to 189 in the model department, the teachers in the normal school numbering about 20. There has been some increase in the attendance at the normal schools, the 1916 attendance being about three times as large as that of 1901.

The public schools of New Brunswick are free and non-sectarian. School privileges are provided free to all children resident in a district between the ages of six and twenty. The Board of Education, with the Chief Superintendent of Education as secretary, is in supreme control of the public schools. The Board is composed of the Lieutenant-Governor, the members of the Executive Council, the Chancellor of the University of New Brunswick, and the Chief Superintendent of Education. Three members of the Executive, with the chairman and the Chief Superintendent of Education, constitute a quorum.

The common school course includes the first eight grades of instruction, and the high school course provides for work beyond the eighth grade, and prepares students for the university.

A rural school district must contain an area of at least three and one-half square miles, or must have at least fifty children of school age. Each city and town is usually a school district. In rural districts, schools are under the control of a board of trustees, consisting of three ratepayers of the district, elected for a term of three years. In cities and towns, the boards of trustees consist of from nine to eleven members, the majority of whom are appointed by the city or town council, and the remainder by the Executive Council of the province. Two of the members may be women, one appointed by the city or town council and one by the Executive Council.

The school year technically begins on July 1, and ends on June 30 and is divided into two terms, one beginning about August 26, and ending on the Friday preceding Christmas week, and the other beginning early in January and ending June 30. There are eight weeks vacation in summer beginning July 1, and two weeks in winter, between terms. There is also an Easter vacation, extending from Good Friday until the following Wednesday. A compulsory attendance law becomes operative only when adopted by the annual school meeting, which is held on the second Monday in July, or when adopted by the city or town council in urban school districts.

Schools are supported from three sources, viz., government grants, county fund grants, and local district assessment. The county fund is provided for by municipal assessment, and is a sum equal to sixty cents per head of the population, according to the last decennial census. The government grants are made up upon the basis of the qualifications and length of service of the teachers, under conditions prescribed by the school law. All other funds for schools must be provided by direct taxation upon the local district.

Secondary education is provided for in the grammar and superior schools. The law provides for the establishment of one grammar school in each county and grammar schools must provide for instruction in grades ix, x and xi. A grammar school is free to all pupils resident in the county in which it is situated, and above grade viii of the graded school course. One superior school may be established in each county for every 6,000 inhabitants, or a majority fraction of 6,000. An additional superior school may be established on the recommendation of the school inspector. There are about fifty superior schools in the province.

Consolidated schools have been established in several places including Riverside, Florenceville, Hampton and Kingston. A consolidated school district must include not less than three rural school districts, and must provide for instruction in household science, manual training and school garden work, in addition to the regular school work of the grades. These schools are supported in the same way as other schools, namely, by government grants and county fund grants and by local assessment. In addition to these grants a consolidated school receives a special government grant, usually \$1,000 per annum. Children are conveyed from the remote parts of the district in vans provided by the district, and the government pays one-half of the cost of conveyance.

Manual training and household science departments are operated by school boards in a number of cities and towns outside of the consolidated schools. The government pays one-half of the cost of equipment of manual training and household science departments, also one-half of the cost of the initial supply of materials. Household science and manual training teachers who devote their whole time to the work receive a government grant of \$200 per annum. Teachers who teach these subjects not less than three hours per week, in addition to the regular work of the school, receive a government grant of \$50 per annum.

The province is divided in eight inspectorial districts, with one school inspector for each district. It is his duty to visit all ungraded schools in each school term and each graded school or department once in each year. He is required to make monthly reports of the visitation of schools to the Education Department, and generally to assist the department in promoting educational efficiency in the schools of his district.

The public school course of the province leads up to, and is completed in the University of New Brunswick, which is supported by government grants, fees from students and the income from endowments. It is situated at Fredericton. The senate, its governing body, is composed of fourteen members, nine of whom, including the president and the chancellor, are appointed by the Lieutenant-Governor in Council; four are elected by the associated alumni of the university, and one is elected by the Educational Institute of New Brunswick. The president and chancellor are permanent members of the senate; the others hold office, some for two and others for three years. The Chief Superintendent of Education is ex-officio president of the university. The chancellor of the university is the chairman of the faculty, and the administrator of the affairs of the university. He is supported by the Lieutenant-Governor in Council. The senate of the university appoints the professors and other officers and fixes their salaries. The university provides a four years' course for degrees in arts and in sciences. Students of both sexes are admitted to the arts course on equal terms. The matriculation or entrance examinations may be written either at the

(Continued on next page)

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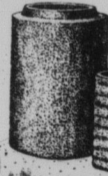
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## New Brunswick

PUPILS ENROLLED IN EXPENDITURES AND EMPLOY

departmental examination opening of the university. A normal and model Board of Education; they higher than the third or low year. The normal school The school gardens of the Department of Agriculture trustees of districts in which for agricultural education for 1917.

There are numerous Sackville being one of the Allison, one of eastern Canada prominent in every walk Sackville schools.

The Saint John Business Canada. It was established versary. S. Kerr, the principal engaged in the management in the college for over twenty this college, many of them, university staffs and

There are also numerous throughout the province. of the province, an asset justly proud.

Exp

THE FOLLOWING CHA FOR EDUCATION

1901, \$600,340.

1905, \$638,988.

1908, \$769,020.

1911, \$879,348.

1914, \$996,683.

1915, \$1,059,811.

1916, \$1,241,224.

The University of New Brunswick was founded in 1827.

## W. G. W.

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DATA ON CANADIAN WAR LOAN

In answer to question by E. B. I. In. of Wright, Sir Thomas White ed in the Commons that there

sts \$1,242,000

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and Equipment,  
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**THE  
University of New Brunswick  
FREDERICTON, N. B.**

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**Scholarships Available at Entrance**  
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An Asa Dow Scholarship (\$90)  
St. Andrew's Society Scholarship (\$90)  
Highland Society's Scholarship (\$75 annually)

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THE STANDARD ST. JOHN N. B.

**New-Brunswick Education Costs \$1,242,000**

PUPILS ENROLLED IN THE PROVINCE OVER 66,000 INCREASES IN EXPENDITURES AND IN ENROLLMENT. OVER 2,000 TEACHERS EMPLOYED IN SCHOOLS OF THE PROVINCE.

(Continued from preceding page)

departmental examinations held under the Board of Education in July, or at the opening of the university in September.

A normal and model school for the training of teachers are provided for by the Board of Education; they are situated at Fredericton. Teachers entering for a class higher than the third or lowest class must attend the normal school at least one school year. The normal school year begins on September 1 and ends about June 1.

The school gardens department work is chiefly under the control and direction of the Department of Agriculture and government grants are made to teachers and trustees of districts in which school gardens are maintained from the moneys provided for agricultural education. This department is likely to show record production for 1917.

There are numerous private schools and colleges throughout the province, Sackville being one of the educational centres of the province. At Sackville is Mt. Allison, one of eastern Canada's best known colleges. Thousands of men and women prominent in every walk of life, have graduated from Mt. Allison and the other Sackville schools.

The Saint John Business College at St. John is the oldest business college in Canada. It was established in 1867 and thus this year celebrates its fiftieth anniversary. S. Kerr, the principal, was also the founder of the college and is still actively engaged in the management. S. L. Kerr, also a principal, has taught continuously in the college for over twenty-five years. Thousands of pupils have graduated from this college, many of them now prominent members of provincial and federal governments, university staffs and in every line of commercial and industrial business.

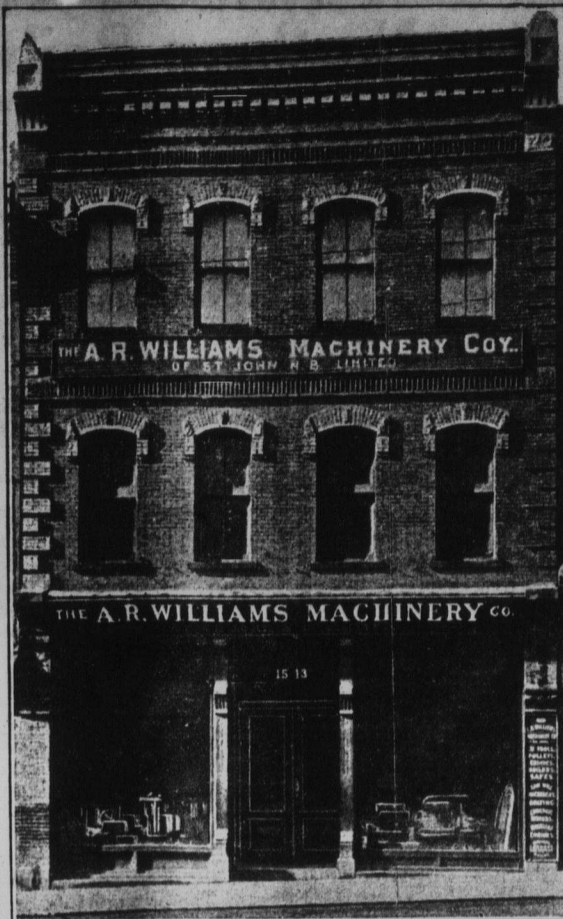
There are also numerous private kindergartens, girls and boys schools, etc., throughout the province. Education in New Brunswick is one of the greatest assets of the province, an asset in which New Brunswickers and ex-New Brunswickers are justly proud.

**Expenditures For Education**

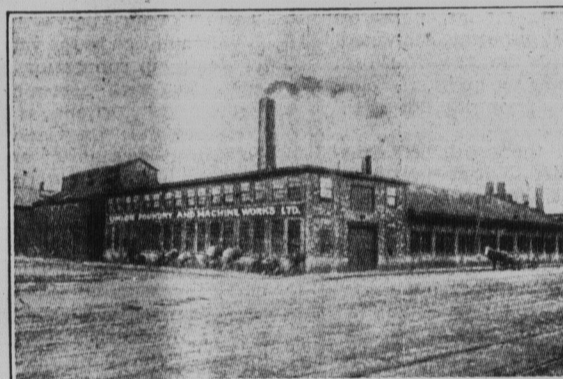
THE FOLLOWING CHART SHOWS THE INCREASES FOR EXPENDITURES FOR EDUCATION IN THE PROVINCE OF NEW BRUNSWICK:

1901, \$600,340.
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1908, \$769,020.
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1914, \$996,683.
1915, \$1,059,811.
1916, \$1,241,224.

The University of New-Brunswick was founded in 1800 and Mt. Allison University was founded in 1858.



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DATA ON CANADIAN WAR LOANS. been three bond issues as war loans: The actual amount received by the government was, from the first loan, \$100,000,000 at 9 1/2%; 5 per cent. 1915-21 war loan, \$100,000,000; from the second, \$97,876,988 and for advertising \$110,927.72. The amount paid for clerical assistance of 1/4 per cent. and for the last per cent. The banks agreed, in consideration of these commissions to of issues free of exchange. They also agreed if necessary to take \$50,000,000 of the second loan and \$50,000,000 of the third loan. In answer to question by E. B. Der- 000,000 at 9 1/2%; 5 per cent. 1915-21 war loan, \$100,000,000; from the second, \$97,876,988 and for advertising \$110,927.72. The amount paid for clerical assistance of 1/4 per cent. and for the last per cent. The banks agreed, in consideration of these commissions to of issues free of exchange. They also agreed if necessary to take \$50,000,000 of the second loan and \$50,000,000 of the third loan. In answer to question by E. B. Der- 000,000 at 9 1/2%; 5 per cent. 1915-21 war loan, \$100,000,000; from the second, \$97,876,988 and for advertising \$110,927.72. The amount paid for clerical assistance of 1/4 per cent. and for the last per cent. The banks agreed, in consideration of these commissions to of issues free of exchange. They also agreed if necessary to take \$50,000,000 of the second loan and \$50,000,000 of the third loan. In answer to question by E. B. Der- 000,000 at 9 1/2%; 5 per cent. 1915-21 war loan, \$100,000,000; from the second, \$97,876,988 and for advertising \$110,927.72. The amount paid for clerical assistance of 1/4 per cent. and for the last per cent. The banks agreed, in consideration of these commissions to of issues free of exchange. They also agreed if necessary to take \$50,000,000 of the second loan and \$50,000,000 of the third loan.

# What the Canadian Northern Railway Has Done for Canada

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 their 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 opened 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 1903 and followed by the C. P. R., represent a saving to the farmers on the crops of 1903 to 1913 both inclusive, of \$17,000,000 or 4% on nearly \$39,000,000 per year. And this is not all. There

## Transportation In New Brunswick-- Where Rail And Water Meet Railway Mileage of 1956 Miles Covered About 20 Main or Branch Lines--Steamship Con- nections to Remotest Corners of The World --- Excellent Transportation Facilities Should Attract New Manufacturers to This Province After The War

The value of adequate transportation facilities is a factor which plays a prominent part in the development of any province, whether it be in agricultural or industrial cities. During the boom days of the western provinces, the increases in farm values were largely made on the assumption that these values had increased because of the proximity of some new railroad.

If New Brunswickers placed the same values on farm lands, because of their proximity to railroads, which have been placed on most of the lands in the western provinces, land which we now value at \$25 per acre would be valued at about \$125 per acre.

Every western province that found itself getting a new railroad, whether it was a main or branch line, advertised itself as the greatest location in America for the establishment of new manufacturing industries. And to the credit of the western boosters, it can be stated that their boasting was not in vain.

If transportation counts for anything, then the province of New Brunswick should actually be one of the two or three most fortunately situated Canadian provinces, not only because of the twenty or so branch or main lines of railway, but because of its port connections at St. John.

The proximity of St. John to Montreal and Quebec, a half day closer to these centres than Halifax, as well as the proximity to all the important Maritime markets, is undoubtedly a factor which must bring to this city in future years many of the new industrial plants which will be established in eastern Canada. An industrial metropolis must be "WHERE RAIL AND WATER MEET," and such a place is St. John.

In addition to the various lines of railway in the province there are a large number of steamship connections, these including the Canadian Pacific steamers to Digby, connecting with eastern and western Nova Scotia; the Eastern Steamship service to Boston and Portland, connecting with the biggest markets of Massachusetts and New England; the Cann lines to Yarmouth, Westport and other Nova Scotia and New Brunswick ports; and the numerous lines operating on the St. John river. All these are in addition to the all-year services to European ports, to South America, Cuba, Africa, New Zealand, and other world ports.

If any one western province had as many railway and steamship lines as has New Brunswick, they would give it so much publicity that we would be almost obliged to believe that they held the "joker" in the pack of good cards in the game of development. The fact of the matter is, New Brunswick actually possesses transportation facilities which are not bettered in Canada and are only equalled by the port of Montreal, and when it is remembered that the port of Montreal is closed for half of the year, it is not exaggeration to say that St. John has just claim as the natural eastern gate-way to Canada.

While the charms of Halifax harbor as a harbor cannot be overlooked, it has to be remembered that the rail haul to Halifax from Montreal and all points west is considerably longer than the haul to St. John, and especially in the transportation of freight is a decided disadvantage. In the transportation of such commodities as grain and manufactured products for export to Europe, it is absolutely necessary to reduce the rail haul to a minimum, and because of this St. John is destined to be one of America's biggest ports. The big increases in the exports from the port in 1914, 1915 and 1916 are evidences that the port of St. John is recognized by shippers as the logical exit as well as inlet for eastern Canada, in the transportation business.

With these facts in mind, is it not reasonable to expect that new manufacturing industries established in Canada after the war will give favorable consideration to St. John as a logical location, situated as it is with every rail and water transportation advantage?

There are about twenty branch or main lines of railway in New Brunswick, the total mileage within the province being a little over 1,956 miles. In addition there are approximately twenty steamship lines, connecting the port of St. John with every part of the world. Tramp steamers representing every country in the world call at St. John.

Prior to the outbreak of the war, the lumber trade from New Brunswick to South America did much to foster the trade between Canada and South America, and while this business has been more or less hurt by the war, it will be resumed on a larger scale than ever when the war is over. Trade with Cuba has shown satisfactory increases, while the exports of war material from the port of St. John to Europe have exceeded all expectations, smashing previous records in the export statistics of the port.

### RAILWAYS IN NEW BRUNSWICK.

The railway mileage operated in the province of New Brunswick in 1916 according to a report issued by the Railway Department at Ottawa, was 1,956 miles. There are approximately twenty main or branch lines of railway in New Brunswick, the list being as follows:

Canadian Government Railways, Canadian Pacific, Caraquet and Gulf Shore, Elgin and Havelock, Fredericton and Grand Lake, International of New Brunswick, Maine Central, Moncton and Buctouche, National Transcontinental, New Brunswick Cove, New Brunswick and Prince Edward Island, North Shore, Northern New Brunswick and Seaboard, Salisbury and Albert, St. Martins, St. John and Quebec, Temiscouata, Kent Northern, York and Carleton.

### MARITIME RAILWAY MILEAGE.

New Brunswick, 1,956 miles.  
Nova Scotia, 1,435 miles.  
Prince Edward Island, 274 miles.

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 1903.

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.

### BRITISH MERCHANT AND AFTER THE WAR TONNAGE BEFORE BRITISH FOOD WANTS

British Demand for Canadian  
Food Products and the  
Question of Transportation

The submarine menace, with its attendant fear of food shortage, made a deep impression on the country, but even at its worst, says the current "Compendium," it failed to disturb the British phlegm, and only succeeded in rousing the people to a fierce determination to counteract its effects. It has been responsible for stimulating the Admiralty Board, manifestly for the best, for quickening the navy to action, for co-operation with American experts and inventors, for stimulating the production of foodstuffs at home, the breaking up of grazing land, and for allotment gardening on a large scale, and it has strengthened the policy for developing a self-supporting empire which shall in time of stress and strain have ample resources of its own. It has, too, had the effect of speeding up shipbuilding to an extent that seemed impossible a few months ago, and the co-ordination of industries and labor involved in this movement can hardly fail to have beneficial effects on our trade organization. Even while we are striving the danger, we are beginning to see as a nation that we have to thank the German submarines for rousing us to a great organized effort from which we shall reap a due reward.

After two and a half years of unexampled destruction on the high seas, "The Compendium" for May says that it is still possible to take stock of our merchant fleet without fear of a disquieting deficit. According to Lord Curzon, the United Kingdom and Colonies possessed at the end of June, 1914, 10,124 steamships with a tonnage of 20,828,706 tons gross. At the end of June, 1915, the number of British and Colonial ships then registered had increased to 10,220, with a gross tonnage of 20,838,918. But at the end of 1916, owing to war losses, the number had fallen to 9,757, and the tonnage to 19,765,516. Of course since the end of 1916 we have lost a heavier rate, estimated by Lord Curzon at over five per cent in tonnage and over ten per cent in numbers, but only for some four or five months. A net gain of five per cent from the above tonnage still leaves us with a merchant fleet of 18,660,240 tons gross, and to this must be added about 250,000 tons gross, turned out from our shipyards during the first four or five months of this year. That makes our fleet today at a rough calculation, 18,927,240 tons gross, with the prospect of a steadily increasing output as the year advances. Thus, we arrive at a total merchant tonnage today of 19,027,240 tons gross, as compared with 20,828,706 tons gross just before the war. There will be great disappointment in the country if we do not turn out this year a round 2,000,000 tons deadweight of new ships, and if we do so, our fleet would stand at about 21,000,000 tons gross, exclusive of what our colonies are building and what we may acquire by purchase from abroad, but minus the losses which we may yet sustain. The Shipping Controller, it is known, is aiming at 2,000,000 tons, and one way and another, all in all, we may realize about that figure, in which case, after allowing for losses from mines and submarines, our position would be still better than this estimate.

### U. S. SHIPPING LOSSES.

American shipping losses due to submarine activities during the first six months of 1917 amounted to eleven times the total losses of the two previous years. Dr. Wiesner, chief of the United States war risk insurance bureau, told the United Press. Since January 1, 1917, the bureau has insured \$441,613,516 of American cargoes with a loss of \$9,200,000. Previous to that time the bureau had lost only \$800,000 due to submarine sinkings. Since the beginning of the war in 1914, the total salvage of vessels sunk amounted to only \$59,065.87.

Millions of dollars are saved to American exporting firms every month by the bureau in insurance rates. On the \$623,964,598 worth of cargoes so far insured the rate has been a little less than two and a half per cent. American insurance firms, as a rule, are refusing to insure cargoes entering the war zone, but where they are willing to take the risk, the premium runs higher than 15 per cent.

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The Chancellor of the Exchequer, Mr. Bonar Law, indicated, in answering a question put in the House of Commons recently, by Major Hunt, that Canada is unlikely to follow the example of Australia and commandeer the exportable surplus of wheat for the use of the Empire. Major Hunt asked whether, in view of the fact that the Australian Government has commandeered wheat for the use of the Empire, and that there was estimated to be an exportable surplus of eighty million bushels in Canada, the government would say if the Canadian government had been asked to act in the same way as the Australian government, or if Britain would make a request that Canada act likewise.

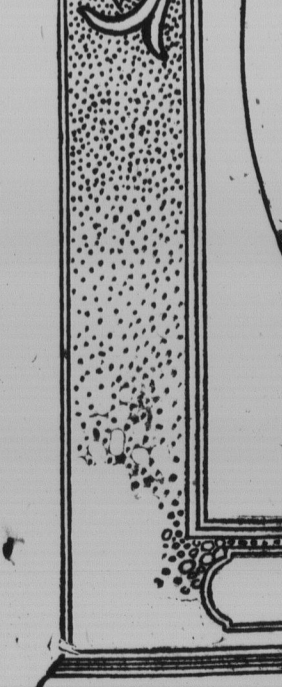
Mr. Bonar Law replied that the question of wheat supply from Canada had been discussed with the Canadian government, but it was not proposed to adopt the suggestion of the same system of control, which would not be suitable in view of the geographical differences between Canada and Australia.

### GERMANY'S IRON HAND.

(Chicago Tribune.)  
So long as the Hindenburg line stretches unbroken from the sea to Switzerland there is an iron hand resting on the American future, and for the sake of the future every American activity may have to be directed against the hand.

That is our work, and it may come to be the only work to which an American can give a thought or activity.

Some





# Some of the Men Who Are Making St. John

## as Done for Canada

### W Brunswick-- ail And Water Meet 6 Miles Covered About ines---Steamship Con- nt Corners of the nt Transportation d Attract New o This Province e War

facilities is a factor which plays a prominent part, whether it be in agricultural or industrial provinces, the increases in farm values these values had increased because of the

values on farm lands, because of their placed on most of the lands in the western 5 per cent would be valued at about \$125

self getting a new railroad, whether it was the greatest location in America for the industries. And to the credit of the western is not in vain.

g, then the province of New Brunswick three most fortunately situated Canadian or so branch or main lines of railway, but

al and Quebec, a half day closer to these ty to all the important Maritime markets, to this city in future years many of the fished in eastern Canada. An industrial TER MEET," and such a place is St. John. ay in the province there are a large number the Canadian Pacific steamers to Digby, Scotia; the Eastern Steamship service to the biggest markets of Massachusetts and th, Westport and other Nova Scotia and nes operating on the St. John river. All ices to European ports, to South America, ports.

many railway and steamship lines as has such publicity that we would be almost r" in the pack of good cards in the game New Brunswick actually possesses trans- in Canada and are only equalled by the red that the port of Montreal is closed to say that St. John has just claim as the

harbor cannot be overlooked, it has to ax from Montreal and all points west is John, and especially in the transportation e transportation of such commodities as to Europe, it is absolutely necessary to ecause of this St. John is destined to e increases in the exports from the port e port of St. John is recognized by or eastern Canada, in the transportation

nable to expect that new manufacturing ar will give favorable consideration to with every rail and water transportation

ain lines of railway in New Brunswick, g a little over 1,956 miles. In addition nes, connecting the port of St. John with representing every country in the world

ber trade from New Brunswick to South en Canada and South America, and while the war, it will be resumed on a larger trade with Cuba has shown satisfactory from the port of St. John to Europe have is records in the export statistics of the

## BRUNSWICK.

vince of New Brunswick in 1916 accord- ment at Ottawa, was 1,956 miles. There nes of railway in New Brunswick, the

adian Pacific, Caraquet and Gulf Shore, Lake, International of New Brunswick, tional Transcontinental, New Brunswick land, North Shore, Northern New Bruns- t. Martins, St. John and Quebec, Temis-

## WAY MILEAGE.

rt Arthur and Fort William, not only and Alberta, and the Canadian Pacific stantial reductions in the rates on coal ood points. There was a reduction of % in Saskatchewan and Alberta. It e reductions made by the C. N. R. e reduction of \$17,000,000 on grain to t from Eastern Canada and the United nterprovincial points, would be twice, mentioned. In over twenty years the William made by the Canadian Pacific agreement in 1898 and 1899 (three cents t by the C. N. R. in 1903."

ways contended that it is entitled to uction in cereals, live-stock, mineral s. In common with the other railways any other railway system in the world.

t, and should not be forgotten in any

### BRITISH MERCHANT AND AFTER THE WAR TONNAGE BEFORE BRITISH FOOD WANTS

British Demand for Canadian Food Products and the Question of Transportation.

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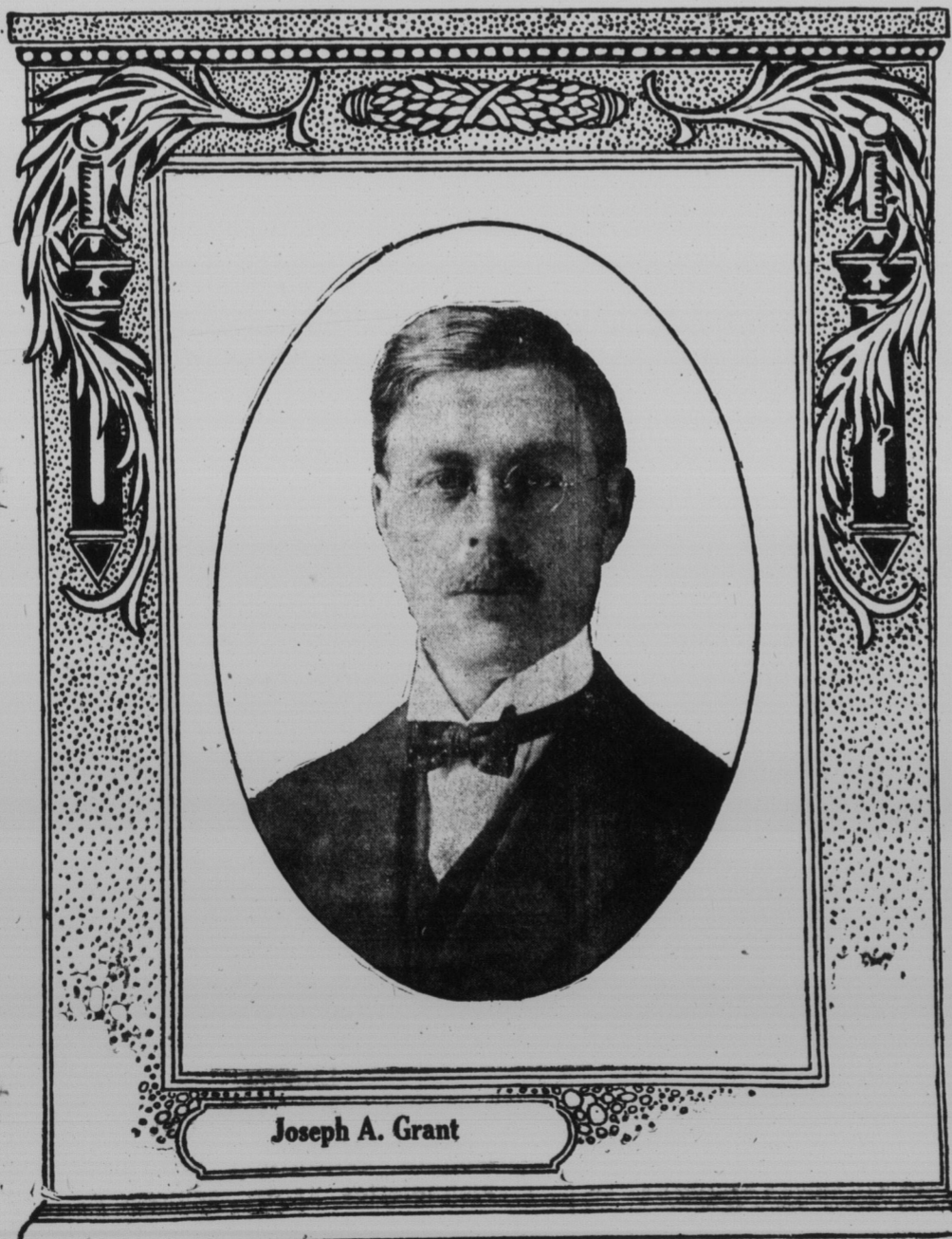
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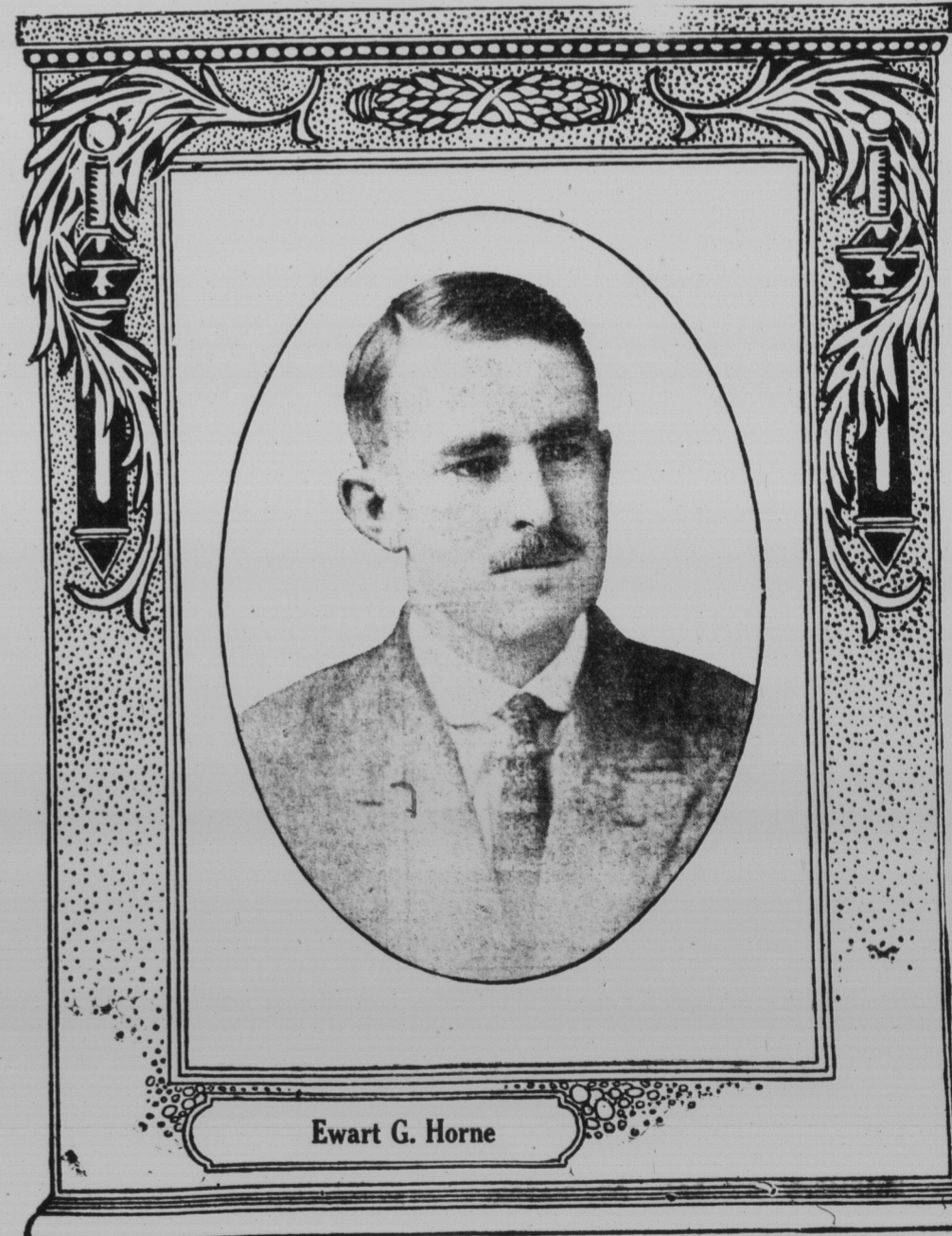
Stanley E. Elkin



Henry A. Powell, K. C.



Joseph A. Grant



Ewart G. Horne

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I sell you a lot (or property), supply you with estimates and plans, build you a house (or sell you the lumber), lend you the money, insure the property, look after the property for you.  
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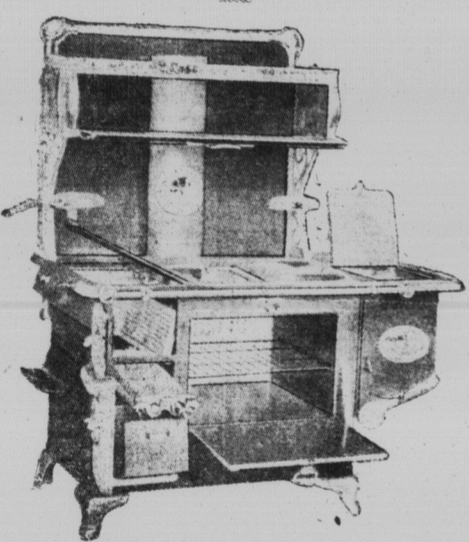
Somewhere there is someone who wants just such property as you have for sale.

Somewhere there is a property that will just suit you. Let me know your requirements. Will Sell You a Property, or Sell Your Property for You. Location Immaterial. No Sale No Charge.

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Represents the most Complete and only properly Proportioned Range on the Canadian Market.



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This Range has been Designed and Constructed to meet the Requirements of the Most Particular People.

It is the Embodiment of all Conveniences required on a High Class Range to secure ease of operation. Burns Hard or Soft Coal with perfect control of fire and economy of fuel.

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**The Record Foundry & Machine Company**  
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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.

## Figures Recently Given by Hon. Mr. Hazen at Ottawa Show a Large Number of Steel and Wooden Ships Under Construction in Canada—Activity Well Divided Among Maritime Provinces, Upper Canada and British Columbia

Shipbuilding is again becoming a Canadian industry. There are indications of a revival in Canada which will do much to solve the after-the-war industrial problems. Already shipbuilding yards in the Maritime Provinces have fallen in line with the general shipbuilding boom which is prevalent all over the country.

At the present time there are approximately thirty-five steel steamers under construction in Canada, with a value of probably \$20,000,000, while at the same time there are from twenty-five to thirty-five wooden steamers under construction with a value exceeding \$2,000,000. Every shipbuilding yard in Canada is busy, so busy that already it is difficult to secure carpenters for the work.

Large numbers of wooden sailing vessels are also under construction in Canada, with various tonnages up to 1,200. Several of these are being built in the Maritime Provinces including the yards at Shelburne, and two big six-masted schooners have recently been launched in Vancouver.

Figures recently given out by Hon. Mr. Hazen at Ottawa, show that there are six steel steamers being constructed in Montreal with tonnages of 7,000 tons each and another of 5,000 tons; four wooden steamers are under construction at Isle D'Orleans with tonnages of 1,500 to 2,000; three steel steamers of 3,000 tons each at New Glasgow; one wooden steamer of 320 tons at Shelburne; one wooden steamer of 325 tons at Sheet Harbor; one steel steamer of 7,988 tons, six steel steamers of 3,500 tons each and two steel steamers of 4,400 tons each, six steel steamers of 3,500 tons each and two steel steamers of 5,000 tons each at Toronto; five steel steamers of 3,400 tons each at Port Arthur; five steel steamers of 8,800 tons each and two of 4,600 tons each on the Pacific coast.

It has been conservatively estimated that the shipbuilding programme now going on in Canada will mean expenditures of over \$150,000,000 for vessels and equipment, this covering nearly thirty-five steel steamers as well as a large number of wooden steamers and wooden sailing vessels. It will represent the biggest shipbuilding programme ever carried out in the Dominion of Canada at one time.

It has been predicted that the shipbuilding industries of Canada will give employment from now on to all the way from 10,000 to 50,000 men annually, with a pay-roll which is likely to reach \$50,000,000 by 1920. This will give an impetus to the lumber and steel industries as well as to the various foundries, machine shops, etc., manufacturing machinery and equipment.

Shipbuilding is a profitable industry under present conditions and not a department of industry which really needs encouragement in government grants. For the last two years every ship made in Canada or the United States has been sold at a handsome profit before it was completed and this condition is likely to continue for several years to come. The German submarine campaign has at least had the one advantage of giving an impetus to the shipbuilding industries of the world.

The United States is also going through a shipbuilding boom. Thousands of small wooden steamers and sailing vessels will be built in the United States this year in addition to the large number of steel steamers for the European service, the latter under the supervision of General Goethals of Panama Canal fame.

In the Maritime Provinces the chief work is in New Glasgow, where three steel steamers are being built; Shelburne, where one wooden steamer and several sailing vessels are under construction; Sheet Harbor, where one wooden steamer is being built and several other yards including Yarmouth, where shipyards are being placed in readiness for the laying of keels. A very large number of wooden vessels, most of them of tonnage less than 1,500 tons are being constructed in the Maritime Provinces but the most of these will be sailing vessels.

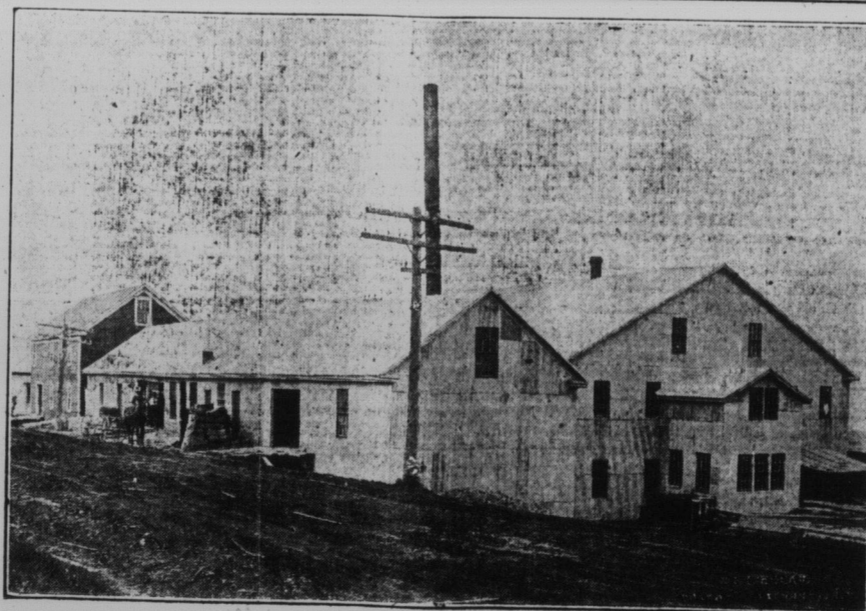
Many of the new sailing vessels will be put into the fishing trade of the Maritime Provinces and also into the coal carrying business, there having been a noticeable scarcity of boats for the coal trade in recent months. A handsome new steamer is also being built in Nova Scotia for Hugh Cann & Sons of Yarmouth, to replace the John L. Cann, on the service between St. John, Westport and Yarmouth. This new steamer will have a freight capacity about treble that of the boat now performing this service.

It is said that all the Canadian shipbuilding yards are already experiencing difficulty in getting ship carpenters and many of the yards are taking on novices and giving them fairly good wages while teaching them the trade. The labor condition will be made harder because of the large number of boats to be built in the United States, but it is reported in the United States press that a large number of expert ship carpenters and other ship workers will be brought from Europe.

The industrial situation of New Brunswick and Nova Scotia as well as of all Canada is likely to be brightened for several years to come on account of the revival in shipbuilding, a revival which will continue for many years. Not since the early eighties have there been as many ships under construction in Canada as there are at the present time and because these activities are divided equally among the Maritime Provinces, the Upper Provinces and British Columbia, the general prosperity resulting therefrom will be reflected in the trade conditions of every part of Canada.

British Columbia and the Maritime Provinces are doing steel shipbuilding on a large scale for the first time in the history of these provinces. There has always

(Continued on next page.)



THE GEORGE EDDY CO'S PLANT AT BATHURST.

CARRY WAR INTO GERMANY. (London Daily Express.)  
It is ridiculous to pretend that the German people have no responsibility for the murders of British women and children. The glowing satisfaction expressed in the German press is proof that the people approve and applaud. Theirs is the ultimate responsibility. Theirs should be the immediate punishment. Justice and common sense both support the call for reprisals. Military considerations add force to the demand, since these raids compel the constant employment in England of aviators and aeroplanes badly needed at the fighting fronts. If the Government is really in earnest in the desire to keep the ruthless air war out of England it must carry it into Germany. This is no time for leisurely consideration. Prompt action is required.

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Oil-Tanned Waterproof Shoe-packs, Summer Paks, Sporting and Trench Boots



We have every reason to be justly proud of our Moose Head Brand oil-tanned waterproof footwear.

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They are all manufactured from genuine, oil-tanned waterproof leather tanned in our own tannery.

INSIST ON MOOSE HEAD BRAND. Free Catalogue on Request.

**John Palmer Co., Ltd.**

FREDERICTON, N. B.

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AXES, SHIP CARPENTERS' TOOLS, HATCHETS, CAR AND CARRIAGE SPRINGS, CHISELS, HAMMERS AND DRAWING KNIVES, EDGE TOOLS of all kinds.

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Preserves Roads Prevents Dust

The Better the Roads The Better for You—

Taxpayers are too often uninterested in the question of economical road building and maintenance of their roads in spite of the taxes they pay annually to support the work of their town authorities. The experience with Tarvia of scores of progressive Canadian cities, towns and villages conclusively proves that its use is a big investment in economy, satisfaction and comfort to every taxpayer.

Perhaps you would like to know how Tarvia roads are made. The old way in building macadam was to use water as a binder.

But a water-bound macadam wears out quickly under the prying strain of the automobile driving wheels and the horse's hoofs. You know how that strain loosens the surface, grinds it into clouds of dust, makes heavy mud, and leaves the road full of holes.

"Tarvia-X", in the place of water, makes a surpassing binder, penetrating, plastic, and waterproof.

The first cost of making a Tarvia-macadam road is a little more than the old-fashioned macadam, but the saving in maintenance more than pays this difference. So Tarvia costs you nothing.

"Tarvia-A" is practically as thin as "Tarvia-X" used for recasting the surface of a macadam road already built. It is applied hot

and adds greatly to the life of the road. It keeps the road dustless, smooth and inviting to traffic.

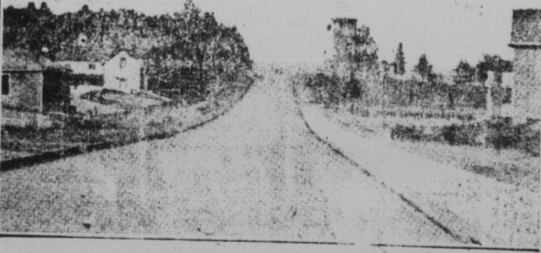
"Tarvia-B" is a much more widely applicable preservative. It is applied cold. It is thin enough to sink quickly into the road, and yet strong enough to bind the surface particles together into a mudless, dustless, durable surface.

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been considerable shipbuilding in the United States.

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Therault Bros., Belliveau  
J. N. Rafuse, Bridgewater,  
Leary & Sons, Bridgewater,  
L. E. Graham, Port Grevil  
Robar Bros., Bridgewater,  
William Naugler, Bridgewa  
W. R. & C. A. Huntley, Port  
Wagstaff & Hatfield, Port  
G. M. Cochrane, Fox River  
James E. Pettis, Spencer's  
T. K. Bentley, Advocate F  
Esther Harkinson Shipping  
N. S.

Peter McIntyre, St. John,  
Southern Salvage Co., Liv  
J. Steadman Gardner, Liv  
W. K. McKean Co., Liver  
Albert Parsons, Walton, N  
Geo. A. Cox, Shelburne, N  
W. C. McKay & Sons, She  
Estate Joseph McGill, She  
J. Ernest & Son, Mahone  
John McLean & Sons, Ma  
Smith & Rhuland, Lunen  
Lewis Hardwood Co., Lew  
John Brown, Public Land  
E. F. Williams, Dartmouth  
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Charles Griffin, Isaacs Ha  
J. A. Balcom Co., Ltd., M  
James X. Lenteigne, Low  
Meteghan Railway & S  
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Shelburne Shipbuilders, L  
Robert Rutledge, Sheet F  
J. W. Raymond, Port M  
Robin, Jones & Whitman

Totals

ONE OF THE BRAVEST.

(Halifax Chronicle.)

The Stanhope Medal of the Royal Humane Society was awarded recently to John Paxton, a marine fireman, for a remarkable feat of heroism. Some months ago his vessel was shelled and sunk by a German submarine in the Mediterranean. In the hurry of leaving the vessel Paxton, and three other men, none of whom could swim, were left behind. Immediate action was

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CHISELS, HAMMERS AND  
DRAWING KNIVES, EDGE TOOLS of all kinds.

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WORKS  
Nos. 97-111 City Road, St. John, N.B.

Made in Canada

**Tarvia**  
Preserves Roads  
Prevents Dust

The Better the Roads  
The Better for You--

Taxpayers are too often uninterested in the question of economical road building and maintenance of their roads in spite of the taxes they pay annually to support the work of their town authorities. The experience with Tarvia of scores of progressive Canadian cities, towns and villages conclusively proves that its use is a big investment in economy, satisfaction and comfort to every taxpayer.

Perhaps you would like to know how Tarvia roads are made. The old way of building macadam was to use water as a binder. But a water-bound macadam wears out quickly under the prying strain of the automobile driving wheels and the horse-drawn carriage wheels. Tarvia, on the other hand, is a dry mix of broken stones, gravel and sand, which, when rolled together into a mass, makes heavy mud and leaves the road full of holes.

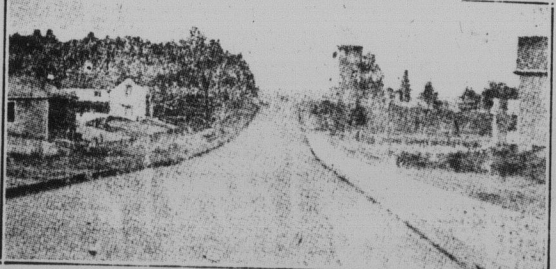
"Tarvia-X" is the place of water, makes a surprising binder, penetrating, plastic and waterproof.

The first cost of making a tarvia-macadam road is but a little more than the old-fashioned macadam, but the saving in maintenance more than pays this difference. So Tarvia costs you nothing!

"Tarvia-A" is practically a thin "Tarvia-X" used for repaving the surface of a macadam road already built. It is applied hot.

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MONTREAL TORONTO WINNIPEG VANCOUVER  
THE CARRITE-PATERSON MANUFACTURING CO., LIMITED  
ST. JOHN, N. B. HALIFAX, N. S. STONEY, N. S.



High St., Port Arthur, Ont. Treated with "Tarvia-B" in 1914.

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ST. JOHN, N. B.

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

COLORS AND BLEACHED

**Shipbuilding in Canada**  
(Continued from previous page)

been considerable shipbuilding in the Upper Provinces for the service over the Great Lakes, but even in this service, the bulk of the shipbuilding heretofore has been in the United States.

Following is the list of wooden vessels now under construction on the Atlantic coast:

SAILING VESSELS—ATLANTIC COAST.

Name of Builder and Place of Building	Gross Tonnage	Material
J. W. Comeau, Comeauville, N. S.	1 Schooner 329	Wood
Dr. McDonald, Meteghan, N. S.	1 " 400	"
John Deveau, Meteghan, N. S.	1 " 250	"
Innocent Comeau, Little Brook, N. S.	1 " 725	"
Omer Blinn, Grosses Coques, N. S.	1 " 350	"
Therault Bros., Belliveau Cove, N. S.	1 " 755	"
J. N. Rafuse, Bridgewater, N. S.	2 " 265	"
Leary & Sons, Bridgewater, N. S.	1 " 360	"
L. E. Graham, Port Greville, N. S.	1 " 130	"
Robar Bros., Bridgewater, N. S.	1 " 300	"
William Naugler, Bridgewater, N. S.	1 " 1,270	"
W. R. & C. A. Huntley, Parrsboro, N. S.	1 " 400	"
Wagstaff & Hatfield, Port Greville, N. S.	1 " 1,349	"
G. M. Cochrane, Fox River, N. S.	1 " 425	"
James E. Pettis, Spencer's Island, N. S.	1 " 449	"
T. K. Bentley, Advocate Harbour, N. S.	1 " 360	"
Esther Harkinson Shipping Co., Belliveau Cove, N. S.	1 " 450	"
Peter McIntyre, St. John, N. B.	1 " 530	"
Southern Salvage Co., Liverpool, N. S.	2 " 340	"
J. Steadman Gardner, Liverpool, N. S.	1 " 400	"
W. K. McKean Co., Liverpool, N. S.	1 " 400	"
Albert Parsons, Walton, N. S.	1 " 235	"
Geo. A. Cox, Shelburne, N. S.	1 " 620	"
W. C. McKay & Sons, Shelburne, N. S.	1 " 160	"
Estate Joseph McGill, Shelburne, N. S.	1 " 520	"
J. Ernest & Son, Mahone Bay, N. S.	1 " 95	"
John McLean & Sons, Mahone Bay, N. S.	1 " 332	"
Smith & Rhuland, Lunenburg, N. S.	2 " 1,000	"
Lewis Hardwood Co., Lewiston, N. S.	1 Tow Barge 50	"
John Brown, Public Landing, N. S.	1 Schooner 350	"
E. F. Williams, Dartmouth, N. S.	2 " 2,600	"
Quebec Shipbuilding & Repairing Co., St. Laurent, Que.	2 " 40	"
Charles Griffin, Isaacs Harbour, N. S.	1 " 409	"
J. A. Balcom Co., Ltd., Margaretsville, N. S.	1 " 28	T
James X. Lenteigne, Lower Caraquet, N. B.	1 " 470	"
Meteghan Railway & Shipbuilding Co., Meteghan, N. S.	1 " 350	"
Shelburne Shipbuilders, Ltd., Shelburne, N. S.	1 " 300	"
Robert Rutledge, Sheet Harbour, N. S.	1 " 375	"
J. W. Raymond, Port Maitland, N. S.	1 " 340	"
Robin, Jones & Whitman, Liverpool, N. S.	1 " 19,055	"
Totals	57	

**ONE OF THE BRAVEST.**  
(Halifax Chronicle.)

The Stanhope Medal of the Royal Humane Society was awarded recently to John Paxton, a marine fireman, for a remarkable feat of heroism. Some months ago his vessel was shelled and sunk by a German submarine in the Mediterranean. In the hurry of leaving the vessel Paxton, and three other men, none of whom could swim, were left behind. Immediate action was necessary, and Paxton, at once jumping overboard, called on the first man to follow, which he did, and Paxton swam with him to the nearest boat. Returning he called on the second man, and he also was taken to a boat. Again Paxton came back, and in like manner rescued the third man, and in this spite of the high wind and rough sea.

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CAMPBELLTON, N. B.

ESTABLISHED 1869

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Shingle Machines, Sleeper Machines, Rossing Machines, Gang Bolters, Gang Rotaries, Wood Cutters, Gangs, Resaws, Edgers, Lath Mills, Carriers, Consumers, Mill Supplies.



**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.

changes in personal position that the much better known on this side of the Atlantic.

last twenty years have witnessed that Dr. Clark moved, in the Liberal Thous.

**GENERAL SMUTS.**

The Times: General Smuts continues military experience with political capacity in an exceptional degree. His achievements in the campaigns in German Southwest and East Africa speak for the most of strength in the war cabinet, and we make no doubt that his presence in it will have the warm approval of the Dominions as much as of its own. The war has been one long lesson against too confident reliance on precedent in military affairs. General Smuts has seen that the same warning is in point about the constitutional and political future of the Empire, and has said so with a clearness and a breadth of statement that have made a great and legitimate impression. He will be a notable and audaciously compelled sixty armed Hun to surrender. He is to get the Victoria Cross; and surely that coveted bit of bronze has seldom been so splendidly earned as by this astonishing young Canadian soldier.

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ASSETS - \$6,897,890

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Guarantee and Contractor's Bonds Accident and Sickness

**CHAS. A. MACDONALD & SON**  
49 CANTERBURY ST. GENERAL AGENTS SAINT JOHN, N. B.

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GENERAL INSURANCE AGENTS

Fire, Automobile, Plate Glass, Employer's Liability, Accident and Sickness, Sprinkler, Leakage Insurance.

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AGENTS WANTED FOR UNREPRESENTED DISTRICTS TELEPHONE MAIN 335

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FIRE INSURANCE

47 Canterbury St., St. John, N. B.

Mercantile Fire Insurance Co.  
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**DONT'S**

FROM THE "FIREMAN'S STANDARD."

DONT place gas or other light where a blown curtain can reach it.  
DONT go to bed and leave a kerosene lamp burning.  
DONT use a light when looking for escaping gas in the cellar.  
DONT leave matches about, except in metal or earthen boxes.  
DONT use snap matches.  
DONT keep matches where rats or mice can get at them.  
DONT place ashes in wooden receptacles.  
DONT neglect to watch gas and oil stoves when in use.  
DONT leave a room where fat is boiling.  
DONT use an open grate without a screen.  
DONT use kerosene to kindle fires.  
DONT allow flues to become defective.  
DONT leave oily rags—animal, or vegetable—about.  
DONT use a receptacle filled with sawdust for a cuspidor.  
DONT neglect to ascertain immediately the cause of unusual smoke or smell of smoke.  
DONT forget the location of the nearest fire alarm box.  
DONT delay sending in an alarm when you discover a fire.  
DONT hesitate to send in an alarm or telephone to a fire station if you cannot find the cause of unusual smoke.  
DONT invite fires by neglecting to guard against and to be prepared for them.  
DONT be without means for extinguishing small fires at any time.

**T. B. & H. B. ROBINSON**  
H. B. ROBINSON

INSURANCE OF ALL KINDS

FIRE, ACCIDENT AND SICKNESS  
LIABILITY :: PLATE GLASS AND  
AUTOMOBILE INSURANCE.

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WE REPRESENT FIRST CLASS TARIFF COMPANIES ONLY.

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# 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

# 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 con-

ditions 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 trust-worthy 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 centrals 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.

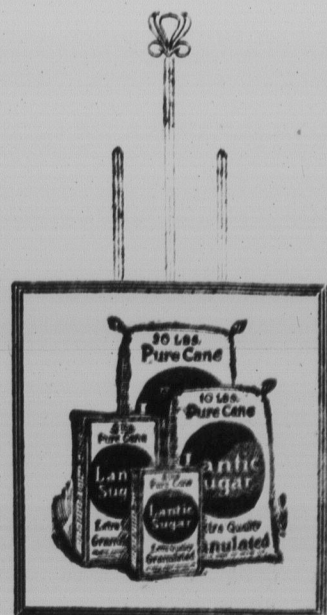
The improved filtering medium used today is boneblack, a cleanly material thoroughly sterilized before it is used. Sugar was formerly filtered with ox blood, clay and alumina but the modern equipment of bag filters and presses have lifted the standards of refinery practice to thoroughly appetizing levels. 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.



The country's foreign trade in Commerce, of the Department of Com- only to the \$613,565,695 of January as March figure is a new record for the nine months ended with cent. entered free of duty, which in the month were \$17,919,601. Imports March showed an increase of nearly merce. a record for American sales abroad. The value of all exports for the March, 1916, imports for similar per- March, 1916, the percentage of free of gold for the nine months ended \$154,000,000 over that of February. Exports from American ports jump in one month. Imports for March nine months ended with March isods were valued at \$1,818,319,426, imports was 67.78 and in March, 1915, March, 1917, were \$301,202,430 as compared with exports of \$150,094, according to a statement issued by ed from \$467,885,406 in February to pared with \$159,476,996 in February with \$2,996,424,769 for the similar specifically. Gold imports totalled \$159,493,590 in 323, leaving a net balance of imports The Bureau of Foreign and Domestic \$591,278,323 in March, which is second and \$241,816,252 in January. The period of 1916 and only \$1,921,077,869 of the March imports, 69.75 per March, 1917, while exports of gold for of gold of \$651,105,102.