

French and Roumanian Armies Continue to be Successful in Their Campaign Against Teutons

The Dominion Standard

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TUESDAY MORNING, JULY 31, 1917.

FAIR AND WARM

THREE SECTIONS

STRONG EFFORT BEING MADE TO STEM RUSSIAN RETREAT

ENDAVORING TO STEM THE BIG RETREAT

Russians Continue to Fall Back But Kerensky Back at Front.

ROUMANIANS TAKE MORE VILLAGES German Surprise Attacks Along French Front Repelled.

Paris, July 30.—Last night there were violent artillery duels in the Alsace and Verdun regions of the French front. The French official statement issued this afternoon, says that German surprise attacks at various points along the front, were repelled. The text of the statement reads:

War Summary. Having retreated a distance of approximately 100 miles from where Kerensky, the iron man of Russia, carried them in his personally conducted drive early in the present month, the Russian army in the center of the line in East Galicia is again on Russian soil on both sides of Husiatyn and is still being followed up by the forces of the Teutonic Allies.

Kerensky Back at Front. So fast has been the retirement of the Russians and the advance of the enemy toward Bukovina that already an arc-like formation has been thrown westward of Czernowitz, the capital, with the northern end resting on Wolawick, 25 miles distant, and the southern end to the east of Kutu, on the western border of the crown land.

French Snub Offensive. Again the French troops fighting in the Alsace region of France, have turned in vicious counter-attacks against the army of the German Crown Prince, but down an offensive it had started between Hurlbise and La Bovelie and made good gains against it all along

CHARLOTTETOWN MAN ON SUNKEN BATTLESHIP

Lieut. William S. Gordon Notices His Father He is Safe.

SEVERAL PERISH IN DISASTER Thought That Big Vessel Was in Action of Some Sort.

Charlottetown, P. E. I., July 30.—Mr. Daniel Gordon of this city has received the following from his son, Lieutenant William S. Gordon, dated London: "Ship lost. Perhaps you know, some of the crew behaved wonderfully. I am in London. Arrived today alive and well, and wounded. I lost everything, but that is nothing. Hope everybody is well."

Writing home a short time ago Lieut. Gordon stated that he was leaving London for the north on a battleship with a crew of 600 officers and men, and said that he would not be heard from for about six weeks. From the wording of his cablegram it would appear that the ship had been sunk in action, as he mentions that he was not wounded.

CELESTIAL MADE HIS GETAWAY

But Not for Long—That Gentleman Rounded Up by Chief Rideout's Wide-Awake Boys.

Moncton, July 30.—Something new in the line of deserters is at present occupying a cell at police headquarters in the person of Long Yung Sheng, a subject of the Chinese Republic, who was recently here with a regiment and embraced the opportunity offered by the stop to make his getaway from the authorities. The officer in charge of the battalion at once notified the local police, with the result that not many hours elapsed before he was once more under lock and key. Long belongs to the Chinese coolie class. He and his mates are used for digging trenches and other laboring work at the front.

Vancouver Wants Lobsters. The Board of Trade has received an inquiry from one of the leading hotel proprietors of Vancouver relative to the feasibility of shipping fresh lobsters from this port to that city packed in seaweed. Here is an opportunity for some of St. John's enterprising merchants to extend their business.

Woodstock, Ont., July 30.—Walter Malcolm, an old resident of Hatchley, and former Grand Trunk employe, was burned to death in a fire which destroyed their house soon after midnight. Their bodies were found Friday morning in the cellar. The cause of the fire is unknown, and it had gained such headway when the neighbors arrived that rescue was impossible.

Simultaneously in the air the fighting machines of Great Britain and Germany are carrying out manoeuvres of proportions never before seen, with both sides sustaining losses in aircraft shot down or sent hurtling earthward out of control.

CONSCRIPTION WILL BE LAW IN FEW DAYS

Senate Will Soon Act on the Militia Service Measure.

DEBATE ON REPORT OF MR. O'CONNOR

Commons Will Consider Income Tax Bill in Committee.

Ottawa, July 30.—With the temperature hovering between ninety and one hundred in the present parliament buildings, the politicians can think of only one thing—how to keep the heat out. There is little interest in the political situation, and Ottawa has not even a solitary rumor today. The ships will have difficulty maintaining a quorum this week if the hot weather continues, as many members are away and those who are here, more interested in the beaches around Ottawa than any legislation.

THREE PERISH IN FIRE IN ONTARIO

Former Grand Trunk Employee, Wife and Grandson Victims.

Woodstock, Ont., July 30.—Walter Malcolm, an old resident of Hatchley, and former Grand Trunk employe, was burned to death in a fire which destroyed their house soon after midnight. Their bodies were found Friday morning in the cellar. The cause of the fire is unknown, and it had gained such headway when the neighbors arrived that rescue was impossible.

INJURED BY LIGHTNING. Yarmouth, July 30.—A lightning bolt badly damaged the residence of Charles Jenkins, of Yarmouth Cape. Mrs. Jenkins was injured.

Eastport, July 30.—Official notice has been received from the Canadian war department at Ottawa announcing the death of another Eastport soldier who enlisted more than a year ago in the Canadian army at St. John, N. B., and was with the troops in France, where he was severely wounded and removed to the hospital in England, where he later died. He was a son of Mrs. Randall J. McKay of this city. His mother had received an encouraging letter from him while he was in the trenches.

INQUEST ON DEATHS OF C.B. MINERS

Physicians Testify that All Victims Examined Died of Gas.

EXPERT CONSIDERED MINE SAFE ONE

Air Passages Were Sufficient But Direction Inadequate, However.

Sydney, N. S., July 30.—The inquest into the deaths of the victims of the New Waterford catastrophe opened in the theatre this afternoon at three p.m. Chief Hartington presided, the miners and the auditorium was packed to its full seating capacity. Besides the jurors and newspaper representatives, who were seated on the platform between solicitors, the spectators included the inspector of mines, Mr. Hiram Donkin, deputy commissioner of public works and mines, D. A. Cameron, H. Mackay Forbes, Mr. Burchell and others.

STORMS DEMORALIZE TELEGRAPHIC SERVICE

All Wires to Montreal and Some Maine Points Down Last Night—Hot Weather Elsewhere.

High wind and electric storms at various points played havoc with the service west of St. John late yesterday and last night. In consequence of the numerous wire difficulties the connection with Montreal is greatly curtailed. Up to an early hour this morning there was no permanent wire connection with Montreal, both the Canadian Pacific and Western Union systems being unable to restore service until long after midnight.

INJURED BY LIGHTNING. Yarmouth, July 30.—A lightning bolt badly damaged the residence of Charles Jenkins, of Yarmouth Cape. Mrs. Jenkins was injured.

Adjusted Until Friday. The case of Miss L. Johnson was before His Honor Judge Armstrong in the county court chambers yesterday afternoon. The evidence of Weldon Wilson, and the clerk in charge, Miss Coffin, as well as that of Detective Biddecombe and Miss Ingleton was taken. The case will be resumed on Friday afternoon. B. J. Henneberry appeared for the defendant. Miss Johnson was arrested charged with the theft of a suit of clothes from the Sanitary Pressing establishment on Charlotte street.

WORRY OVER WAR CAUSES MAN'S DEATH

Young Resident of Kedgewick on Way to St. John Dies Suddenly.

BECAME SERIOUSLY ILL ON THE TRAIN

Former Moncton Young Man Dies in Johannesburg, South Africa.

Special to The Standard. Moncton, July 30.—A young man whose name is given as Charrette and whose home was at Kedgewick on the International Railway, and who was being taken to the Provincial Hospital at St. John, died in the Moncton Hospital this afternoon. Sheriff Robinson of Restigouche arrived in Moncton on the Maritime express this morning with the man who was taken violently ill on the train. Dr. Bosford being called Charrette was pronounced dead at two o'clock this afternoon. It is stated that the young man's mind became deranged from brooding over the war and conscription. The body was sent to Kedgewick on tonight's Maritime Express.

THE WOMEN OF RUSSIA VERY BRAVE IN WAR

Girl Soldiers Pledge Themselves to Suicide Rather Than Be Taken.

GIRLS DRILLING IN PETROGRAD STREETS

A Wounded Young Woman Tells How She Killed German.

Petrograd, July 30.—Russia's women soldiers have pledged themselves to take their own lives rather than become German war prisoners, and each woman soldier carries a ration of cyanide of potassium to be swallowed in event of capture.

Defences Destroyed. Eight days of bombardment had destroyed all the defences. The principal point of attack is the Craonne Massif. Then the "stossstrupen" and storm battalions, of the Fifth Guard, attacked the way along the two kilometre storm center.

GERMAN LOSS AT CRAONNE FRIGHTFUL

Twentieth Brandenburgers, Crack Troops, Almost Completely Annihilated.

FLOWER OF ENEMY ARMY SHATTERED

"The Hell of Battle of Craonne Equal to the Worst Days of Verdun."

Paris, July 30.—George Prade, correspondent of the Paris Journal on the French front, paints the battle for Craonne in these vivid colors: "A long, gray-black, inland, dipping gently toward the east, is the Colline Plateau, dropping on to the plain toward Chevreux and Corbeny, then an interminable ridge stretching to the west by the Casemates, Vauclerc and Hurlbise Plateaux, bathed in soft light. Up there the tempest rages unintermittently like an active volcano, with visions of earth hurled into space and sharp bursts of red flame in the black of the woods."

SUNNY BRAE HAS GRIM GRAVEYARD MYSTERY

Residents of Peaceful Moncton Suburban Towns See Weird Scene After Midnight—Merry Motor Chase.

Moncton, July 30.—Residents of Sunny Brae are greatly mystified over some occurrences of a rather peculiar nature which are reported to have occurred in the eastern part of the town during the early hours of Sunday morning. About one o'clock Sunday morning people resident near the cemetery were awakened by the roaring of motors coming and going along roads in the immediate vicinity. Motor cars travelling at high speed were dashing along the Irishtowns and McLaughlin roads, according to one man who saw the racket, they were travelling around at intervals without any lights, but what they were doing there at that hour in the morning is unknown.

RAILROAD COLLISION. Quebec, July 30.—Three men were injured, one seriously, in a collision today between a passenger train and a freight train on the Canadian Northern Railway, near St. Prosper, Champlain County, Michael McKay, a brakeman, may die.

According to some of those whose attention was attracted, it looked as though the cars were racing, while to others it appeared that one out and that the cars were dodging in and around in the dark is thought to be out of the latter theory. The police are like a crazy-rehearsal for a movie looking into the matter.

BRITISH CRUISER

MANY GERMANS LOATH TO PART WITH GOLD

German Newspapers Publish Notices Entreating Citizens to Aid the Fatherland.

(By Cable to the Associated Press.) Amsterdam, July 30.—The daily recurring public notices printed in conspicuous type in German newspapers entreat citizens to aid the fatherland by giving it the gold evidently is insufficient of productive results. The Weser Zeitung, of Bremen, publishes a renewed appeal, complaining especially that the well to do public still fails to realize the situation and that all gold must be handed in.

The newspaper cites examples of members of the German imperial and royal princely houses sacrificing their gold and jewelry and says competent authorities calculate that three to four hundred million gold coins are being obstinately hoarded in Germany, while the value of gold ornaments is estimated at a billion marks.

The Weser Zeitung says the public often asks whether gold cannot be loaned instead of given to the German imperial bank. The answer is no, because the law demands gold as a cover for paper money and that it must be in bare or coin. The public is urged to yield jewels of all kinds, which realize good prices abroad and are most useful for credit purposes here.

A frontier correspondent of the Telegram reports that all privately owned gold ornaments and jewels in Westphalia have been requisitioned this week and must be handed over to the banks.

Tie Care

A man who has a care for his appearance must remember that the incidentals of dress require just as much consideration as the essentials. In fact, more so, for the selection of a tie, a pin or a vest, display a man's degree of good taste and acquaintance with the unwritten laws which mean "good form."

We have an arrangement with tie-makers so that we are constantly receiving new patterns. Shirts for every day and Sunday, for travel, for business, for sport, \$1 to \$5.

Gilmour's, 68 King St.
Open Friday Evenings; Close Saturdays 1 p. m. June, July and August.

ton that all public gatherings were to be stopped and the churches closed until the outbreak is entirely wiped out.

KENT COUNTY CAT ADOPTS RABBITS

Tabby Lost Kittens and Finds Substitutes.

Mr. Frank Hazen of Coatsville, Kent Co., is the owner of a cat which adopted a couple of young rabbits which she is rearing in lieu of the kittens taken from her. The feline had three kittens which were drowned in order to keep the cat population under control. A few days after the kittens disappeared it was found that the mother cat had replenished her nest in the barn with two baby rabbits from the nearby woods.

DEATHS.

BAILEY—Entered into rest, on the 29th, last Charles Oliver Bailey, leaving his wife, two sons and one daughter to mourn.

JONES—Died at Baltimore, July 28, Major F. Coverhill Jones, third son of the late Simon Jones, Esq. Notice of funeral later. No flowers by funeral at 3 o'clock this afternoon from Trinity church.

CANADIANS AND ROUMANIANS ADVANCE FURTHER

ROUMANIAN FRONT OF BRIGHT SPOTS IN THE EUROPEAN BATTLE ZONE

Field Marshal Von MacKensen Continues to Give Way Before Roumanians and Latter Take Possession of Six More Villages.

RUSSIANS EXECUTING DESERTERS ON WHOLESALE PLAN BY ORDER

Canadian Forces Advance Their Front in Region of Reservoir Hill into the Cite-du-Moulin, Suburb of Lens—Their Casualties Insignificant.

London, July 30.—The Times' correspondent at the Russian southwest headquarters, after describing the desertions and panic of the Russian troops, says General Korniloff's assurances have been approved and that he is executing deserters by wholesale.

Continue to Win. London, July 30.—The Roumanian war office statement reads: "On the 27th, between the valleys of Casin and Putna, we again advanced some kilometers and occupied the villages of Sovola, Dragoslav, Negriesti, Topesti, Valasares and Colacul. We took prisoners and some motor batteries and war material."

Kerensky Wounded? Geneva, July 30.—The correspondent of a Budapest paper telegraphs under date July 27: "On the Brzesany front for the first time we came in contact with 'death regiments' composed entirely of Russian women flying the red flag. They fought with extraordinary bravery, frequently counter-attacking ferociously by women officers. Near Brzesany, a Russian infantry division refused to fight and began retreating. They turned their guns on the infantry. Thereupon Kerensky, in his automobile drove between the crossfire and succeeded in stopping the fratricidal slaughter, though she was wounded."

Canadian Advance. (By Stewart Lyon, special correspondent of the Canadian Press in France.)—Canadian Army Headquarters, July 30.—By a minor operation last night the Canadian front was advanced in the region east of the Reservoir Hill into the Cite-du-Moulin, the only suburb lying between Reservoir Hill and Lens. The losses of the Canadians were inconsiderable and the advance gives them possession of a stretch of difficult country extending about 1,000 yards north and south with a depth of more than 400 yards easterly from our former front.

CONSCRIPTION DISCUSSED BY THE CARDINAL

His Eminence, Mgr. Begin Makes Statement in L'Action Catholique, Official Organ.

Quebec, July 30.—In an interview on conscription given to L'Action Catholique, the official organ of the Catholic church in Quebec, Cardinal Begin says: "As regards the clergy only, this conscription law is a menace which causes the Canadian clergy the worst apprehensions."

"This military service, as it is proposed, or at least as we are able to judge from the speeches and statements its discussion has provoked, is only a serious blow to the rights of the Church of Christ, independent in its domain and whose laws and practices exempt the clergy and that class of the society which that name designates from the service under arms. But also it (conscription law) constitutes a fatal obstacle to the recruiting of ministers of God, shepherds of souls as well as to that of the staff of clerical teachers and, through this

IT'S VERY EASY TO GET RID OF SKIN TROUBLES With CUTICURA

Bathe with Cuticura Soap, dry and apply the Ointment

Stops itching instantly, clears away pimples, redness and roughness, heals dandruff and scalp irritation, moves old, rough and sore hands as well as most baby humors. You need not buy them until you try them.

Sample Each Free by Mail With 22-p. Skin Book. Soap to cleanse and Ointment to soothe. Write for free literature. Cuticura, Dept. N., Boston, U. S. A. Sold throughout the world.

THE MYSTERY OF THE BLOODY KEY—NO. 2



Miss Canada Bids Her Lover Good-bye and Gives Him a Keepsake, the Key to Her Treasure

FORMER BOSTON JOURNALIST COULDN'T TOLERATE NAME

So George V. S. Michaelis, of German Descent and Namesake of the Kaiser's Chancellor, is Now Plain George Woodbridge—Calls Chancellor "Uncompromising Protagonist of the Devil's Creed."

Boston, July 30.—When the German Kaiser raised to the chancellorship George Michaelis, an exponent of the blood and iron policy of the Hohenzollerns, George V. S. Michaelis, a well-known Bostonian, engaged in the insurance business, decided that it was high time for him to show his displeasure and forever cut loose from his German connections and traditions.

Since the war George V. S. Michaelis has been one of the most outspoken anti-Germans in this city, although his father was a German by birth. George V. S. Michaelis was born on an army reservation—the United States arsenal at Watertown, Mass., 44 years ago. His father met his death by accidental drowning some years ago. Maj. Michaelis was a popular and accomplished United States officer at the time of his death.

The last tie that bound George V. S. Michaelis and his two young sons to Germany was severed July 27 when they dropped the family name of Michaelis and took the name of Woodbridge, the maiden name of Mr. Michaelis' mother. In a notice sent to his friends yesterday Mr. Michaelis announced the change of names by George Woodbridge, Henry Sewall Woodbridge and George Woodbridge, Jr., formerly respectively known as George V. S. Michaelis, Henry Sewall Michaelis and George V. S. Michaelis, Jr.

Protest Against Infamy. In his notice Mr. Michaelis says that both his minor sons join with him "of their own free accord" in dropping the name of Michaelis and that "they go on record as being in accord."

"On the other hand, the treaties assure the Canadian Catholics the free practice of their religion. The legislation under way may strike liberty a mortal blow. I like to believe that political wisdom will in the end overcome the bigotry of our statesmen, the urgings and counsel of certain elements liable to trouble forever the peace of this country and that no members of the spoliary and imprudently sow on this side of the Atlantic the seed of the fatal religious discords that have divided the old world."

DR. CHASE'S OINTMENT

PILES, or hemorrhoids, are the cause of keen distress to thousands who do not yet know Dr. Chase's Ointment.

There are three kinds of piles—internal, external and prolapsing. The itching, burning sensations usually increase at night, and the misery which many people endure is beyond description. The bleeding is sometimes so profuse as to cause death. Protruding piles are most dreaded because it is commonly believed that a surgical operation is the only means of cure.

If you will read the letters quoted in the daily press there will be little chance for scepticism as to the certainty of Dr. Chase's Ointment as a cure for every form of piles. Or, better still, ask your friends about it, for Dr. Chase's Ointment is recognized among doctors and druggists as well as by the public generally as the only real cure for this wretched disease.

Dr. Chase's Ointment, 60c a box, all dealers, or Edmonson, Bates & Co., Ltd., London, England, will be glad to talk to you accepting a substitute. Imitations disappoint.

DR. CHASE'S Ointment

The funeral of Joshua Rolston took place yesterday afternoon from his late residence, 32 Elliott Row. Services were conducted by Rev. Perry and Rev. Robert Crisp. Interment was made in Fernhill.

MUST DESTROY EVIL AMBITIONS OF THE MILITARY RULERS OF GERMANY TO OBTAIN PEACE

Madison Barracks, N. Y., July 30.—In a speech before 1,700 members of the officers' reserve corps, Secretary of State Robert Lansing, emphasizing his belief that the German people would not cast off the yoke of autocracy "until the physical might of the united democracies of the world has destroyed forever the evil ambitions of the military rulers of Germany."

No War of Aggression. "Were every people on earth able to express their will, there would be no wars of aggression," he said, "and there would be no wars of aggression, there would be no wars, and lasting peace would come to this earth. The only way that a people can express their will is through democratic institutions. Therefore, when the world is made safe for democracy, when that great principle prevails, universal peace will be an accomplished fact."

"No nation or people will benefit more than the United States when that time comes. But it has not yet come. A great people, ruled in thought and word as well as in deed by the most sinister government of modern times, is straining every nerve to supplant democracy by the autocracy which they have been taught to worship. When will the German people awaken to the truth? When will they arise in their might and cast off the yoke and become their own masters? I fear that it will not be until the physical might of the united democracies of the world has destroyed forever the evil ambitions of the military rulers of Germany and liberty triumphs over its arch enemy."

Mr. Lansing sought to drive home to the student officers the righteousness of the cause for which they had volunteered to go to France and fight

"The sweetheart of the Corn" This picture and slogan has been familiar to Canadians for over eleven years. It tells the story of the corn used in Kellogg's TOASTED CORN FLAKES



Only the finest corn is used and our secret process converts it into a light, appetizing and sustaining food.

Kellogg's TOASTED CORN FLAKES

MADE IN CANADA. The Battle Creek Toasted Corn Flake Co. Limited, Head Office and Factory: London, Ont.

OBITUARY

Newcastle, July 30.—The death of Miss Anna O. Fitzgerald, of Seville, daughter of Mr. and Mrs. Michael Fitzgerald, of that place, and until she had given up her profession several years ago because of ill health, the teacher of the Seville school, occurred July 28. Deceased graduated from Normal School in 1909 and was 26 years old. She leaves her parents and several brothers and sisters.

GOOD USED AUTOMOBILE AT A LOW PRICE, SEE THE USED CAR AUTOMOBILE SHOW

St. Andrew's Rink, August 8th to 15th

Opening Wednesday, August 8th, at 8 p. m. Doors Will Be Open Each Day from 10 a. m. to 10 p. m.

ALL standard makes of cars will be on exhibition, and only cars that are good values at the prices asked by owners will be offered for sale. This is a splendid opportunity to buy well built, high grade cars for less than more cheaply built and less satisfactory low price new cars. Each car, before being allowed in building, will be inspected by a motor expert, and a detailed report as to its mechanical condition, running qualities and equipment, will be made out on a tag which will be found attached to steering wheel.

IF YOU ARE LOOKING FOR A GOOD CAR WRITE FOR COMPLIMENTARY TICKETS WHICH WILL BE SENT FREE. ADDRESS THE SHOW MANAGER

POST OFFICE BOX 939 ST. JOHN, N. B.

ALL CARS SOLD ON A GUARANTEE

SMALLPOX IN YORK CO.

Home of Wendell Phillips at Upper Southampton Quarantined.

Richard Lansing, a New York resident, admitted to Mrs. Hutchings St. name was born in the about 32 years ago. He was a public school teacher for several years ago. He was a member of the New York State Bar Association. He was a member of the New York State Bar Association.

Dr. Owens, under instructions from the board, also visited Dow Settlement and found that there were three cases there which were not receiving any medical attendance. He at once had them placed in quarantine and every precaution is being taken to prevent the disease spreading. The secretary of the county board of health, Mr. Clarence Goodspeed, sent word to Dow Settlement and Upper Southampton.

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ST. JOHN, N. B., TUESDAY, JULY 31, 1917.

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

A PERTINENT QUESTION.

"DOES MY RIGHT HONORABLE FRIEND (SIR WILFRID LAURIER) CONTEND THAT HE WILL DERIVE ENORMOUS STRENGTH FOR THE CONDUCT OF THIS WAR FROM PEOPLE WHO CHASE A BRITISH SOLDIER FROM FLETCHER'S FIELD, IN MONTREAL, INTO A TRAM CAR AND THEN BREAK THE WINDOWS OF THE CAR?"
"I VENTURE TO THINK THAT A GENERAL ELECTION CARRIED ON BY MY RIGHT HONORABLE FRIEND (SIR WILFRID LAURIER) ALONG THE LINES THAT HE HAS TAKEN WILL NOT ONLY DIVIDE CANADA, BUT WILL PARALYZE CANADA; IT WILL PUT CANADA OUT OF THE WAR AND MARK HER AS A DEGENERATE AND INFERIOR PORTION OF THE BRITISH EMPIRE."—Extracts from the great speech delivered in the House of Commons by Dr. Michael Clark, Liberal member for Red Deer, during the debate on Sir Robert Borden's motion for an extension of the parliamentary term.

THE CALL FOR UNITY.

It is not merely the question whether men to serve with the colors shall be secured by persuasion, by voluntary enlistment or by compulsion that causes both parties in the Canadian House of Commons to divide within themselves, although the division is far more marked in the opposition than among those supporting the Government. It was not simply a question of conscription which caused twenty-six English Liberals to separate from their party leader and, temporarily at least, make common cause with the Government.

These men saw a real danger in remaining under their party leadership. There was the danger that if the Laurier idea carried, certain elements among those supporting the Government, which they stand so sorely in need, but that was not the only consideration leading to a severance of parties. There was also the issue of the future government of this country and the future of civilization within and outside of Canada.

It is folly to attempt to ignore that, at the present time, certain elements are angling for power in this country. These elements are not Anglo-Saxon, not Imperial. In part they may be said to be even anti-Anglo-Saxon and anti-Imperial. Of themselves they are not a unit, but against the Imperial party and the Imperial idea they stand unitedly. They are against the further prosecution of the war and they are for an autonomous Canada living within herself and at the front. In this lesser Canada they hope to govern and they would lead and develop the nation along lines that would lead away from Anglo-Saxon unity.

Today these elements of themselves lack the power to attain their ends. They must receive aid and support from the Anglo-Saxons in Canada before they can hope to rule. They are prepared to take advantage of political issues to secure that assistance, and with that purpose in view are more than willing to foster divisions among any Anglo-Saxons in Canada who may be so shortsighted as to permit it.

There is one way of escape and triumph for those who believe that the future of this country is wrapped up in the future of the British Empire and that defeat or setback for the Empire means corresponding defeat or setback for Canada. That way is to unite, irrespective of political or racial differences, with no regard to anything save the one end, the triumph of the Empire arms and the future well-being and prosperity of Canada.

There must be a union of Canadians who believe in the Imperial connection and that union must be thorough and lasting. The maintenance in Canada of a virile British-Canadianism is the first duty and if it is allowed to interfere with it, then we may prepare to witness the passing of the Government of Canada into the hands of those who are not sympathetic toward the ideal of British-Canadianism and all that it implies.

The problem facing Canadians in this day is the most serious our people have ever known. That problem can be wisely solved in but one way. Any other solution means disaster. To avert that disaster is an attainment worthy of the best Canadian thought, worthy of a union of all men, regardless of political or racial differences, our duty to Canada and the Empire must take precedence over everything else.

YES, THERE ARE TWO PARTIES.

An anonymous correspondent who uses the non-de-plume "Thirty Years A Liberal," writes to The Standard objecting to any effort in the direction of a union government for Canada. He says "there always have been two parties in Canada, there always will be two parties in Canada, no matter how hard newspapers try to change it."

Our correspondent is right. There are two parties in Canada today, though they are not generally known as Liberals and Conservatives. There is the "win the war" party, led by Sir Robert Borden and including loyal men of both former political parties, and there is the "win the election" crowd led by Sir Wilfrid Laurier and including Quebec anti-conscriptionists, Mr. Pugsley, Mr. Macdonald, Mr. Kite and a few others of their calibre. The next election, when it comes, will be a contest between these groups rather than between men divided upon old party lines.

This is no time for party politics. Canada's interest demands that there shall be a united sentiment in the prosecution of all war measures and the great majority of the Canadian people endorse that view. Today there is a practical coalition in the country even if it has not yet reached the House of Commons.

THE SITUATION IN THE EAST.

While there is not much brightness in the present Russian situation yet it is not entirely lacking in hope. It does not appear that pressure from the Germans was sufficient to cause the Russian army to retreat to the line gained by Brusiloff in his advance of last summer. The Russians were in greater number and did not lack for munitions or arms, the whole trouble being that their forces were disorganized, due, no doubt, to the disturbed condition of Russia's internal affairs.

Despatches received yesterday indicate that such conditions will not be permitted to continue. Already deserters have been executed by scores and an energetic effort is being made to restore the Russian army to something like the efficiency it displayed earlier in the war. What differences exist in Petrograd must be buried and the Russian people must realize that they will lose all unless they determine to unite for the common foe. This union may yet be achieved in which event Russia may come back in a manner that will win the admiration of the world.

One fortunate feature of the eastern situation is revealed in a statement made by the German Commander-in-Chief to the effect that he lacks the force to follow to the full advantage the Russians have already given him. This enforced delay may yet prove the salvation of the situation, for if the Russians can gain time to reorganize their forces and instill something like a spirit of unity into the men directing the campaign in the eastern area, the line from Riga to the Black Sea may prove a serious menace to Hun hopes.

HUNS IN IGNORANCE.

How completely in ignorance of actual war conditions the German government keeps the German people, civilians and soldiers, is indicated by the recent report of Mr. Stewart Lyon, Canadian correspondent at the front, that the German soldiers sacrifice themselves hopelessly in death rather than be taken prisoners by the British because they have been told that the British kill all their prisoners. When such falsehoods are believed, it is little wonder that the Imperial Chancellor has the audacity to state to his people that Germany will come out of the war a conqueror.

The Germans have had no opportunity, since the commencement of the war, to secure any true conception of the course of events. It may not be till the war is over that the German people will have a proper realization of the nature of the struggle and knowledge of the disgrace into which the junkers have dragged their nation. A war nurse now in Canada states that German prisoners in England would rather remain there than return to Germany, their treatment has been so good. When the war is over these prisoners and Germans in other parts of the world will acquaint their countrymen at home with the real facts.

No Mark Log Sale.
The sale of no mark logs in the Fredericton boom was held yesterday afternoon at a meeting of lumbermen at the Board of Trade rooms. Spruce brought \$20.75 for deal and \$13.83 for battens; cedar \$13.25 full scale; hemlock \$11.60 full scale.

EMMA GOLDMAN, THE ANARCHIST, BACK IN N. Y.

Efforts Being Made to Obtain Bail for Her and Alexander Berkman, Who Shot Frick.

New York, July 30.—Delayed eight hours by a freight wreck at Piedmont, W. Va., Emma Goldman has arrived here from the federal women's prison at Jefferson City, Mo., where she was held in custody to violate the Selective Draft Act. Harry Weinberger, her attorney, stated that he would prepare to offer bail for her together with bail Alexander Berkman, Louis Kramer and Morris Becker, who were sentenced for the same offence. Berkman is the man who shot H. C. Frick.

Upon her arrival at the office of Thomas D. McCarthy, United States Marshal, Emma Goldman said she would like to have a conference with Mr. Weinberger. Her niece, Mrs. Stella Conyns Ballantine, and her "comrade," Alexander Berkman, the latter was brought down from the Tomb to which both prisoners were returned at the close of the conference.

According to John Whalen, deputy marshal, who brought her back from Jefferson City, Emma Goldman complained bitterly of the treatment she received there. She said she was kept confined in an isolated wing and put to work sewing overalls. She also complained of the food characterizing the coffee as iron rust and water. While passing through St. Louis, Emma Goldman asked for a bottle of beer. Upon this being refused, she drank a glass of buttermilk. It made her ill.

Mr. Weinberger during the day offered to put up Liberty Bonds and surety, but was informed by Harold A. Content, Assistant District Attorney. It was a rule of the office not to accept bonds. The bonds have not been actually issued, but Mr. Weinberger said he would offer receipts for purchase.

MAY RAISE SHIPS SENT TO BOTTOM

Project to Use Submarines in Lifting Vessels Sunk by Torpedoes in Shallow Water.

(The Maritime Merchant.)
The project seems to have been seriously put forth of using submarines, after the war is over to raise the ships that have been sunk in shallow waters of the southern coast of Ireland. We do not know how feasible the scheme may be, though it sounds well, in the words of the people out West, "it sounds to me." However, modern ingenuity is capable of wonderful things, and if the submarine that can so easily send a ship to the bottom can be made to raise it again, the result should be the saving of an immense amount of tonnage that would make accept of the shipping industry as a consequence of our enemy's submarine exploits.

As a matter of fact, the war so overshadows everything that we are barely conscious of some of the wonderful things being done even now in the way of reclaiming sunken hulks. As a maritime people, with shipbuilding traditions and shipbuilding hopes for



EVINRUDE DETACHABLE ROWBOAT AND CANOE MOTOR

Saves that long row or paddle to the marsh and gets you there fresh and smiling—with keen eyes and elastic muscles.

Portable, easy to attach, simple to operate, dependable always. Speed, 7 to 8 miles an hour.

Evinrude Magneto—Built-In Flywheel Type, Automatic Reverse, more speed and power.

For Sale by The A. R. Williams Co., Ltd., St. John, N. B. Distributors for the Maritime Provinces. Over 80,000 sold—used by 25 Gov'ts.

Little Benny's Note Book.

Kumpiny B was having a parade to celebrate Kernel Puds Simkins getting his hair cut, and all of a sudden we heard a noise down some cellar, and General Skinny Martin said, Halt. Wich we did and all looked down the cellar, and a man was down there hammering nails in a sunbitch with a hammer.

G. men, its a Germin submarine, sed Genrel Martin. Darn if it aint, genrel, sed Sargent Sid Hunt, and Lieutenant Reddy Merry put his hands up to his mouth and yelled down, Hay, down there, wats you doing down there in the name of the law?

Hay, wats that, anybody speaking to me? sed the man. And he stopped hammering and came over to the cellar window and put one end up to his ear, saying, Hay? hay?

G. its a deff submarine, sed Lieutenant Wernick.

Hay? Wat? Watsen? sed the man. Being a tall skinnie man chewing tobacco with his pants held up by suspenders. And I put up my hands up to my mouth and yelled down, if you stink us we well stink you back.

Hay? Whose eround back? Wats the matter? sed the deff submarine.

Do you sirrender? Genrel Martin yelled down, and the rest of Kumpiny B all started to yell down at wunts, yelling, Sirrender, sirrender, sirrender in the name of the law, sirrender in the name of Kumpiny B, throw up your perryscoope and sirrender.

Wats that? You get rife away from that window, sed the submarine. And he started to cime up, chewing tobacco farse and Kumpiny B pritty nerr fell over backwards and started to run, and after they had ran about 2 pamentes they stopped and got in line and kepp on having a parade to celebrate Kernel Simkins hair cut.

to raise millions of torpedoes tons from the bed of the ocean, may it be that their raising will be but the prelude to other wireless calls for help?

A very good instance in point is the case of the Magna Reva. Fifteen years ago this ship, then called the Pyrene, a steel-hulled American bark, sank in the mud a few miles above the mouth of a Liberian river.

In normal times the expense of raising all the expenses of raising and towing, but the returns would justify, but when ocean freight rates began to soar, an alert American bought her for \$5,000 as she lay, raised her, loaded her with a cargo of manganese ore and had her towed to Baltimore. The cargo sold for \$40,000, practically paying all the expenses of raising and towing. At Baltimore the Magna Reva was put in dry dock and completely refitted. She was then sold for \$100,000, and in less than a month, resold for \$300,000. She then took on a cargo of tobacco valued at \$500,000 and cleared from Baltimore for Rotterdam.

On this voyage she figured in international proceedings on two separate occasions, first between Great Britain and the United States on account of detention at Falmouth and later between the United States and Holland regarding further detention. Finally she put to sea in ballast for the United States and was never seen again. A wireless call for help was the last ever heard of her.

The thing that interests us most in this story, we think, is the alertness of the salvor of the Magna Reva in knowing when to take occasion by the hand, and we cannot help wondering whether he is carrying on the same kind of enterprise with other sunken vessels. The story is certainly interesting almost romantic and appeals to the imagination. There is one thing in this story, however, which suggests that possibly the salvaging of these ancient wrecks, while profitable to those who perform the work, may not in the end be so great an economic gain to the world. It is the last sentence of all. Even assuming it to be feasible

The Best Quality at a Reasonable Price.

Wear Bifocals in Summer

Bifocals take the place of two pairs of glasses. You see distant objects through the top part of the lens, the lower part is for near vision. They are of great convenience, especially in summer when you move about more and two pairs of glasses are more of a nuisance than ever. Come in and let us demonstrate bifocals. We grind them to correct any defect in refraction.

L. L. Sharpe & Son

JEWELERS and OPTICIANS, 21 King Street, St. John, N. B.



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

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

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

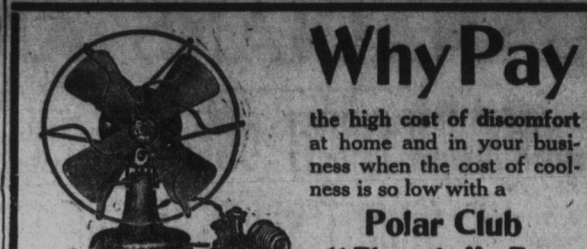
Flewelling Press

3 Water Street. Business Envelopes with Printed or Engraved Corner. See Our Fine Samples.

We would like to take a Summer Vacation but will not get a chance to do so as some of our students would be inconvenienced thereby. We can stand it, however, as St. John's Summer weather is ideal for study. One of the principals and other experienced teachers always at attendance. Students can enter at any time. Send for rate card.

McROBBIE Foot Fitters, 50 King St.

S. Kerr, Principal



Why Pay

the high cost of discomfort at home and in your business when the cost of coolness is so low with a Polar Club "Electric" Fan

Costs about two cents a day to operate. With the snap of a switch—all the breeze you want—when you want it—where you want it. Polar Club Costs But \$7.50. Think of it \$7.50 for as busy a little, sturdy a little Electric Fan as ever stirred a breeze. Why anybody can afford one.

T. McAVITY & SONS, LTD.

Birthday Gifts For Little Folks

WHAT is more appropriate for kiddies than presents that please and endure—Gifts of a useful nature, such as:

- SILVER CEREAL BOWLS
- MUGS
- SPOONS, NAPKIN RINGS

or Knife, Fork and Spoon Sets, which are prominently displayed in our select Silverware Showing. We'll Be Glad to Have You Inspect Them.

FERGUSON & PAGE Diamond Importers and Jewelers - 41 King St.

IMPERIAL TIRES

GUARANTEED TO GIVE SATISFACTORY SERVICE Inner Tubes. Other Auto Accessories

M. E. AGAR, 51-53 Union St. Phone Main 818 St. John, N. B.

FROM ENGLAND JUST RECEIVED

A LARGE SHIPMENT OF ENGLISH BALATA BELTING

WIDTH 1 INCH TO 14 INCHES PLY 3-4-5-6

FOR IMMEDIATE SHIPMENT BY D. K. McLAREN Limited Phone 1121

Oh! Boy!

An Airship for 35c.

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

Canada Brushes Win

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

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

CANADA BRUSH CO. — ST. JOHN

PRINTING

We have facilities equal to any printing office in Eastern Canada for the production of high-grade work.

Job Printing of all kinds promptly attended to. Phone Today Main 1910

STANDARD JOB PRINTING CO. ST. JOHN, N. B.

THE BEST SPR Is the Cheapest And nobody disputes that is the Best. Whether you buy it with guaranteed never to sag. Sold in St. L.

A. Ernie THE HOUSE

When You Think of H. N. TRUNKS, CLUB BAGS, SUIT CASES, JUVENILE MATTING S. "Our Baggage"

H. N. DeMI

"La Cor Guy Str Conveni "Amusement, Reside EUR Rates:—\$1 Special Engagement of "Band" of New York, in

Strawberries We have lots of Strawberries on hand this week. Also

Cornflakes 10 CENTS A PACKAGE.

VANWART BRO Corner Charlotte and D Streets. Tel. M. 10

IN STOCK 20 Tons Linseed Oil Cake Meal C. H. PETERS SONS Peters' Wharf, St. John

Why Bake Bread these Summer Days? BUTTERNUT BREAD is as nourishing, Pure and Cleanly as yours, and has a delicious taste all its own.

MARRIAGES Parker-Handley. Marysville, July 30.—The Mr. and Mrs. C. A. Handley

Why Pay

the high cost of discomfort at home and in your business when the cost of coolness is so low with a

Polar Club "Electric" Fan

Costs about two cents a day to operate. With the snap of a switch—all the breeze you want—when you want it—where you want it.

Polar Club Costs But \$7.50. Think of it \$7.50 for as busy a little, sturdy a little Electric Fan as ever stirred a breeze. Why anybody can afford one.

T. McAVITY & SONS, LTD.

Birthday Gifts For Little Folks

WHAT is more appropriate for babies than presents that please and endure—gifts of a useful nature, such as

- SILVER CEREAL BOWLS
- MUGS
- SPOONS, NAPKIN RINGS

or Knife, Fork and Spoon Sets, which are prominently displayed in our select Silverware Showings.

We'll Be Glad to Have You Inspect Them.

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Canada Brushes Win

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

Our Solid Backed Household and Dandy Brushes are daily winning preference, and we would especially draw attention to our

STRAIGHT COMPRESSED VARNISH BRUSH

so made that it absolutely will not flare.

CANADA BRUSH CO. — ST. JOHN

PRINTING

We have facilities equal to any printing office in Eastern Canada for the production of high-grade work.

Job Printing of all kinds promptly attended to.

Phone Today Main 1910

STANDARD JOB PRINTING CO.

ST. JOHN, N. B.

THE BEST SPRING Is the Cheapest in the End

And nobody disputes that the Hercules No. 0 Weave is the Best.

Whether you buy it with wooden or steel frame, it is guaranteed never to sag.

Sold in St. John only by

A. Ernest Everett

THE HOUSE FURNISHER

LEATHER

When You Think of Traveling Goods Think of H. N. DeMILLE

TRUNKS,	\$4.65 to \$10.00
CLUB BAGS,	\$2.00 to \$6.00
SUIT CASES,	\$1.50 to \$7.00
JUVENILE MATTING SUIT CASES, ..	69c. EACH

"Our Baggage Will Stand the Test."

H. N. DeMILLE, 199 to 201 Union St.

OPERA HOUSE BLOCK

"La Corona Hotel"

Guy Street, Montreal

Convenient to All Points:

"Amusement, Residential and Shopping Districts."

EUROPEAN PLAN

Rates:—\$1.50 a Day Upwards.

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

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

OIL STOVES

Wickless Blue Flame Cook Stoves are economical and a necessity during Summer weather.

Ice Cream Freezers and Refrigerators, Preserving Kettles, all sizes.

P. CAMPBELL & CO., 73 Prince William Street.

Strawberries

We have lots of Strawberries on hand this week. Also,

Cornflakes

10 CENTS A PACKAGE.

VANWART BROS.

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

IN STOCK

20 Tons Linseed Oil Cake Meal

C. H. PETERS SONS, Ltd. Peters' Wharf, St. John.

Why Bake Bread these Summer Days?

BUTTERNUT BREAD

is as nourishing. Pure and Cleanly as yours, and has a delicious taste all its own.

Farm, was the scene of a very pretty wedding Thursday afternoon, when in the presence of immediate relatives, Rev. Dr. Harrison united in the holy bonds of wedlock their eldest daughter, Effie, to Mr. Earl R. Parker of Parker's Ridge. The bride, who was charmingly gowned in white satin. After the ceremony a wedding luncheon was served. The bride was the recipient of many beautiful gifts.

MARRIAGES

Parker-Handley.

Warrsville, July 30.—The home of Mr. and Mrs. C. A. Handley, island

PLANS READY FOR REBUILDING OF NO. 5 SHED, WEST SIDE

Estimated Cost Between \$30,000 and \$40,000—Will be Well Braced to Prevent Recurrence of Collapse.

City Engineer Murdoch has prepared plans and specifications for the rebuilding of the No. 5 shed, and it is expected that these will be presented to the council within the next week. The plans as drawn provide for proper bracing so that it will be impossible for a like accident to happen again and the shed will also be braced to prevent any possible slipping and sliding.

Under the portion of the shed still standing the piles will be straightened up by means of iron rods with nuts on both ends which can be tightened up. After the piles have been made straight bracing will be bolted to them the opposite way to the rods, thus holding them solid.

Under the new portion piles will be driven to come six feet above low water mark, and on top of these square timbers will be bolted diagonally and on top of the timbers will be bolted spars running in the opposite direction, forming a diamond on top of the piles, and this is expected to hold rigidly in their places. On top of this will be placed a cross beam which will be braced both fore and aft and crosswise, and on these posts the shed will be built.

There will also be a change made in the heating of the shed. Formerly both up and down stairs offices were heated by the one pipe, but the new plans provide for three pipes, one for the down stairs office, one for the up stairs office and the third for the rest room for the men.

It is estimated that these repairs will cost between thirty and forty thousand dollars, but when the job is completed there will not be any danger of another collapse.

While this looks like a large amount it is expected that the city will not have to bear the entire cost as negotiations are going on with the Dominion government and the C.P.R. looking toward their bearing a portion of the expenditure and it is understood both are giving favorable consideration to the proposal.

LANCASTER FERRY COMMISSIONERS MEET

May Ask Government to Assist Milford-Indiantown Service.

A meeting of the Lancaster Ferry Commissioners was held yesterday morning at the office of Commissioner Russell, City Hall, to consider matters in connection with ferry between Indiantown and Milford, operated by James Leonard.

For a number of years the ferry has been losing money and Captain Leonard wishes to give up the contract, which still has two years to run. The commissioners have a sum of money at their disposal from which they have made one contribution to Capt. Leonard but feel that the provincial government should aid, either by a subsidy or establishing a free ferry as they have at Gombola Point and other places.

No conclusion was arrived at as to the steps to be taken and another meeting will be held in a week's time to further consider the matter.

Those present at the meeting were: Councilor O'Brien of Lancaster, Heber Vroom, Commissioner Russell and J. King Kelly.

FORMER ST. JOHN GIRL BRIDE OF P. L. HANSON

Miss Mary Jeannette McCormack and Fredericton Man United in Marriage at Chatham.

Chatham, July 30.—The marriage of Miss Mary Jeannette McCormack, daughter of Mr. J. C. McCormack, resident of St. John, to Mr. Percy L. Hanson, until recently accountant with the Northern Trust and Savings Co. of this town, was solemnized at the Cathedral this morning at 7 o'clock. Rev. Monsignor O'Keefe performing the ceremony with nuptial mass. The bride looked very pretty in a dress of champagne silk which she had carried a large bouquet of bridal roses. She was assisted by Miss Margaret Shea of Fredericton, wearing blue silk with blue hat and also carrying a bouquet of roses.

The groom was supported by Mr. Joseph D. McCormack, brother of the bride, accountant with the Tobique Lumber Co. at Campbellton. As the wedding party entered the cathedral, the wedding march was played by Miss Carrie Synnot, organist of the cathedral. During the ceremony the children of Mary, of which society the bride was an esteemed and popular member, sang several appropriate hymns. There were a large number of friends in attendance. After the ceremony the happy couple went to the home of the bride's parents where a breakfast was served to immediate relatives only. The bride was the recipient of a very large number of useful and costly presents in silver, cut glass and linen. She also received several cheques. The groom's present was in the form of the latter; to the bridesmaid he gave a crescent brooch set with pearls, and to the groomsmen a tie pin. Mr. and Mrs. Hanson motored to Newcastle, taking the train there to St. John.

After the honeymoon they will reside in Fredericton, where Mr. Hanson has a position with one of the large mercantile establishments. The bride's going away gown was of black silk with old rose hat. Both bride and groom are very popular and their host of friends wish them much happiness.

PROBABLY NO WORLD'S BASEBALL SERIES WILL BE PLAYED THIS YEAR

President Ban Johnson of American League Announces that Draft Will Likely Prevent Championship.

Chicago, July 30.—There is likely to be no world's series this year as a result of the draft on major league baseball players by the draft. President Johnson of the American League said on his return from New York. He said that tabulation of draft numbers by players showed that probably many men would not play the series if handicapped by so serious a loss. His information was that the ball players would be drafted about September.

An interview by the American League president in New York, urging ball players not to urge exemptions, gave rise to suggestions by baseball experts here that the draft would result in reducing to the major leagues many men now playing in minor leagues who once were stars in the majors but are now past the age of the draft.

The second division clubs and the smaller leagues will suffer more from the draft, it was pointed out, than the big leagues, owing to the larger percentage of older men in the first division clubs.

"I sincerely hope that ball players in both major and minor leagues who have been drafted will go to the colors without claiming exemption," Mr. Johnson said.

SAW TWO AIR RAIDS WHILE IN ENGLAND

Nursing Sister Edna B. Davis Visiting Home in Queens-town, Queens Co.

Nursing Sister Edna B. Davis has just returned home on three months' leave after serving for a year with the "Harvard Surgical Unit" at St. George's Hospital in France.

She will return with the C.A.M.C. Sister Davis tells some very interesting tales about her experiences in France, and while on leave in England witnessed two air raids. Nursing Sister Davis is a daughter of Mr. and Mrs. Jeremiah Davis, Queenstown, Queens county.

STATEMENTS OF THE ACCUSED NOT ADMITTED AT THE ARSON TRIAL

Considerable Progress Made at Hearing Yesterday — Jury Likely to View the Loch Lomond Road.

Statements made by the accused in the case of the King vs. Joseph O'Brien and John Hughes, to the detectives, were declared inadmissible by Chief Justice McKeown at the sitting of the Circuit Court yesterday afternoon. The statements were admitted on the previous hearing and while they were not of a damaging character against the prisoners, Mr. Mullin said that legally they should not be admitted inasmuch as the accused had not been warned by the officer.

The case is continuing to attract considerable public attention, the court room being crowded throughout the proceedings yesterday.

At the morning session evidence was given by Beverly Stevens, W. J. Johnston and William McGinley. In the afternoon the witnesses were Clifford Paddock, Detective Duncan, Chief George Blake and A. S. Proulx.

At the suggestion of Juror George K. Berton, the Chief Justice stated that the court would afford the jury every facility to view the site of the cottage and the general character of the Loch Lomond Road.

Back to Nature

For common ills that flesh is heir to, old Mother Nature gives us the cure in her simple, healing herbs. When the liver gets sluggish—when the blood becomes laden with impurities—and that miserable dragged-out feeling comes over one—then it's time to go back to Nature for the remedy and take

Dr. Wilson's HERBINE BITTERS

This reliable tonic and blood purifier contains the curative principles of Dandelion, Mandrake, Burdock and other medicinal herbs that clean, purify and enrich the blood and build up the whole system.

25c. a bottle. Family size, five times as large, \$1. At most stores.

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

FREDERICTON MAN GETS 7 YEARS AT DORCHESTER

His Co-Worker, Earl Hampton of West St. John, Sentenced to Serve Two Years for Burglary.

Fredericton, July 29.—At Gagetown on Saturday, Judge Wilson imposed sentence on Frank Smith of this city, who previously had pleaded guilty to breaking and entering at Hampstead and also to breaking out of jail at Gagetown. For the first offense Judge Wilson imposed a sentence of five years in Dorchester penitentiary and for the second a sentence of two years in the same institution. The second sentence came into effect on the expiration of the first.

Last year Smith was given a sentence of three years in penitentiary for lugging up a man at the muzzle of a revolver on the St. John and Quebec railway construction work. At that time sentence was suspended on condition that Smith enlist but enlistment never was carried out.

Earl Hampton, a young fellow belonging to West St. John, who was concerned with Smith in the burglary at Hampstead, was sentenced to two years in penitentiary. He pleaded guilty.

MILLTOWN MAN IN PATROL SERVICE

Kenneth McAdam Chief Engineer of Boat on English Coast.

St. Stephen, July 29.—Kenneth McAdam, youngest son of the late Major Hugh McAdam of Milltown, is in the patrol boat service on the English coast, engaged in the constant hunt for German submarines. He is chief engineer on a motor launch ninety feet long and with 500 horse power. George Spinyer, has been wounded with a gun-shot in the hip. The young man went over with the 26th Battalion, had been through all the fighting that famous battalion and had escaped injury until the present.

Corporal Francis McAdam of Calais, son of Mr. and Mrs. Thomas Maxwell, who has seen nearly three years of strenuous fighting and who has had some very narrow escapes with that famous fighting 26th, and who is one of thirty-three out of 1,200 now out of the trenches, and is engaged in training soldiers in France.

GILLETT'S LYE

EATS GREASE DIRTY

MADE IN CANADA

Down Come the Prices on Straw and Panama Hats

Prices cut in two on the balance of our stock of Straw and Panama Hats. All new blocks this season!

MEN'S STRAW HATS, Regular Price \$1.50, To Clear	75c.
MEN'S STRAW HATS, Regular Price \$2.00, To Clear	\$1.00
MEN'S STRAW HATS, Regular Price \$2.50, To Clear	\$1.25
MEN'S STRAW HATS, Regular Price \$3.00, To Clear	\$1.50
MEN'S PANAMA HATS, Regular Price \$5.00, To Clear	\$2.50
MEN'S PANAMA HATS, Regular Price \$6.00, To Clear	\$3.00
MEN'S PANAMA HATS, Regular Price \$8.00, To Clear	\$4.00
MEN'S PANAMA HATS, Regular Price \$10.00, To Clear	\$5.00

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New Showing Men's Silk Neckwear, . . . 60c. to \$1.00

Men's All Silk Shirts, . . . \$3.00 to \$6.00

Men's Silk Front Shirts, . . . \$1.50 and \$1.75

Men's Porous Knit Combinations, . . . \$1.00 the Suit

Men's White Balbriggan Combinations, . . . \$1.25 to \$2.85 Suit

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

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

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UNITED TYPEWRITER COMPANY, LTD.

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Structural Steel, Bolts and Rods

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ZEMACURA

is without doubt one of the best Eczema Remedies on the market. If troubled buy a box. If you are not satisfied with the treatment we will refund the price.

50c. Box, 6 for \$2.50.

THE ROYAL PHARMACY,

47 King Street

G. B. CHOCOLATES

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

DISPLAY CARDS WITH GOODS.

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SELLING AGENTS FOR GANONG BROS. LTD.

EDGECOMBE & CHAISSON

81 GERMAIN STREET

(2 doors beyond C. P. R. building.)

Full Assortment of English Worsted Suitings.

NEWS AND COMMENT FROM THE FINANCIAL WORLD

WE OFFER Government of the Province OF NEW BRUNSWICK 5% TAX EXEMPT BONDS! Interest Payable Half Yearly on 1st February and 1st August Principal Payable 1st August, 1937 Price 98 and Interest A Discount of 2 per cent. J. M. ROBINSON & SONS St. John Bankers Montreal Members of Montreal Stock Exchange.

SCOTIA STEEL STRONG, SHARES SELLING AT 100 Steel of Canada and Rioridan Fairly Active but Remainder of Montreal Market Dead.

WILL MINISTER TO NEEDS OF CHILDREN Curate of Episcopal Church of St. Mary the Virgin, New York, to Occupy Unique Position.

Special to The Standard. Montreal, July 30—There was no particular trend to Canadian stocks on the local exchange today, the strong interest near the close on Saturday not being continued to any degree except in the case of the Scotia and Rioridan Paper, the former due to the number of 500 shares for a net gain of 2 points, with the close at 100 bid 99 1/2 against a previous bid of 97 1/2. Rioridan was dull, with sixty shares, only changing hands at 12 1/2, a gain of 1 1/2 points, bid 12 1/2.

Special to The Standard. Montreal, July 30—The Rev. Henry R. Whitehead, beginning September 1, will occupy a unique position at the Episcopal church of St. Mary the Virgin, Forty-sixth street, of which the Rev. Dr. J. O. H. Barry is the rector. This will be "Pastor of the Children." The sons and daughters of many theatrical persons are in this Sunday school.

Special to The Standard. Montreal, July 30—The operating revenue of Detroit United Hosiery for the month of June amounted to \$1,217,888 which is an increase of \$121,946 over the corresponding month a year ago.

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Table with 5 columns: Commodity, High, Low, Close, Change. Includes Wheat, Corn, Pork, and New York Cotton.

Table with 5 columns: Commodity, Bid, Ask. Includes Ames Holden Com, Canada Car, Canada Cement, etc.

THE LONDON MARKET CONTINUES STEADY Money Plentiful and Discount Rates Quiet—Brazilians Recover Following Rise in Exchange.

Special to The Standard. London, July 30—Money was plentiful and discount rates were quiet today. The stock market continues on a quietly steady course with sufficient business to maintain all edge securities. The feature of trading was recovery in Brazilian issues following rise in exchange. Shipping, oil and various industrial shares were the most active on provincial buying. Rubber stocks were steady and Marconi firm. American securities were dull throughout.

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THE GERMAN EMPIRE IS NOW IN DESPERATE FINANCIAL STRAITS Question is How Long Can She Endure Economic Pressure Fought off Thus Far by Wonderfully Skilled Finance—The Matter of Indemnities.

New York, July 30—That Germany is in desperate financial stress and that her distress must increase is the opinion of E. A. Bradford in an article in the Times. The question is, how long can she endure the economic pressure fought off thus far by wonderfully skilled finance, which cannot keep the totals from rising to incredible sums. The first war credit was for \$1,200,000,000. The eighth credit, in 1917, was for \$3,750,000,000. The total is now a little short of \$20,000,000,000.

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MARKET A DRIFTING AFFAIR IN AFTERNOON Steel Issues Work a Little Higher, United States Making Good Showing Just Before Close.

Special to The Standard. Montreal, July 30—The market drifted back and forth most of the afternoon. The steel issues worked a little higher. In the last hour U. S. Steel made a fair demonstration of strength moving up to the high price of the past week or ten days.

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IF YOU OWN A CAR YOU WANT GOOD ROADS YOU cannot get them by your own efforts, but by joining this Association you will help the cause along. Isn't that worth \$5.00—o say nothing of the other benefits that you receive? New Brunswick Automobile Association, P. O. BOX 1240, ST. JOHN, N. B.

AFTER A TURN ON THE LINKS DRINK A GLASS OF SPARKLING RED BALL. A new and delightful blending of nature's own thirst-quenching products. Cooling and very refreshing, Red Ball is fast winning favor with people who really know just what to expect in a beverage. Red Ball is A TEMPERANCE DRINK. Of the highest grade and purity, being made under ideal conditions, by a special scientific process. HUMAN HANDS NEVER TOUCH IT at any stage of the making, and it comes to you tightly sealed in clear glass, sanitary bottles—just the single drinking in each. Insist on Red Ball everywhere temperance drinks are sold. MADE ONLY BY SIMEON JONES, LTD., St. John, N. B.

INDIANS OF TODAY MEN OF POLISH AND POSITION FAIL TO LIVE UP TO BOYISH FANCIES. The best known Indian in Oklahoma today, perhaps, is Robert L. Owen. He is a United States senator, too. He is a recognized authority on American legislation. He wears a dark blanket and his wife is credited with wearing a greater variety of more elegant clothes than any other woman in Washington—But he is the kind of Indian the runaway boy from the East should wish he got to Oklahoma.

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STEAMER CHAMPLAIN. Until further notice, Steamer will leave St. John on Tuesday and Thursday at 12 o'clock noon, and on Saturday at 2 p. m. for Upper James and intermediate landings, returning on alternate days, due in St. John at 1:30 p. m. R. S. ORCHARD, Manager.

TRAVELLING? Passage Tickets By All Ocean Steamship Lines. WM. THOMSON & CO. Limited. Royal Bank Bldg., St. John, N. B. Paul F. Blanchet Chartered Accountant TELEPHONE CONNECTION St. John and Rothesay

CUNARD LINE PASSENGER SERVICE Between MONTREAL and LONDON (Calling Falmouth to land passengers) and MONTREAL and BRISTOL. For particulars of sailings and rates apply to Local Agents or to THE ROBERT REFORM CO. LTD. General Agents, 182 Prince William Street, St. John, N. B. Eastern Steamship Lines Incorporated. PORTLAND, BOSTON, NEW YORK International Line. Steamers leave St. John every Monday, Wednesday and Friday at nine a. m. touching at Eastport, Lubec and Portland; due Boston following day three p. m. Returning, leave Boston same days nine a. m. via above ports. Metropolitan Line. Direct between Boston and New York via Cape Cod Canal. Steamers leave India wharf, Boston, every day at six p. m. Same service returning from Pier 15, N. E., New York. CANADIAN PACIFIC Bay of Fundy Service Atlantic Time, Daily Except Sunday 88. "EMPIRE" 7 a. m. ST. JOHN A. 5 p. m. 10 a. m. A. DIGBY 5 p. m. N. R. DesBrisay, D.P.A., C.P.R., St. John, N. B. GRAND MANAN S. S. CO. While S. S. "Grand Manan" is replacing broken tail shaft, service will be supplied by auxiliary schooners as follows: "Harvey and Ralph" leaves Grand Manan Mondays, Wednesdays and Fridays at seven a. m. with mails for St. Andrews, N. B., Campobello, Cummings Cove and Eastport; returning leave St. Andrews after arrival noon on Tuesdays, Thursdays and Saturdays for Grand Manan via East, Campobello and Cummings Cove. Auxiliary freight schooner "Snow Maiden" leaves Grand Manan Mondays seven a. m. for St. John direct loading freight for Campobello and Grand Manan; leaves St. John Wednesday seven a. m. for Grand Manan via Wilson's Beach and Campobello, Atlantic Standard time. Telephone Main 304. D. J. Purdy, manager. The Maritime Steamship Co. Limited. Until further notice the S. S. Comau Bros. will sail as follows: Leave St. John, N. B., for George West and warehouse Company, Ltd., on Saturday, 7:30 a. m. daylight time, for St. Andrews, N. B., calling at Digby Harbor, Beaver Harbor, Black's Harbor, Back Bay or L'Etete, Deer Island, Red Store or St. George. Returning leave St. Andrews, N. B., Tuesday for St. John, N. B., calling at L'Etete or Back Bay, Black's Harbor, Beaver Harbor and Dipper Harbor. Weather and tide permitting. Agent—Thorne Wharf and Warehouse Co., Ltd., Phone, 3051, Mgr., Lewis Connors. This company will not be responsible for any debts contracted after this date without a written order from the company or captain of the steamer. Steamer Champlain. HAVE PINE POSSES The Indian farmer settler neighbors are sowing clover and would do easily winterkill live stock markets of Port Worth, one night farm. He has a good three miles from the Red River, with a Chocquet that provides for culture and domestic country he has a domestic agent who aids teaching some building work, and the clear water, the sweet popes to society, the grapes and he has good roads at hogs that know no ready market for the Indian crop of the truth about the cyclone either and where the night is the average man the runaway boy and East meets in town from through bounder, Pittsburg, M. Craig, Wagener, M. Craigs, to Kansas fakes, pistols away there, runaways, to out content of question then they take the matter citizens of times to misunde understanding, a

THE HOME THE WORLD

NEWS OF SPECIAL INTEREST

THE MOVIES THE PLAYERS

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

MARGUERITE'S WEEKLY Talk.

The Other Side.

It was the priest and the Levite who passed by on the other side of the road in the story of the Good Samaritan, and while lots of us are following that bad example today I want to tell of several cases where the road was crossed and the victim of adverse circumstances helped to safety.

She was just a young mother travelling alone on an evening train and the little baby was delicate and fretful. She had with her a heavy suit case and when the train stopped at her destination it took some time to gather all the wraps together, get the child in her arms and prepare to leave train. Many people looked curiously at her but all were intent on their own arrival so she started to lift the suit case and leave the car.

Again there are many of the two kinds of people among those who own motor cars. They sometimes seem to excuse their kindness of heart by saying "Oh well you never know when you will need help yourself" but it is goodness just the same to stop and do all one can to assist the disabled ones.

Another time there was a man in our city whose stenographer had to stay home because her father was ill. The father was in the employ of the head of a large concern who was paying his wages and caring for him, but the daughter's employer thought it quite wrong while to send and see if the sick man was getting all he needed and so doing that she would be glad to help in any way.

It is things like this which makes one feel that life is worth living and that people are much happier than we who are too busy with things that after all do not matter. We hasten on and the cup of cold water is not given, the thief dies by the ditch or the child is run over because we did not warn it away from the track.

All worldly joys go less To the one joy of doing kind deeds.

Let us try it for a while. There is so little joy in the world just now. Perhaps we can add to the sum of happiness for others and so doing will increase our own.

QUEEN MARY'S INTEREST IN CANADIAN SOLDIERS.

Queen Mary, in opening the Medal exhibition in the Georgian Galleries, Messrs. Waring and Galloway's, observed two young Canadian soldiers, Lieut. N. Clarke-Wallace, and Sgt. G. E. Harding, of Halifax. The queen immediately stepped over to them and graciously shook them both by the hand and enquired after their comfort and experiences at the front. Her Majesty wished them goodbyes again shaking them warmly by the hands. These two young officers were delighted by the gracious recognition and came snarling to the attention of a happy conclusion to this unexpected honor.—Halifax Chronicle.

Some city chaps possibly think the bay field is no man's land.—Ottawa Journal Press.

RED CROSS CASHIER URGES DONATIONS.

N. Walter MacIntyre, cashier for the American Red Cross Campaign Fund, St. Louis Branch, is the author of the following:

Red Cross, Red Cross. Every one should come across. That may seem like slang to you. But if so, 'tis nothing new.

NEWCASTLE

Newcastle, July 27.—Mr. and Mrs. Vivian Burrill and Mrs. and Miss Hepburn of Shawinigan Falls, P. Q., motored through Quebec and Maine to Newcastle a few days ago via St. Stephen and Fredericton. The ladies took the L. R. C. for Three Rivers, Mr. Burrill is manager of the Millerton pulp mill.

Mrs. Robert Ritchie and Miss Mary Ritchie of Chipman Falls, Wisconsin, who have spent the last month with Mr. and Mrs. E. A. McCurdy, leave in a few days for Matapedia, P. Q., to visit friends there. Mrs. and Miss Ritchie and Mr. and Mrs. McCurdy and the Misses McCurdy spent today at Burnt Church.

Masters Jack Nicholson, Blanchard McCurdy, Charlie Dickson and Bruce Hubbard went to Bay du Vin today for a week's camping out.

Dr. Bergstrom, ex-minister of war in the Swedish government and consul general of Sweden in Canada, was the guest last week of Mr. Joseph Ander.

Perry Bailey, formerly of Oak Bay, Charlotte County, now principal of McKay Avenue School in Edmonton

HEALTH AND BEAUTY AIDS

MAE MARTYN.

Dearie. Yes, I believe men all require this tonic. I get one ounce karende from drugist, and put it into one-half pint alcohol (never use whisky) and add one-half cupful of sugar and hot water to make a quart. The dose is a tablespoonful before meals. The karende tonic is excellent for the skin of pimples, zits, and sallowness, and its use frequently saves doctor's bills.

Chloe: I have found the most beneficial shampoo for the scalp and hair made at home by dissolving a teaspoonful cantrox in a cup of hot water. This is unusually soothing and cleanses the scalp, dandruff, and scalp and quickly corrects over-ohness and other scalp-sets. My shampooing with cantrox has restored an even color, rich gloss, and soft fluff to my hair, which was becoming dull and brittle. It seems to have encouraged a vigorous and luxuriant growth.

P. S.: The styles point to a continuation of the slim figure effects, and as you show signs of an added waist-line you should take steps to reduce your weight. Make this preparation at home, and before each meal take a tablespoonful. Get four ounces of pantois from your drugist, and dissolve in one and one-half pints of hot water. Strain and cool the mixture before using. This is inexpensive, and will be welcome to the woman who does not want strenuous diet or exercise.

Lorraine: Your faded hair is not necessarily dying, though it is in danger. Here is a home-made hair tonic, costing little, which I know is of great value to the lady. I have found it very soothing, and it banishes the dry, harsh, unhealthy condition of the scalp, invigorating the hair roots so a beautiful growth is certain to result.

Everyone his bit must do. Red Cross—Red Cross. War is here, and War is there. Darkness deep, where all was fair. Death on land and sea, and air. Red Cross—Red Cross.

What a fearful, dreadful loss. If the Germans get across, Fate is now at pitch and toss.—Red Cross—Red Cross.

See, in fronted battle line. Son of yours and son of mine. See, Behind, the aid divine.—Red Cross—Red Cross.

Give, oh give, for mercy's sake; Give, the German curse to break; Give, the sufferer's thirst to slake.—Red Cross—Red Cross.

Some must go and some must stay; Some must suffer, some must pay. Do your duty—now—Today.—Red Cross—Red Cross.

Allan, spent the last few days with his aunt, Mrs. John Williamson, here. He left for home today.

Pte. Walter Galley of the 35th Battalion, who recently enlisted at Portland, Me., spent the week-end with his mother, Mrs. John Legan, en route to Valcartier.

Mrs. Margaret Craig visited St. John's last week.

Miss Bernetta Ring of Redbank is the guest of Miss Margaret Lawlor. Miss Rebecca Cook of Moncton is the guest of Miss MacIntyre at the Mansie.

Miss Gertrude Hunt of Hartford, Conn., is visiting her sister, Mrs. Jas. W. Davidson.

ROTARY CLUB LUNCHEON.

At the regular Rotary Club luncheon yesterday, E. G. Horne, of Grant and Horne, gave the members an interesting address on contracting methods, past and present. Speaking of St. John's, Mr. Horne said there seemed to be an undue suspicion of contractors, where there should be confidence, and St. John people, he thought, were too much in favor of the cheaper class of work, which did not pay them in the end.

OPERA HOUSE.

For variety of entertainment the vaudeville bill for this week at the Opera House perhaps is one of the best programs so far offered since the vaudeville policy started, and as for laughs, there is a lot of clean wholesome comedy right through from start to finish.

The opening act, Sterling and Chaplin, is a very likeable team, singing Scotch songs in costume, both with splendid voices, singing softly yet in delightful harmony, quite a pleasing selection to start the programme.

Ray Knox—My goodness, he is a tall fellow—told some droll stories and offered some imitations as were particularly well done. Clean, wholesome jokes, but each with a good laugh tied to them.

Are Marks and Company—Here is a full factory of laughs, well played, four in the company of contrasting types, with a little piece of moving picture thrown in for good measure, and how Abe himself can twist the English language around. The sketch tells in a droll way, I guess, won't tell the story for that might spoil your enjoyment—but it is a good laugh from you without any effort.

Ward and Shubert—A pretty and accomplished pianist and a comedian. Lately the latter particularly being solo and finish with a stirring march, patriotic in theme, assisted by motion picture camera, and brought down the house with a roar.

We have had some good acrobatic and trapeze performers here during the season, but nothing quite so interesting and accomplished as the La France Sisters, who do some sensational stunts on the flying trapeze and slack rope—the latter particularly being quite hazardous, I should say, yet performed so easily and with a style that makes it seem as nothing at all.

Lately the latter particularly being solo and finish with a stirring march, patriotic in theme, assisted by motion picture camera, and brought down the house with a roar.

Where are Marjorie Rameau's pictures taken? Western.

Are all the motion picture studios in California and New York? Ambitious.

Are there studios in every nook and corner of the country from two by four shacks to monster picture plants. The climatic conditions of southern California have been considered favorable for picture making and for that reason the majority of studios are in the vicinity of Los Angeles.

It is a rather slow city now, however, which has no motion picture studio of any size. Chicago is rapidly becoming the center of distribution corporations like Mutual because of its central location but there is a vast difference between producing and distributing companies.

Has Marie Cahill ever appeared in moving pictures? G.H.K.

Are Marie Cahill has just completed three comedies, "Gladys' Day Dreams," "When Betty Bets" and "Patay's Paradise," which are to be released by the Mutual Film Corporation.

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

William Klossam Kellogg, alias "Sam" Harold Lockwood Reginald Williams... Lester Cuneso Henry Davidson... Bert Busby Stephen Witherbee... Leo Walker Mrs. Stephen Witherbee.

Mrs. Mathilde Brundage Polly Witherbee... Lillian Halpern Butler... Dan Hanlon Rosalind Chalmers... May Allison his pictures' Virginia.

Are Jackie Saunders and Arthur Shirley married? Cynthia.

Is Mary Miles Minter only fifteen years old? Fourteen.

Is the famous Chaplin walk natural or does he simply walk that way in his pictures? Virginia.

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Are Jackie Saunders and Arthur Shirley married? Cynthia.

Is Mary Miles Minter only fifteen years old? Fourteen.

Is the famous Chaplin walk natural or does he simply walk that way in his pictures? Virginia.

Where are Marjorie Rameau's pictures taken? Western.

Are all the motion picture studios in California and New York? Ambitious.

Are there studios in every nook and corner of the country from two by four shacks to monster picture plants. The climatic conditions of southern California have been considered favorable for picture making and for that reason the majority of studios are in the vicinity of Los Angeles.

It is a rather slow city now, however, which has no motion picture studio of any size. Chicago is rapidly becoming the center of distribution corporations like Mutual because of its central location but there is a vast difference between producing and distributing companies.

Has Marie Cahill ever appeared in moving pictures? G.H.K.

Are Marie Cahill has just completed three comedies, "Gladys' Day Dreams," "When Betty Bets" and "Patay's Paradise," which are to be released by the Mutual Film Corporation.

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TODAY'S FEATURE A GINGERY COWBOY STORY STAR THEATRE Wednesday and Thursday GEORGE WALSH In Fox's Thrilling Western Drama "THE MEDIATOR" Clever Horsemanship Beautiful Scenery Cowboy Daring And All That Goes to Make a Good Feature "PATHE NEWS" ALSO

OPERA HOUSE Afternoon at 2.30 Evening 7.30 and 9 5 ACTS OF HIGH CLASS VAUDEVILLE AND BILLIE BURKE in Gloria's Romance

Imperial Theatre Feature Will Cause Talk! A Tingling, Surprising, Gingery Metro "THE RIVER OF ROMANCE" Handsome Harold Lockwood, the Lover Dainty May Allison, the Girl THE THOUSAND ISLANDS in the St. Lawrence River, the beauty spot of North America, furnishes many glorious settings for this screen masterpiece, which is unrivalled in its scenic beauty. The swiftly-moving story is full of incidents that absolutely demand the daring of such fearless players as Mr. Lockwood and Miss Allison. Flights by night in strange waters are followed by narrow escapes from drowning and sensational rescues. And through the fabric of beauty and adventure is woven the scarlet thread of a powerful and delightful love story.

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HERES THE MOVIES THE PLAYERS

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

Is Crane Willbur married? Admitter. A--Yes, but keep it dark. He very recently became the husband of Mrs. Harry Chapman Williams, a Los Angeles widow. I agree with you that he one of the most handsome men in picture.

Who produces Margarita Fischer's pictures? T. E. A--Margarita Fischer's pictures are produced by the Pollard Picture Plays company at San Diego, Calif., and are distributed by Mutual.

HER MARRIED LIFE. Off and on again have been Jackie Sanders' matrimonial affairs. She was a simple "Rose of the Alley" when she first gave her hand to Fred Whitman. No one ever heard of a divorce, and yet it wasn't long before she built up a "Shrine of Happiness" where William Conklin was her accepted lord and master, and even then there were rumors of a "Twin Trilateral" affair.

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ST. STEPHEN. St. Stephen, July 27--Mr. and Mrs. John E. Algar celebrated the fiftieth anniversary of their wedding on Monday evening of this week when a number of friends gathered to wish them many more years of wedded happiness. The house was prettily decorated with

flowers and a most enjoyable evening was spent. Mr. and Mrs. Algar were presented with a purse of \$75.00 in gold medals being the recipients of many other tokens of esteem from their friends.

Pte. E. B. Hayman arrived from England during the week and is being cordially welcomed by his friends. Mrs. Ralph Clarke of Moncton is the guest of her sister-in-law, Mrs. Arthur Laughlin.

The Misses Ellis and Emma Veasey spent last week with their friend, Miss Amy Young, at Oak Bay.

Mr. Sydney Straghan and Mr. Midington, who have been guests of Miss Marion Straghan, have returned to their home in Boston, Mass.

The Red Cross Society enjoyed a most delightful picnic at Mr. Fred Andrew's cottage at Oak Point on Thursday of this week.

THE THEATRE. The boys in the cutting room want some publicity. If they could hear what the directors say about them, they'd be more than satisfied.

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Like a Boob, but Carried Her Off Like a Cave Man THEATRE FEATURE WILL CAUSE TALK! A Tingling, Surprising, Gingery Metro "THE RIVER OF ROMANCE" Handsome Harold Lockwood, the Lover Dainty May Allison, the Girl

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EVERY LITTLE HELPS! GOOD BOY? A cartoon illustration showing a boy and a girl in conversation.

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THE WEATHER. Forecasts: Maritime—Moderate winds, mostly south and southwest, generally fair and warmer, but a few scattered showers. Washington, July 29—Forecast: Northern New England, probably local showers Monday or Monday night, warmer, Tuesday fair, moderate southwest winds. Toronto, July 29—Since Saturday rain has fallen in northern Alberta, and thunder storms have occurred very locally from Saskatchewan to the maritime provinces. The weather has been fine. Temperatures: Min. Max. Prince Rupert 46 60, Victoria 46 62, Kamloops 42 52, Saskatoon 42 52, Regina 46 56, Winnipeg 42 52, Medicine Hat 46 56, Calgary 46 56, Moose Jaw 46 56, London 46 56, Toronto 46 56, Kingston 46 56, Ottawa 46 56, Montreal 46 56, Quebec 46 56, Halifax 46 56.

Around the City. Now Policeman Duffy. Andrew Duffy was sworn in as a police constable yesterday morning. Salmon Fishing. It is reported that the run of salmon in the bay is about finished. Some fair catches are being made by harbor fishermen. Presented with Watch. Captain W. B. McVey, officer commanding the 5th Field Ambulance was made the recipient of a token of appreciation in the form of a wrist watch from the members of the 5th Field Ambulance, on Saturday afternoon. The men were drawn up in a hollow square with Capt. McVey in the centre. Sgt. Major Redfern on behalf of the unit made the presentation. Captain McVey replied thanking the members of the unit for their tribute of esteem.

Presented with Ring. At a meeting of St. John's Lodge, No. 2, I. O. F., in their rooms on Georgetown street last evening Past Grand John Jackson was presented with a handsome gold ring in commemoration of his long and active service in the lodge. W. Frank Hatheway made the presentation speech and the recipient, taken completely by surprise, made a feeling response. Mr. Jackson joined in 1875 and has been a faithful member ever since, always striving for the welfare of the order. A Dangerous Practice. To overload a motor boat with passengers is a dangerous practice, it is said to occur on the St. John river frequently, and if a stop is not put to it there is certain to be an accident some day, perhaps attended by loss of life. It is said that about every motor boat in the city was out on Saturday or Sunday and mention is made of a couple of boats that left Indiantown for up river points with such large crowds of men and women on board that it was dangerous.

Bound for China. Miss A. L. Archer left Toronto, July 14, en route for Japan, sailing on Aug. 28 from Victoria. She will be accompanied by her mother, Miss M. G. Peters, of Gagetown, N. B., and Miss Daisy Masters, who are being sent to Honan, China, will sail on the same vessel as Miss Archer. Miss Peters is a graduate nurse of Toronto General Hospital, and both ladies are graduates of the Missionary Training and Deaconess House, Toronto. Strawberries about Done. The strawberry season is about over and already shipments from up the river have become smaller. The berries to be found on the market are of a poorer grade than formerly and prices have taken a jump upward. Very few crates of berries arrived at Indiantown yesterday and they were selling for 3c to 4c a box. New potatoes are more plentiful and prices are a little easier, a bushel selling for \$2.50 and \$2.75 and potatoes can still be had at 35 and 37 a barrel.

Awarded Military Cross. Lieut. Robert B. E. Wilson, who left here with Lieut. Col. Beer, has been awarded the Military Cross for good work done at the famous battle of Vimy Ridge. Lieut. Wilson, who was stationed on the West Side while that unit were in training here, led a party who had volunteered to capture a German machine gun. The gun was captured and its crew either killed or taken prisoners, but of the party who volunteered to get it only Lieut. Wilson returned, the rest laying down their lives. In addition to the decoration Lieut. Wilson has been promoted to the command of the divisional Lewis Machine Gun school. Lieut. Wilson's home is at Hartford, Carleton county. Chauffeurs Have Union. A largely attended meeting of the chauffeurs of the city was held last evening for the purpose of organization and election of officers. It was decided to name the new society "The St. John Chauffeurs Association." J. L. Sugrue was present and spoke on the international association and he offered his help for the furtherance of the new association. At the close of his speech he was tendered a vote of thanks. A committee of management was elected as follows: W. J. Lobb, N. R. Dean, R. M. Johnson, N. J. Bayle, H. A. Garrett.

"HARRIS GOT THE PILL, CAN'T YOU GIVE FARRELL THE NEEDLE?"

Above Words Credited to John O'Brien in Murder Trial Last Night—Witness Tells of Seeing O'Brien and Carland Morning After Assault—Prisoners Claimed They Were Home—O'Brien's Cap Found in Carland's Home.

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, before an audience which crowded the courtroom. J. B. M. Baxter, K.C., appeared for the prosecution, while Daniel Mullin, K.C., and E. J. Hennessey were present in the interests of the prisoners. Three witnesses were examined. Mr. Baxter submitted as evidence the depositions of the defendants as given before the coroner's jury, and there rested the case for the crown. Mr. Mullin requested that, as he was not familiar with these depositions, they be read. It was finally agreed to adjourn the case until Thursday night at eight o'clock, and in the meantime Mr. Mullin can read the depositions.

Lawrence F. Lambert. Lawrence F. Lambert the first witness testified that he was a plumber, residing on Sydney street, and was on strike. On the night of June 14th he was in the plumbers' rooms, and saw a few names on the black board, Harris' name was there among others. Continuing witness said, "That night I left Carland at the old London House corner, Carland and O'Brien went along Union street towards No. 3 engine house. I saw them the next morning about 9 o'clock. We went to Carland's house, and I heard Carland say, an express man told him Harris was hurt. I left Carland the same afternoon at Carland's house about 2:30 o'clock. Jack O'Brien, Joe O'Brien, and Hughes were there. Carland, Joe O'Brien and I went to a hotel about four o'clock with me. We had some beer in a saloon on Mill street, and went to Joe O'Brien's workshop. There was no mention of Harris. About 5:30 o'clock two women were at the alley, and one said to Joe O'Brien, 'He must be in there,' Joe said, 'If you think so, go in and see.' I went in then and told Jack O'Brien that a woman was looking for him, and he replied, 'Yes, I know, he has been here.' The woman further said, 'He hasn't been home, he must be there.' Witness said he saw Jack O'Brien again on Union street. He called me out of Crawford's plumbing shop, telling me I had no business there. We then went to a bet shop on Union street and on returning, O'Brien said to me, 'Harris got the pill, what's the matter with you, can't you give that Farrell the needle?'

Mr. Mullin's Review. Mr. Mullin reviewed the evidence as given by Robert Harris, father of the deceased, in which Mr. Harris is quoted as saying that Joe O'Brien and Livingston followed his son, not the two prisoners. Mr. Mullin said he would like to know how far Mr. O'Brien was in his writing. Mr. Baxter then informed Mr. Mullin that it was Mr. Henderson, clerk of the court, who wrote the information, it was in his writing. Mr. Mullin—"I know that Mr. Henderson is a good man, but who else is behind it, was Mr. Taylor who represented the Master Plumbers, or was it the Attorney General of the province?" At the finish of these remarks there was some applause from the audience, but it quieted when Mr. Baxter interrupted and said, "It will not remain in court a moment, if there is applause when any mention is made in any way or the other." Mr. Mullin—"I am not coupling my learned friend's name. I do not think Mr. Henderson was responsible for this prosecution when it was made. As far as Mr. Harris is concerned, he did not realize the charge he was making against these men. If his attention was drawn to the matter he would not have made the information. It is true that Mrs. Harris said her son said he would not put it past Carland, but your Honor could not accept that as evidence to send the men up for trial. "My learned friend relies on these depositions as received by your Honor. Mr. Mullin agreed, and the court adjourned until Thursday evening next at eight o'clock.

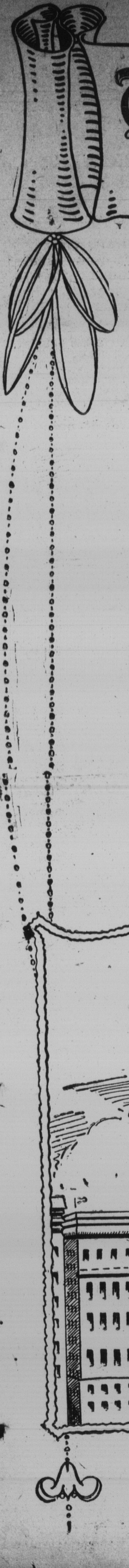
Band Concert. The King square was thronged last night with young and old who took advantage of the fine weather to spend a couple of hours in the open and listen to the splendid programme of music furnished by the Temple Band. Road Not Gravelled. In the arson case yesterday one of the witnesses made the statement that the road near the mail box at Thomas Lydon's had been gravelled since the middle of June. Mrs. Lydon said this had not been done, and made the further statement that no work had been done on the road for the last four years at this particular spot. Tuesday's offerings are fraught with great possibilities to economists as we draw quickly the curtain of half yearly. This event is all the more important linked with our final day of July clearance sales—and a most successful sale it has been—but we feel as if the last day of this event should be marked by some special feature, hence the exceptional values. We have prepared many different lines at prices which provides a richly profitable shopping tour. No one should miss this final day. Many exceptional offers, too numerous to mention. F. A. DYKEMAN & CO.

Sargent's Builders' Hardware. Beauty and long endurance are of equal importance in Hardware Trimming which should be always in keeping with the finish of room or hallway. Sargent's Builders' Hardware has long been the highest standard in design, material and finish. In this popular line we offer you a large complete range of Door Knobs, Locks, Push Plates, Escutcheons, Hinges, etc., in all prevailing styles and finishes. FIRST FLOOR MARKET SQUARE STORE. Market Square - - W. H. THORNE & CO., LTD. - - King Street.

Colored Velour Hats for Early Fall Wear. Panama Hats, Outing Hats, Trimmed Hats, Untrimmed Hats, at Sale Prices. Marr Millinery Co., Limited. Store Open Friday Evening Until 10 o'clock; Close Saturday at One.

Eveready Daylo The Light That Says "There It Is!" Strike a Match, or Press a Switch—Which is Easier? Which is Safer? You Really Need an Eveready Daylo for Both Convenience and Safety. VEST POCKET DAYLO 85 cts. to \$1.65. TUBULAR DAYLO \$1.10 to \$2.65. PORTABLE DAYLO \$3.50 to \$4.50. ELECTRIC CANDLES and LANTERNS \$1.15 to \$2.75. Don't Ask for a Flashlight—GET AN EVEREADY DAYLO. Emerson & Fisher Ltd.

Manchester Robertson Allison, Limited. WHITE MOUNTAIN Refrigerators. These Celebrated Refrigerators are known the world over as the "chests with the chill in them," and are not only made in the medium grades and in various popular shapes to compete with, and surpass, the numerous inferior production, with cold sounding names, but the White Mountain manufacturers are in a position to supply their renowned Stone White Refrigerators at reasonable prices. These we illustrate have a lining of snow white stone and we can secure any special size or any desired pattern in about ten days from receipt of order. A neat booklet describing this celebrated line will be mailed on request. FURNITURE DEPARTMENT, MARKET SQUARE. THEY FADE NOT—NEITHER DO THEY TARE. Gundry's has been selling the public Diamonds nearly eight years—every stone is worth more than when sold, some double. Not a single stone in our present stock could be duplicated at the price. Building up an optical business on the foundation of successful work, assisted by the most modern methods at GUNDRY'S MODERN OPTICAL ROOM, A GRADUATE OPTICIAN IN ATTENDANCE—Morning tests preferred. "THE PRINCE WILLIAM HOTEL." First-class. Moderate charges.



Sargent's Builders' Hardware

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Open Friday Evening Until 10 o'clock; Close Saturday at One.

Colored Velour Hats for Early Fall Wear

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Warr Millinery Co., Limited

Eveready Daylo The Light That Says "There It Is!"

Strike a Match, or Press a Switch—Which is Easier?

Which is Safer? You Really Need an Eveready Daylo for Both Convenience and Safety.

- VEST POCKET DAYLO 85 cts. to \$1.65
- TUBULAR DAYLO \$1.10 to \$2.65
- PORTABLE DAYLO \$3.50 to \$4.50
- ELECTRIC CANDLES and LANTERNS \$1.15 to \$2.75

Don't Ask for a Flashlight—GET AN EVEREADY DAYLO.

Emerson & Fisher Ltd.

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

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

WHITE MOUNTAIN

Refrigerators

These Celebrated Refrigerators are known the world over as the "chests with W in them," and are not only made in the medium grades and in various shapes to compete with, and surpass, the numerous inferior production, with leading names, but the White Mountain manufacturers are in a position to their renowned Stone White Refrigerators at reasonable prices. These we have a lining of snow white stone and we can secure any special size or colored pattern in about ten days from receipt of order.

Free booklet describing this celebrated line will be mailed on request.
FURNITURE DEPARTMENT, MARKET SQUARE.

Lanchester Robertson Allison, Limited

John Jordan. In speaking of the Standard last evening he said that the camp season was a complete success. He held a boys' session, held of July, was more of a success than any other of the kind, and the boys entered into it with all their might. The older boys were of a more serious nature than the younger ones.

THEY FADE NOT—NEITHER DO THEY TARE.

Gundry's has been selling the public Diamonds nearly eight years—every stone is worth more than when sold, some double. Not a single stone in our present stock could be duplicated at the price.

Building up an optical business on the foundation of successful work, assisted by the most modern methods, the closest attention to each case, moderate charges is the plan adopted at GUNDRY'S MODERN OPTICAL ROOM. A GRADUATE OPTICIAN IN ATTENDANCE—Morning tests preferred.

THE PRINCE WILLIAM HOTEL.
First-class. Moderate charges.

The St. John Standard

PROGRESS AND PROSPERITY

The Duty of the Hour

FOUR SPECIAL ISSUES OF THE STANDARD, of which this is the last, have presented to the people of New Brunswick an accurate outline of the great advantages enjoyed by this province. It has been clearly shown that in every phase of life we, as a community, are highly favored. Whether we properly appreciate these bounties and use them to the best advantage is a matter of doubt, but on one phase of the question there can be but one opinion. It is our existence as a part of the British Empire and under the protection of the British flag which makes it possible for us to peacefully enjoy the gifts by Providence supplied.

In this there is a thought for the present day. The British Empire is facing the most serious crisis in its history. We, as part of that Empire, are vitally interested in the outcome of the struggle now being waged on the blood-sodden fields of France and Flanders. Success for Empire arms means a continuance of the peace and prosperity which we have enjoyed for half a century. Defeat for the Empire will entail consequences too terrible to think of. Our duty is plain. Not only is it the part of patriotism for us to exert every effort to bring success to our arms but it is the best sort of good business. Any sacrifice we may make now is but payment of the premium on our national insurance. That insurance has been running for a long time and will mature, with accrued benefits, after the war has been fought and won.

He is an enemy to New Brunswick and to Canada who would advocate defaulting in payment which might involve a lapsing of the protection. Empire solvency is our guarantee for the future, and that solvency can only be maintained by a prompt discharge of the obligations devolving upon the Empire's component parts. In this there is a lesson for New Brunswick. We must pay our Empire premiums if we are to share in the benefits of the Empire's protection.

SECTION FOUR

PRICE 5¢



ATTENTION CITY SUBSCRIBERS.

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

If those who have reason to complain will promptly notify the Circulation Dept., Main 1910, any time between nine and six o'clock on the first day the paper does not arrive, the matter will be remedied.

Motoring and Road Improvement in N. B.

REAL ESTATE

In All Its Branches

Fire Insurance and Loans Business Opportunities and Investments

W. E. A. LAWTON

DEARBORN BUILDING 'Phones—M. 2333, 2274.

SAINT JOHN, N. B.

LUMBER, LATHS and SHINGLES

Wholesale Special Orders

Buildings Erected to Suit Purchasers

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. If you buy a property that does not suit your requirements, I will remodel to suit you.

AT A BARGAIN—A Flourishing Business
Marathon Hotel, North Head, Grand Manan

Will Invest with the Purchaser.

SHIPBUILDING PROPERTY FOR SALE

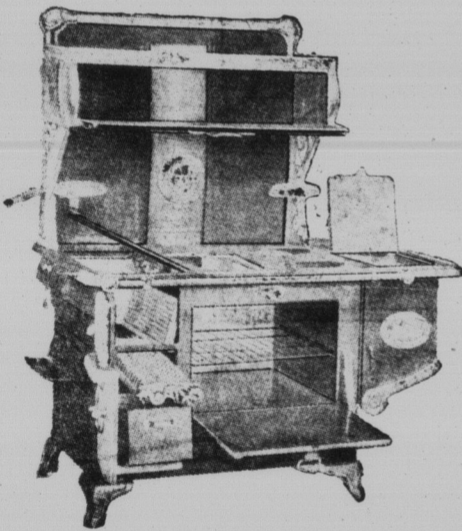
The best adapted property in the vicinity of St. John. Can also supply the purchaser with Birch Timber and Spruce Timber required to build wooden ships.

Home Seekers' Headquarters, Business Blocks, Manufacturing Sites

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.

THE RECORD OLYMPIC STEEL RANGE WITH RESERVOIR

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



Beauty and Durability Combined.

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.

MADE IN FOUR SIZES

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

NEWCASTLE PLANING MILL

NEWCASTLE, N. B.

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.

Province Expend \$700,000 Annually on Roads and Bridges---3,000 Automobiles

Registered in the Province.

Three thousand automobiles are registered in the province of New Brunswick, with an estimated total value of \$2,500,000. In addition there are about 100 motor cycles registered. The number of registered dealers in 1916 was 80 and the licensed chauffeurs totalled 338. Estimating the population of the province at 375,000, one out of every 125 residents owns an automobile.

New Brunswickers never boast of their roads, though there are one or two very good stretches of road in several parts of the province. In 1916 there were 400 road supervisors in New Brunswick and during the year about \$260,000 was spent on road improvements. The ordinary expenditures under the provincial government for the year totalled \$138,636,000, while special improvements showed expenditures of \$70,548.00. The municipal improvements showed expenditures for the year of over \$30,701.

In St. John county, the expenditure, including municipal and provincial, amounted to around \$19,000, while other counties showed as follows: Charlotte, \$20,000; Gloucester, \$22,000; Carleton, \$14,000; Restigouche, \$22,000. The expenditures in each county averaged from \$10,000 to \$15,000.

The expenditures on ordinary bridges showed \$146,238, while the expenditures on permanent bridges accounted for \$329,135.

The total expenditures for the three items, permanent and ordinary bridges and roads, was thus over \$75,000, the figures being as follows:

Roads.....	\$239,875
Ordinary Bridges.....	146,238
Permanent Bridges.....	329,135
	\$715,248

Prior to the outbreak of the war there was considerable discussion in Canada as to the building of a National highway which would extend from Halifax and St. John to Vancouver. The interest in the possibilities of such a highway was aroused by the trip across the continent in a motor car by a Halifax man. While each of the provinces have expended large amounts of money every year for road improvement, the war has put a temporary ending to the proposed national highway.

The roads of New Brunswick are poor for motoring, notwithstanding that they run through some of the most picturesque country in Canada. The improvement of the New Brunswick roads would encourage thousands of motorists to visit this province from Quebec and Ontario and from the New England states. The magnificent scenery of New Brunswick cannot be equalled east of the Rocky Mountains, but while the scenery is a temptation to motorists, the roads are of times discouraging.

In view of the conditions caused by the war, the expenditure of over \$600,000 for roads and bridges, in each year since 1914 is not a bad showing for a province of less than 400,000 population. The large populations of the various states across the border has made it possible to spend much larger sums of money on road improvement than has been found possible in the provinces of Canada.

It has been frequently said that with good roads, New Brunswick could get a very large summer tourist trade from such points as Portland, New York and Boston, all of which are less than twenty-four hours run under proper conditions from St. John and other New Brunswick points. It has never been found feasible for United States and Canada to club together on the improvement of roads, although this too has been suggested in the motor journals and by the various motor clubs.

Very few of the provinces in Canada have expended much money on the laying of permanent pavements, whereas in many of the United States centres there have been many miles of pavements laid in the establishment of state roads. Massachusetts has several hundred miles of paved roads outside those in the various limits of the cities, but California probably takes the lead of all the states for the mileage of paved road.

Macadamized roads in the Maritime Provinces have proven as successful as the paved roads of the United States, this being due to the possibility of a hard stone foundation offered in these provinces. Nova Scotia has a better record for good road mileage than has New Brunswick but in both of these provinces the need for much larger expenditures in road improvement is very apparent. Prince Edward Island has some very good roads but on account of the many years of legislation against the automobile on the Island, it has remained a practically closed country to motoring tourists.

The automobile licenses in New Brunswick are comparatively small in the total, compared with the expenditures paid out by the government for road improvement. The total amount received by the provincial government in 1916 would not equal five per cent of the total paid by the government for the improvement of roads and bridges. It has been suggested in the Upper Canadian provinces that a direct tax for road improvements be increased to an extent large enough to provide for the improvement of roads on a much larger scale than has heretofore been attempted. But this suggestion, like all other new tax suggestions, has not been received kindly by the persons who would be called upon to pay the tax.

Consequently a condition prevails in which Canadians are asking for better roads, but are objecting to any proposed taxes, etc., which would provide for such improved roads. A similar condition applies to New Brunswick. In the United States a year ago before there was any thought of that country entering the war, it was suggested that one billion dollars be spent on the building of a national highway from the Atlantic to the Pacific Coasts, but the entrance of the United States into the war has put an end to this project. A year ago the United States had a big surplus without any apparent need for spending it.

The present indications are that neither the United States or Canada will have any surplus for several years to come for the much needed road improvement. And along with the rest of the world, New Brunswickers will have to rest content with such road improvement as the provincial and municipal governments may feel able to afford. In view of conditions the expenditure of over \$700,000 in one year for roads and bridges is not a bad showing. But not even the most cheerful optimist or the most loyal booster, will openly claim that he is proud of the roads of New Brunswick. We will have to recall the remark of the gentlemen who said, "It is fine overhead, but unfortunately I am not going overhead." It is true there are better roads than New Brunswick's, it is also true that there are worse.

The JOSIAH FOWLER Co., Limited

MANUFACTURERS OF HIGH GRADE

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

SPECIALTY—Automobile Springs of all Makes in Stock.

REPAIRS PROMPTLY MADE

WORKS

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

Tarvia

Preserves Roads Prevents Dust

Dust costs money--

Dusty roads are expensive, for the presence of dust means that costly road material is being cast away to the four winds of heaven. Sooner or later it must be replaced at great expense. The taxpayer foots these bills.

Ordinary waterbound macadam is not sufficiently bonded to resist modern traffic. A stronger binder is needed. That is why many Canadian towns are turning to Tarvia—a coal tar preparation of great adhesive power, which is used to cement the stone together.

Under heavy loads a tarviated road is somewhat elastic—not brittle—and traffic wears it smoother. The Tarvia also has the effect of making the road surface waterproof and preventing raveling by rain torrents.

The addition of Tarvia to the road surface is a simple matter. Write nearest office for free illustrated booklet. THE PATERSON MANUFACTURING COMPANY, LIMITED MONTREAL TORONTO WINNIPEG VANCOUVER THE CARRITTE-PATERSON MANUFACTURING CO., LIMITED ST. JOHN, N. B. HALIFAX, N. S. SYDNEY, N. S.



Galt Preston Macadamized Road, Waterloo Co., Ont. Treated with "Tarvia-B", 1914.

Cornwall & York Cotton Mills Co. Limited

ST. JOHN, N. B.

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

COLORED AND BLEACHED

DEVIL DOESN'T GOVERN WORLD. "America is moving and America is in earnest. Neither fear nor vainglory is the impelling motive, but a gradually deepening sense of what is at stake—that is, in Lincoln's phrase, either to be nobly won or meanly lost." He called it "the last, best hope of the earth," meaning thereby human freedom and the full enjoyment of liberty by every nation. That something corresponding to this is involved in the struggle upon which this country has entered, the plain people of the United States are now well convinced. They see a chance to strike down military autocracy, and to secure a peace which shall be lasting because established by the free consent of self-governing peoples. It is for these objects that Americans are willing to endure all necessary hardships, holding nothing back. And to prophets of evil who talk of possible defeat in the high enterprise, they would say, as the final indication of their good hope, in the words of Coleridge: "Do you ask us to believe that this world is governed by the Devil?"—New York Evening Post.

AN EVER POPULAR SHOW.

London Daily Chronicle: A drama rarely or never mentioned in the theatrical sections of the daily or weekly newspapers gives as much delight and satisfaction to the colonial

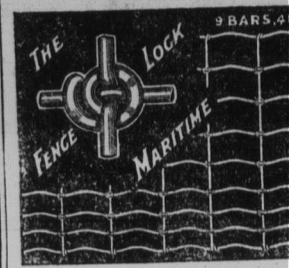
troops now in London as any of the most widely advertised revues, musical comedies, or serious pieces. The overseas soldiers crowd round to see it whenever the opportunity is presented, and the fact that no charge is made for being present at a production adds to the novelty of the show. It is unknown to those who come from Canada, New Zealand, Newfoundland, Australia and South Africa. The drama in question is "Punch and Judy," as given by the peripatetic showmen of the London city streets.

NO BEER OR NO HARVEST!

Manchester Guardian—There seems to have been discovered what looks like a particularly "vicious circle" in food—or drink production. The laborer, it is alleged, cannot get in the harvest without an adequate supply of yeast without an adequate supply of harvest ale; but the restrictions on brewing have made it difficult for the farmer to procure his usual supply. Therefore, declares a contemporary, the hay crop in Chesbire and other counties is imperilled by the absence of harvest ale. The same problem will arise just as acutely, it is suggested, when the time comes for gathering in the grain crop. One would say that it will arise even more acutely; for if the laborer cannot gather in the grain without beer, he certainly cannot have his beer brewed without grain. Here is a fine impasse for the new Food Controller to tackle.

New Brunswick

MANUFACTURERS OF Woven Wire Fencing and Gates Coiled Spring Fence Also Jobbers in Galvanized Steel Poultry Net SPECIAL PRICES TO THE TRADE Write For Prices, Terms, Etc. Advertisd as No. 9 Gaus



When YOU Require Machinery

It Pays House Y... one that puts its SATISFACTION else. Our business deserving your part way of getting it—deliveries will go giving you the ser... T... A. R. Williams LIM ST. JO

George Edd

ESTABLISHED 1855 An Industry Founded Men, Developed at Business, Expanded and Now Prepared to Than Ever.

IMPORT

Clear Cedar Clapboards, Fir at a price about equal Clear Douglas Fir Doors Quartered Oak Front Imported Screen Our Own M

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HARDWOOD FLOORING most modern machinery. Mouldings from the clearest Drain Tiling For Farms Outside Sheathing For Buil The George 40 bbl. Flour M same power and plant, and on a regarding ship to grind the gra

BRITAIN'S DAILY WAR BILL \$37, The total national expendit the nine weeks from October 2

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Established 1883

The JOSIAH FOWLER Co., Limited

MANUFACTURERS OF HIGH GRADE

AXES, SHIP CARPENTERS' TOOLS,
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TORONTO, MONTREAL, WINNIPEG, VANCOUVER
THE CARRITTE-PATERSON MANUFACTURING CO., LIMITED
ST. JOHN, N. B., HALIFAX, N. S., SYDNEY, N. S.



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London Daily Chronicle: A drama rarely or never mentioned in the theatrical sections of the daily or weekly newspapers gives as much delight and satisfaction to the colonial

The
New Brunswick Wire Fence Co. Limited
MONCTON, N. B. LIMITED.
MANUFACTURERS "MARITIME BRAND"

Woven Wire Fencing and Gates, Fence Staples, Fence Tools, Coiled Spring Fencing Wire, Etc.

Also Jobbers in Galvanized Steel Wire, all sizes. Barb Wire, Poultry Netting, Etc.

SPECIAL PRICES TO THE TRADE IN THE MARITIME PROVINCES.
Write For Prices, Terms, Etc. and Beware of Scam Fencing Advertisers as No. 9 Gauge Which is Only No. 10.

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.

ESTABLISHED 1893 INCORPORATED 1909

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 blamed 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, \$30.00 per thousand and up.

The George Eddy Company, Ltd. also operates a 40 bbl. Flour Mill which receives its power from the same power plant as their planing mill.

Oats and other grains are also ground in this plant, and on account of its advantageous situation regarding shipping facilities, this mill is in a position to grind the grain for the farmers of the whole country

BRITAIN'S DAILY WAR BILL \$37,500,000.
The total national expenditure for the nine weeks from October 8 to De-

THE STANDARD ST. JOHN, N. B.

The Credit Man and His Problems

Methods of Dealing with the Many Questions Which Arise from Day to Day—Good Relations Existing

EDITOR OF THE STANDARD:
DEAR SIR:
The duties of a credit man are not easy at any time, and he is confronted with many problems under all conditions of Trade. At the present time credit conditions are good in the Maritime Provinces; all sections are enjoying unprecedented activity, and merchants are, as a rule, doing more business than ever and more largely for cash; this means that the wholesale and distributing trade are finding payments promptly made and sales large and easily secured. In common with the Dominion of Canada at large, values are high so the volume of business is greater in proportion than the quantity of merchandise distributed; it is just here where the credit man must be watchful and keep the volume of liability owing by customers under control. There is no doubt wholesale merchants are carrying for their customers a much larger liability than ever before, and the present activity in trade not only warrants but demands that every facility be afforded the retailer to handle the business, the burden of which is not felt as in ordinary times.

The business of the credit man is to pass the orders secured by the salesman and at the same time keep the liability of the customer within reasonable bounds; in doing this, he must rely, first, on the record of the customer as to ability and character; he must have a good knowledge of the locality his customer serves and the capital employed—such information he must keep readily available and as nearly up-to-date as reasonable; in addition he must keep in close touch with the salesman who gets the orders.

In the Maritime Provinces the credit of the wholesaler furnishes the largest amount of capital employed in the retail trade. The chief asset of the retailer is the personal equation—"Character and Ability"—with a good working knowledge of the trade engaged in. The limitation of the credit terms has done more than anything else to improve conditions from the standpoint of the credit man and customer as well; it imposes more expense on the wholesaler to get the business and keeps the travelling salesman busy; that the retailer may keep his stock well assorted, he must be ready to place his orders for immediate requirements when the salesman arrives. The responsibility of the credit man is greatly increased because of the improved conditions; he has to act quickly that orders may be executed and sent off, by express, on the day received, or by the first freight—there is little time given to consider an order, he must know his customers' standing, not only in respect to his own house but with the trade generally, and the most successful credit man is the well informed man, who is fair to his house and pleases the customer too.

I have said that the capital employed in the retail trade in the Maritime Provinces is largely drawn from the wholesaler, and the shortening of credits has made it possible for the merchants in our cities, towns, villages and country districts to take advantage of the stimulus given to business because of the war. The watchfulness of the credit man keeps the retailer under him as a hindrance to his greater progress.

The trade in these provinces by the sea is carried on by many merchants (perhaps too many) in a comparatively small way, but safety lies in keeping the business under control, and while some may be tempted to reach out more largely because of present active trade, yet, generally, merchants—wholesalers and retailers—are working together so that such changes as may come after the war will not embarrass or interrupt the usual course of trade. There are not many opening up new businesses in these days, the trade is being done largely by those well established and favorably known, and while business will be restricted, it is not expected that "After the War" conditions will prove serious.

Credit men and the houses they serve expect to face losses in accounts, and while, at the present time, suspended or slow accounts are not troubling the wholesalers very much, yet they provide for such possibilities, and when disappointments come the accounts are handled in a prudent manner, minimizing any loss which must be cared for.

The problems of the credit man in the Maritime Provinces are ever before him in the discharge of his daily duties; he must O. K. the orders for new business and grant renewals of maturing bills for customers requiring assistance; he must remind delinquents in the most pleasant way possible, that they have not paid the amount of their matured obligations; and it may be some have not even thought it worth while to give any attention; yet he must be kind. The good understanding between creditors and debtor in the Maritime Provinces lightens the duties of the credit man. The majority of retailers are efficient and handle their business with great skill and reasonably good results; they are improving in methods and are anxious to do better; progress towards wealth is slow, but, generally speaking, substantial gains are made, enough to enable them to face such reverses as may come and patiently wait for the incoming tide with its helpful and life-giving opportunities.

Yours truly,
T. H. SOMMERVILLE, Manager.
The Canadian Credit Men's Trust Association Limited.
(Maritime Division.)

statement shows the daily average of expenditure was £7,971,000, while for the five weeks from May 6 to June 9, it was £7,532,000.

For the ten weeks from April 1 to June 9, the expenditure is shown to have averaged £7,752,000.

For the respective periods set forth the actual war expenditure daily, the Chancellor states, was £5,714,000, £7,457,000, £5,989,000 and £6,723,000.

The increase in expenditure for army heads of army and munitions, over the figures of the budget estimates. Regarding loans to the Allies, continued the statement, the government was still liable during the opening weeks of the current year to fulfill commitments undertaken before the entry of America into the war. The advantage of America's entrance, he explained, was now being felt.

DAIRY CATTLE IN MARITIME PROVINCES

THE FOLLOWING CHART INDICATES THE STANDSTILL POSITION OF DAIRYING IN THE MARITIME PROVINCES AS SHOWN IN THE NUMBER OF MILCH COWS OWNED IN THE THREE PROVINCES.

1901, 306,338
1911, 300,440
1912, 290,026
1913, 285,937
1914, 278,067
1915, 277,522

This table shows the continuous decline in dairy ranching in the Maritime Province from 1901 to 1915.

MACKINNON, HOLMES & CO. (Limited)
SHERBROOKE, QUE.
ENGINEERS, MANUFACTURERS AND ERECTORS OF

Steel Structures
SUCH AS BRIDGES, BUILDINGS, TOWERS, PENSTOCKS, ROOF TRUSSES, GIRDERS, COLUMNS

WE SPECIALIZE ON

TANKS
for Pulp and Paper Mills, Oil Refineries, Chemical Works, etc.
Workmanship and Satisfaction Guaranteed
WRITE FOR PRICES

Representative for Maritime Provinces:
R. R. POWER, 60 Bedford Row, HALIFAX, N. S.

"New Brunswick Grown" Stock

We are in a position to supply general NURSERY STOCK and make a specialty of **Standard Apple Trees** in varieties that have proven most adaptable in N. B.

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

THE ST. JOHN VALLEY NURSERIES
BURTON, N. B.
Phone 2500-12 via Fredericton Exchange.

THE University of New Brunswick
FREDERICTON, N. B.

ONE HUNDRED AND EIGHTEENTH YEAR BEGINS 1st SEPTEMBER, NEXT

Scholarships Available at Entrance
Fourteen County Scholarships (\$60 each.)
An Asa Dow Scholarship (\$90)
St. Andrew's Society Scholarship (\$60)
Highland Society's Scholarship (\$75 annually)

Numerous Prizes and Scholarships Offered in Competition During The Year.

Thorough and Complete Four Year Courses in ARTS, CIVIL ENGINEERING, ELECTRICAL ENGINEERING and FORESTRY.

High Standard of Work Shown by Recognition Accorded Graduates in All of The Above Departments.

Correspondence Invited. Copy of Annual Calendar Gladly Furnished on Request.
CECIL C. JONES, CHANCELLOR.

NEWCASTLE PLANING MILL
NEWCASTLE, N. B.

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.

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Canadian Trade in 1916 Over \$2,170,785,000

Established 1874 Incorporated 1912
HUTCHINGS CO.
 Limited

FOR 43 YEARS WE HAVE BEEN MANUFACTURING
**Mattresses, Woven Wire
 Beds and Cots**

During that time we have continued to sell the leading furniture dealers, which proves that our goods must have stood the test of time.

When You Buy Mattresses, Woven Wire Beds or Wire Cots, Ask For "THE HUTCHINGS MAKE." This Means Quality and Satisfaction To YOU.

FACTORIES: 243 - 251 Queen St., 150 - 152 Mecklenburg St.
 OFFICE and WAREHOUSES: 150 - 152 Mecklenburg St.

St. John, N. B.

The Largest Mercantile House in Eastern Canada

We occupy eleven large buildings and carry a complete line of the following goods:

Dry Goods, Clothing, Millinery, Ladies' and Misses' Ready-to-Wear, Men's and Boys' Furnishings, Carpets, Curtains, House Furnishings and Furniture

MANCHESTER ROBERTSON ALLISON, LTD.
 St. John, N. B. London, England.

MURRAY & GREGORY Ltd.

HEAD OFFICE: ST. JOHN, N. B.

Saw Mills: St. John, N. B., St. Camille and Lake Frontiers, Que.
 Woodworking Factory and Glass Works, Saint John, N. B.

When building or repairing ask for quotations on all wood and glass for the interior and exterior of your buildings. We are also distributors for the original Beaver Board and Ruberoid Roofing—large stocks always on hand.

Full stocks of dimension and random Spruce and Pine always on hand as well as Laths, Shingles, Staves, Heading, Onion Crate, Shooks, etc.

Our Glass Works will furnish you with Sheet and Plate Glass at short notice. Replacements promptly executed. Mirrors manufactured and old ones resilvered. Any design in Art Glass promptly supplied at reasonable prices.

Bring Us Your Enquiries and We Will Assure You of Prompt, Careful, Courteous Treatment

Only The Biggest and Best PHOTOPLAYS

ARE BOOKED BY THE LEADING THEATRES

IN NEW YORK

THAT'S WHY THE

LOEWE AND PROCTOR

BROADWAY THEATRES SHOW

ART DRAMAS

You Can See Them at Your Favorite Photo Play Theatre if You Ask For Them

Famous Stars • Great Stories

DISTRIBUTED EXCLUSIVELY BY

Independent Film & Theatre Supply Co.

67 DOCK STREET, ST. JOHN, N. B.

Montreal Toronto Winnipeg

More Than Double Trade of 1914—Trade Through St. John in 1916 Exceeded \$131,000,000, of which Over \$120,000,000 was Exports

The following figures recently given out at Ottawa, show the biggest export trade in the history of Canada. The exports for the year were much larger than the imports, a condition which up to 1915 was not known in Canada. The total exports were valued at \$1,338,776,632 while the imports were valued at \$832,009,175. The exports were thus \$500,000,600 larger than the imports.

TRADE OF CANADA—TWELVE MONTHS ENDED FEBRUARY.

Prepared by Trade Statistics Branch, Department of Trade and Commerce, Ottawa.

SUMMARY OF THE TRADE OF CANADA.

	Twelve months ended February.			
	1914	1915	1916	1917
IMPORTS FOR CONSUMPTION:				
Dutiable goods.....	\$420,816,267	\$290,910,628	\$278,303,387	\$441,917,609
Free goods.....	212,005,479	177,160,463	207,856,753	363,112,013
Total imports, merc'dise.	\$632,821,746	\$468,071,091	\$486,160,140	\$805,029,622
Coin and bullion.....	14,126,540	132,955,322	34,175,614	26,979,553
Total imports.....	\$646,948,286	\$601,026,413	\$520,335,754	\$832,009,17
Duty collected.....	\$109,719,189	\$79,963,407	\$100,315,295	\$142,722,151
EXPORTS:				
Canadian produce —				
The mine.....	\$58,687,698	\$52,313,343	\$64,582,028	\$83,641,039
The fisheries.....	20,541,587	19,091,778	22,389,048	24,570,488
The forest.....	42,456,502	41,904,728	51,464,650	55,540,515
Animal produce.....	52,927,254	72,116,554	99,731,844	121,612,208
Agricultural products.....	208,836,012	128,820,451	244,246,913	369,303,875
Manufactures.....	56,197,857	76,178,001	210,622,022	455,173,956
Miscellaneous.....	115,290	576,050	5,278,817	7,532,612
Total, Canadian prod.....	\$439,762,200	\$391,000,905	\$698,315,322	\$1,117,374,693
Foreign produce.....	23,864,332	50,314,760	39,293,938	24,891,544
Total exports, merc'dise.	\$463,626,532	\$441,315,665	\$737,609,260	\$1,142,266,237
Coin and bullion.....	15,248,488	18,177,217	125,173,639	196,510,395
Total exports.....	\$478,875,020	\$459,492,882	\$862,782,899	\$1,338,776,632
Aggregate trade.....	1,125,823,306	1,060,519,295	1,383,118,653	2,170,785,807

IMPORTS BY COUNTRIES:				
Australia.....	\$647,429	\$419,181	\$3,445,078	\$733,911
British Africa.....	513,576	363,891	189,632	172,071
East Indies.....	6,944,823	6,528,700	7,013,832	6,832,228
Guiana.....	2,787,309	3,273,436	5,859,011	6,317,677
West Indies, including Bermuda.....	4,293,489	6,275,711	5,623,749	3,801,873
Newfoundland.....	1,859,997	1,221,479	1,606,407	2,129,554
New Zealand.....	3,137,053	3,861,023	4,354,246	2,511,984
United Kingdom.....	135,215,412	94,241,244	77,592,413	120,912,984
Other British.....	1,297,837	3,552,407	3,025,511	2,853,570
Argentine Republic.....	2,677,341	2,941,377	4,570,006	2,270,936
Belgium.....	4,458,474	2,257,909	65,382	18,703
France.....	14,520,633	9,189,561	5,930,532	6,451,058
Germany.....	14,735,834	6,141,855	95,552	14,891
Holland.....	2,958,534	1,902,534	1,046,155	1,280,405
Japan.....	2,579,922	2,745,703	3,766,689	7,967,876
United States, Merc'dise.....	407,448,351	302,336,831	350,832,881	627,169,592
Coin and Bullion.....	14,108,566	132,946,856	28,114,117	12,310,095
Other foreign.....	26,763,706	20,826,715	17,196,561	18,229,787

EXPORTS BY COUNTRIES:				
Australia.....	\$4,546,508	\$5,529,165	\$7,239,770	\$6,907,255
British Africa.....	3,912,314	4,217,111	6,089,304	4,595,400
East Indies.....	679,088	664,607	1,049,441	1,407,105
Guiana.....	640,298	626,669	1,215,249	1,591,505
West Indies, including Bermuda.....	4,801,136	4,595,462	4,694,003	5,697,601
Newfoundland.....	4,882,978	4,397,062	4,968,091	6,883,929
New Zealand.....	1,961,482	2,592,493	3,264,456	3,308,219
United Kingdom.....	224,272,751	195,034,921	428,347,987	736,638,478
Other British.....	2,221,447	2,457,331	2,364,557	3,725,171
Argentine Republic.....	2,147,028	643,112	2,334,520	1,623,368
Belgium.....	5,038,004	3,429,446	334,762	381,764
France.....	3,886,595	12,941,220	34,530,217	60,805,379
Germany.....	4,260,003	2,606,341	.....	.....
Holland.....	5,451,599	5,422,123	2,582,227	1,578,680
Japan.....	1,783,980	904,123	974,761	1,360,665
United States, Merc'dise.....	183,049,307	185,627,411	212,347,575	278,835,456
Coin and Bullion.....	15,197,688	17,877,744	125,159,865	196,278,994
Other foreign.....	10,142,814	9,926,541	25,286,114	27,157,663

New Brunswick's share of this 1916 trade was the greatest in the history of the province. The trade through St. John for the year was \$131,208,053 of which \$120,042,590 was represented in exports. The trade through St. John in 1916 showed an increase of approximately 400 per cent over 1914.



Drive on the Concrete

This sign actually stands, as shown here, on a street in the suburbs of Pasadena, California. It is one of the best advertisements for Concrete ever written. Evidently the Street Department of that city know and appreciate the exceptional non-slip quality so characteristic of modern traffic.

Permanent Highways of Concrete

Although of real importance, this non-slip, non-odd advantage is but one feature of the many that recommend Concrete for country roads and city streets. They are durable; dustless; low in first cost as well as in maintenance cost; ready for use every day in the year; free from ruts and holes; the only road really suited to the requirements of modern traffic.

Invest your road tax in permanent pavements of Concrete—instead of spending it for repairing roads that will never be really right.

Let us explain to you how you can help along the Good Roads Movement, and why in helping it, you help yourself.

Write for particulars, address,
Canada Cement Company, Limited
 88 Herald Building, Montreal
"CONCRETE FOR PERMANENCE"

If a Woman Were to Design a Range

She would include every single feature possessed by

The Enterprise Perfect Double High Oven Range



Simplicity of Operations
 Burns Coal or Wood
 Saves Time, Fuel and Labor

Just the right height to work over.
 No More Stoopings.

Two large ovens so that cooking and baking can be done at the same time and with the same fuel.

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

NOYES MACHINE CO.

—31— Nelson St. **General Machinists** St. John N. B.

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

RANDOLPH & BAKER, Limited

Manufacturers of

Spruce, Pine and Hemlock Long Lumber and Timber

Laths, Staves, Barrel Heads, etc.

ALSO

BUILDING LIME, AND DOLOMITE OR MAGNESIA LIME

MANILLA CORDAGE

Galvanized and Black Steel Wire Rope, Oakum, Pitch, Tar, Oils, Paints, Flags, Tackle Blocks, Motor Boat Supplies, Gurney Ranges, Stoves and Tinware.

J. SPLANE & CO., 19 WATER ST.

D. C. CLARK, Contractor

Wharf, Bridge and Building

PILE DRIVING, ETC. ESTIMATES FURNISHED ON APPLICATION

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1917
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5,029,622
6,979,553
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Permanent Highways of Concrete

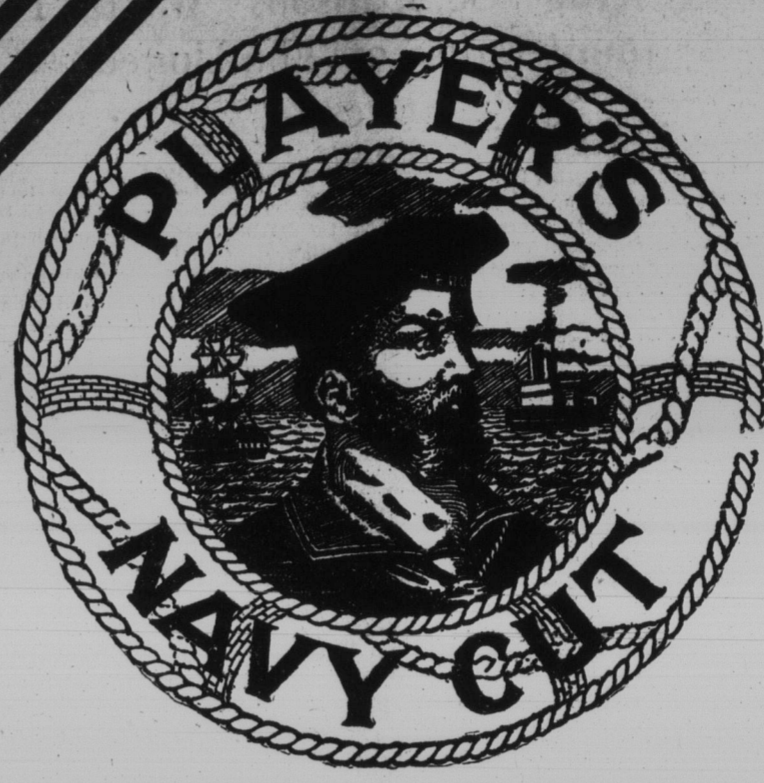
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Invest your road tax in permanent pavements of Concrete—instead of spending it for repairing roads that will never be really right.

Let us explain to you how you can help along the Good Roads Movement, and why in helping it, you help yourself.

Write for particulars, address,

Canada Cement Company, Limited
80 Herald Building, Montreal
"CONCRETE FOR PERMANENCE"



PLAYER'S
NAVY CUT
CIGARETTES



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

If a Woman Were to Design a Range She would include every single feature possessed by **The Enterprise Perfect Double High Oven Range**

Simplicity of Operation Burns Coal or Wood Saves Time, Fuel and Labor

Just the right height to work over. No More Stooping. Two large ovens so that cooking and baking can be done at the same time and with the same fuel.

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

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PILE DRIVING, ETC. ESTIMATES FURNISHED ON APPLICATION

3,641,039
4,570,488
5,540,515
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9,303,875
5,173,956
7,532,612
7,374,693
4,891,544
2,266,237
6,510,395
8,776,632
0,785,807
\$733,911
172,071
6,832,228
6,317,677
3,801,873
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6,907,255
4,595,400
1,407,105
1,591,505
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in 1916

IMMIGRATION AND NATURALIZATION IN CANADA

Interesting Comparisons With The Immigration of The United States

The total immigration into Canada was 402,432 in the year 1913, being the last complete year before the war and 384,878 in 1914. It was not until the year 1842 that immigration to the United States passed the 100,000 mark. In no year prior to 1850 did it reach 300,000. A very small number of immigrants reached the United States during the first quarter of the nineteenth century. In the year 1825 the immigrants numbered 10,199. During the next five years the annual immigration averaged 20,587. For the last seven decades of the nineteenth century the immigration into the United States was as follows:

1831-1840	599,928
1841-1850	1,713,257
1851-1860	2,577,580
1861-1870	2,278,625
1871-1880	2,812,191
1881-1890	5,245,613
1891-1900	3,844,420

These figures are given with a view to providing an interesting comparison with the Canada of today and of the nineteenth century. During the seven years ending with 1914 the total immigration to Canada was 2,530,799, as compared with 2,577,580 arriving in the United States during the decade ending with 1910 when the United States had a population of 31,443,321. During the decade ending with 1870 when the United States had a population of 38,558,371, the immigration was over 250,000 less than the immigration to Canada during the decade ending with 1914, when the population of Canada did not exceed nine millions. For the decade ending with 1880, when the population of the United States was 50,155,783, the immigration to the United States averaged only 28,139 more annually than the Canadian average for the ten years ending with 1914.

These figures have great significance in considering the probable growth of Canada during the twentieth century. The development of the United States in the nineteenth century was regarded as more marvellous than that of any other country in the history of the world, but the percentage of the growth of Canada since the beginning of the twentieth century has been far greater than that of the United States in any period of equal length in the past century.

These are the actual figures of immigration into Canada for the seven years 1908-1914 with British, U. S. A. and foreign contingents:

	British	U. S. A.	Other countries	Total
1908	120,182	58,312	83,975	262,469
1909	52,901	59,832	43,175	146,908
1910	59,790	103,798	45,206	208,794
1911	123,013	121,451	66,620	311,804
1912	138,121	133,710	82,406	354,237
1913	150,542	139,009	112,881	402,432
1914	142,622	107,530	134,726	384,878

These figures are in the highest degree suggestive. It will be noted that in the year 1909 there was a heavy fall in the number of immigrants entering Canada. This was due to the panic and financial and industrial crisis of the previous year in the United States and Canada. Immigration always reflects the commercial conditions of the country to which it is directed. It will moreover be seen that the conditions picked up almost immediately and that the figures of 1910 returned to almost the same number as in the year 1908, while in 1911 there was a jump to a figure which had never before been attained and which was held with increases each year up to the year of the outbreak of war. As to what happened during the war the following figures are eloquent: They are for the twelve months from April to March for the two years 1913-1915, and relate to British immigration only:

	1913-14	1914-15
April	25,566	10,032
May	31,374	10,343
June	27,370	7,115
July	14,804	4,822
August	12,975	3,024
September	9,115	2,566
October	7,664	1,622
November	3,593	1,424
December	1,856	894
January	862	708
February	1,520	.....
March	5,923	.....
Total	142,622	.....

The Imperial Naturalization Act came into force on the 1st of January 1915. The former Act was repealed subject to the qualification that persons residing in Canada on the 1st of January 1915, could apply and obtain naturalization under it. There will be two methods of naturalization during the next three years, first requiring only three years of residence and comprising Naturalization within Canada, and the second requiring five years of residence and conferring British Nationality for all intents and purposes.

Naturalization Commissioners in office on January 1st, 1915, hold their Commissions under the 1906 Act only, and for the purpose of that Act alone. Consequently they have no right to take oaths under the Naturalization Act, 1914. Naturalization Commissioners for the purpose of the 1914 Act will be appointed hereafter.

The conditions and qualifications for naturalization are as follows: (1) Residence within His Majesty's Dominions for a period of not less than five years or service under the Crown for the same period within the last eight years before the application. (2) Residence in Canada for not less than one year immediately preceding the application and previous residence either in Canada or in some other part of His Majesty's Dominions for a period of four years within the last eight years before the application. (3) Good character. (4) An adequate knowledge of the English or French languages. (5) An intention, if a Certificate of Naturalization is granted, either to reside in His Majesty's Dominions or to enter or continue in the service of the Crown.

Clothes That Suit the Man

Your Summer Suit, made here, will combine with Latest Fashion Features in model and fabric nicely of finish and thoroughness of workmanship that individual smartness only possible in clothing made expressly for you by Tailoring Experts such as we employ.

Leave US Your Measure

Cleaning, Pressing and Repairing are Specialties Here

F. J. McINERNEY & CO., CUSTOM TAILORS

21 Dock Street Phone Main 2300

SHELL CONSUMPTION.

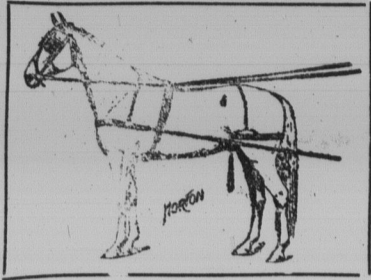
Before beginning its offensive last spring the French army had piled up behind it some 10,000,000 shells. This was not enough. Within a few weeks a French officer who took part in the offensive told a local business man the attackers were howling for more ammunition—and the same was true of the British forces.

But this spring it is likely that there will be a sufficient supply of projectiles. It is understood that before the offensive is undertaken there will be 100,000,000 shells ready behind the French lines and that the British will be similarly prepared.

It has been estimated that in the Somme drive, the Allies in one day spent 1,000,000 rounds and averaged over 600,000 shells daily. Allowing for a continuous expenditure of ammunition on this scale the supply being prepared would make possible an offensive lasting 200 days.

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CANADA CEMENT COMPANY Limited
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"CONCRETE FOR PERMANENCE"

Our Fisheries as a National Asset

By J. A. PAULHUS

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TOTAL ASSETS \$117,000,000.

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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.

It is an opportune moment for us, involved in the most costly war that has ever been recorded in the history of the world, to take an inventory of all our resources; to compile and speculate on these resources as a probable source of income; in order to meet our obligations when peace with victory shall be re-established. And even during the progress of the war there has been such a great output and consumption of the products from our fisheries, our agricultural lands, our mines, and forests, that it is obvious we must increase our production all round to meet future requirements.

ORGANIZATION A NECESSITY.

Already with this view in mind, organized groups of business men, the press and many political agencies, advocate the necessity of utilizing all our resources and efforts to meet the exigencies of a situation which is serious, economically speaking, and which threatens to be yet more serious.

FISH PLENTIFUL.

The world's supply of foodstuffs has been reduced to proportions where restrictive measures have become a necessity. No improvements are possible until new crops have been garnered. Happily for us, in Canada, even if our crops should fail, even if our meat supply should be still more protracted, we can depend on our fisheries. They are more dependable even than our farming; they are more dependable than any other of our natural resources; they are not subject to such contingencies as bad weather, epidemics, political perturbations, labor problems, exhaustion, etc. In fact, their regularity and their permanency are their main features. Where the farmer has to use fertilizers, or has to open up new ground for his seed, or the forest industry has to close its operations because only stumps are left in the region of exploitations, or the miner has to abandon his borings through the bowels of the earth because no more ore is to be found,—the fisherman can go out to his "place in the sun" and bring in his usual good catch, year in and year out. The seas, whether smiling or stormy, will continue to yield abundant crops as they have done for thousands of years. Still, with all these advantages, the industry of our fisheries has not progressed sufficiently, and, even in these anxious times, is not receiving the care and attention it is entitled to.

A strong prejudice seems also to exist among certain classes, that fish food is not a substantial enough food, and does not give the necessary amount of endurance and strength to those engaged in manual or muscular work. This is altogether false according to experience and scientific researches. The New York City Health Department recently issued a bulletin which does not agree with those contentions. What constitutes the nourishment in meat is a substance called protein. Codfish contains 18% of protein, ribs of beef the same quality. Herrings contain 19%, sirloin of beef the same proportion, and so on.

But what has retarded mostly the usage of fish as a daily article of food, is the ignorance of our people regarding fish generally—even as an animal. As a rule, we know a fair amount about animal life on the land and the birds in the air, but little or nothing of the wonderful fish world. Any school boy would think little of himself if he did not know at least the names and forms of most animals and birds, but with fish he is not usually as familiar. Most of our schools have a natural history course to satisfy the curiosity of the children, and reading books illustrating animals and birds are used. Here again fish life is very seldom taught. Museums, zoological gardens, menageries, etc., are erected for the interest and education of those anxious to learn. In all these instances, fish life, if shown at all, is in a very insignificant proportion to other forms of animal life; and the general ignorance is almost incredible. Very few people can see any difference between a carp and a codfish; an eel and a catfish; a perch and a bass; and yet there is a great and interesting difference. The fisheries of the sea are as numerous, as beautiful, as varied, and as interesting, in form, color and habitat, as any other form of animal life—equally the loving and careful work of the Great Creator.

It might seem uncalled for to speak of the knowledge of fish when we are considering fish as a food. With more general and wider information about fish life—with more technical education in oceanography—more interest would be taken in the pursuit of fishing operations; in the preserving and curing of fish; and in the value of fish as a food. Nothing could better illustrate this value, than the fact that every year we discover some species hitherto unknown; or if known, was not supposed to be edible. As an example, only a few years ago Dog Fish was considered a pest in the sea, and, today, this same species is thought by some to be as good a food as the Qualla salmon and other varieties of the British Columbia coast salmon, known as the pale flesh fish. And yet for want of knowledge our country has spent thousands of dollars on reducing plants for the production of oils and fertilizers from this fish. More than this, a bounty was given to fishermen for the destruction of a fish which has now a recognized commercial value as a food product.

It should be borne in mind that fish has seasons—that is to say, fish migrate from the sea into the rivers and vice versa, and it is important that the intending buyer should know of the peculiarity of the finny tribe, so as to buy when the catch is more plentiful and consequently cheaper. Buying fish out of season or at the period of scarcity is like buying strawberries in the month of January in Montreal. Then there is the cooking of fish. Good fish cooks are rare, and in the cooking of fish as in most other victuals, lies the test of quality.

The Canadian Fisheries Association has been pursuing a campaign of education as to production, the distribution and consumption of fish; and the results so far are very gratifying. The production of fish is occupying the attention of the Association at the present time. If our fisheries are inexhaustible, and if fish is destined to replace our shortage of meat foods, this work is highly laudable and commends itself to the students of the economical problems of the country. In the great struggle we are now engaged, our natural resources will play a part just as important as our soldiers, and after the war we shall have to pay the cost of our contribution (with the interest accrued) for the part we are taking in the fight, and it is wise to prepare now to meet those emergencies. Our fishing industry if properly developed and conducted can help towards restoring order in our finances, and bring comfort, health and wealth to every one of us.

To show the importance and vastness of our fisheries in extent Canada possesses, on the Atlantic coast from Grand Manan in the Bay of Fundy to Labrador on the Straits of Belle Isle, an approximate shore measurement of 5,500 miles. Upon the Pacific, the extent of our coast line is over 7,000 miles. The great lakes, rivers and lesser bodies of water aggregate a total area of 220,000 square miles. Besides this, Canada has, adjacent to her coast, the great fishing banks such as Newfoundland banks, Miscou, Lahave, Roseway—Sable Islands, Canso, Misaine and Banquo. These banks are the habitat of the best fish produced in the world, principally codfish, haddock, halibut, pollock, hake, cusk, etc. They are nearer by 500 miles than the fishing centres of Gloucester, Boston, etc.

The estimated total capital invested in the Dominion's fisheries amounted to 24,388,459 dollars, according to the last statistics available. Of this sum \$20,642,714 was invested in connection with the sea fisheries, and \$3,945,745 in connection with the inland fisheries. Of this total, \$7,744,038 represents the value of vessels and boats, while \$16,644,421 stands for the value of fishing gear, canneries, fish houses and other fixtures necessary to the carrying on of the industry. The annual value of our fisheries, according to the last report is \$34,000,000 in round figures. The annual value of fish which is consumed yearly and not marketed, consequently it is not recorded in the statistics of the Blue Books. This is the fish used by the people living on the sea shores, and on lake shores, fishermen's families, people engaged in distant places in surveying, exploring, sportsmen, voyagers, etc. The amount is valued at \$10,000,000.

Nearly 100,000 persons are engaged directly in Canada's fisheries. Of this number 65,000 men are employed on boats catching the fish, and some 25,000 women work in the canneries and fish-houses ashore. Indirectly engaged in the fishing industry are quite a number of people catering to the needs of the men and the fleets. The vessels and boats employed in the industry amount to 36,170, of which 1,669 are schooners and tugs. Nearly 6,000 of the fishing boats are propelled by gasoline engines. Such is the equipment of our fishing industry at present. Periodically, and for a short space of time, a few trawlers have the privilege of scraping the bottoms of a few of the fishing banks. With an increase in the improved methods of fishing, the yield of our fisheries could be doubled annually, and their intrinsic value enhanced to twice the present figures. Our motto must be "Eat Fish," and this practical work will help the individual, will reduce the cost of living, will benefit the health and pockets of our people, will open up new avenues of wealth and increase our trade with the world.

J. A. PAULHUS.

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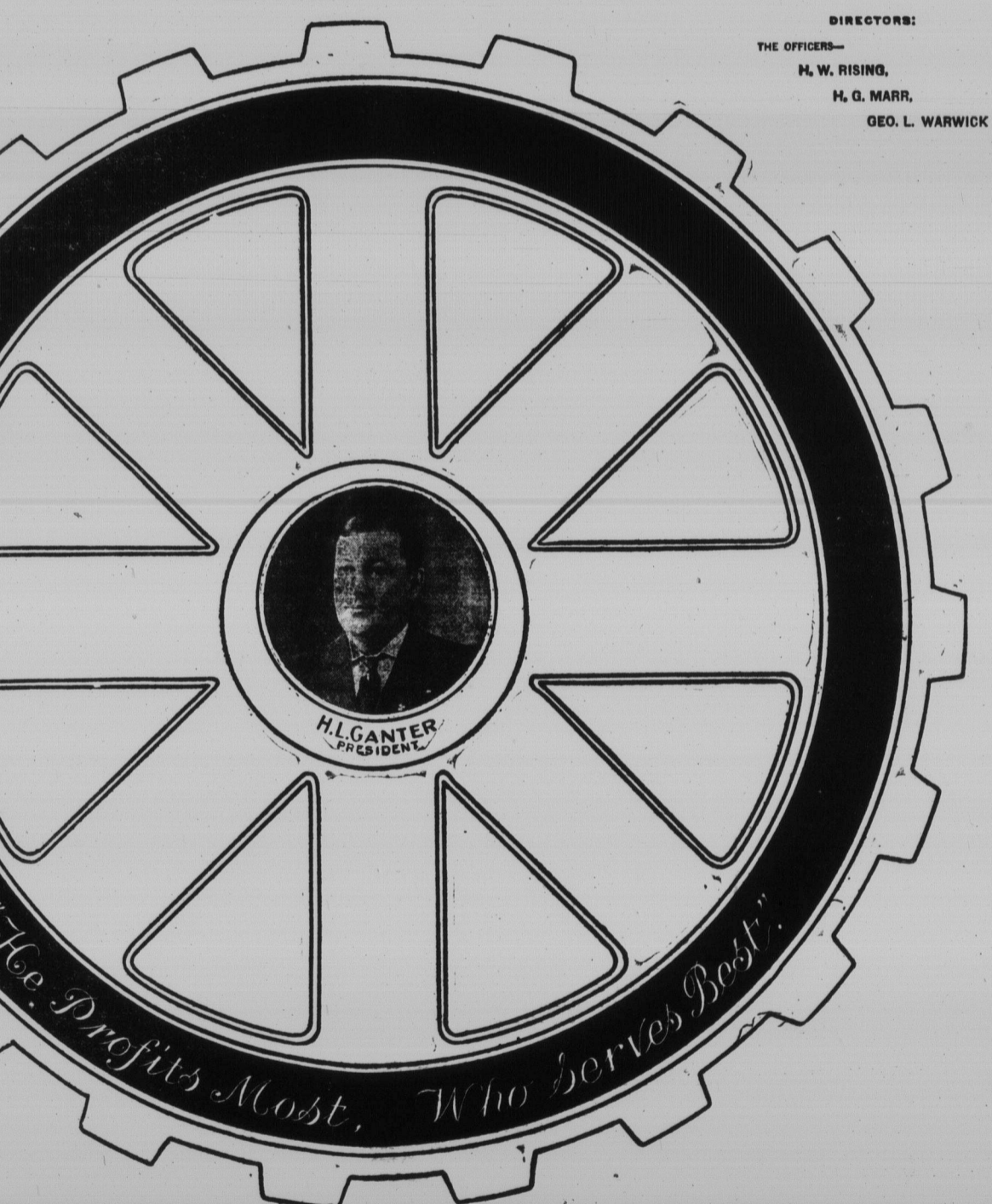
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GEO. S. MacBETH
 Superintendent For New Brunswick
 and Prince Edward Island
CANADA LIFE BUILDING
ST. JOHN, N. B.

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 ST. JOHN, N. B.
 MARITIME REPRESENTATIVE
FREDERICK STEARNS & CO.
 WINDSOR AND DETROIT
 MANUFACTURERS OF
 Nylas Family Remedies
 Nylas Chocolates
 Beaumont Chocolates
 Meadow Sweet Caramels
 Camerons Chocolates

MacRae, Sinclair & MacRae
BARRISTERS
AND
SOLICITORS
Kenneth J. MacRae
 ROYAL NORWEGIAN VICE-CONSEL
 Pugsley Building, St. John, N. B.

THE ST. JOHN STANDARD
 SUBSCRIPTION
 City \$3.00 Half \$2.00
 Per Year

New Brunswick Agricultural Production

St. John Creamery

BELL VELVET ICE CREAM

Dairy Products



PASTEURIZED MILK, CREAM AND ICE CREAM

Butter and Buttermilk
 Eggs, and Fountain Fru its

ESTABLISHED 1899

Office and Factory:

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Every Effort is Made to Give
 Prompt and Efficient Service

W. H. BELL, Prop.

MARITIME FISH CORPORATION, LIMITED

PRODUCERS OF
ATLANTIC SEA FOODS
FRESH, FROZEN, SMOKED,
CANNED, SALTED and DRIED
 FOR
HOME AND EXPORT TRADE

VESSEL OWNERS

Cold Stores and Canning
 Plant at

DIGBY and CANSO
 Nova Scotia

Main Offices:

MONTREAL
 CANADA

For 1917 Likely To Exceed Value of
\$40,000,000

Doubled In Value In Last Five Years. Increases In
 Values Largely Due
 To War.

Field crops in New Brunswick are worth approximately \$25,000,000, annually. But large as is this production, it by no means indicates the agricultural possibilities of this province. There are thousands of acres of idle land which might be profitably used for field crops in the province of New Brunswick.

The New Brunswick potato crop averages over 8,000,000 bushels annually. Such a crop in 1914 at fifty cents a bushel was worth about \$4,000,000, but such a crop in 1917 would be worth anywhere from \$8,000,000 to \$15,000,000. If the present prices for potatoes continue throughout this year, the actual value of New Brunswick's field crops is likely to be nearer \$40,000,000. The acreage under potatoes this year will be above the average. School children in their school gardens, laymen in their private gardens, and agriculturists are raising potatoes this year in New Brunswick. That this year's crop will exceed 10,000,000 bushels is not unlikely and there are those who believe that the potato crop within the province will be nearer 15,000,000 bushels.

The oat crop of New Brunswick has always been an important factor in the agricultural production. In normal years the production of oats in this province is around 5,775,000 bushels, with a normal value approximating \$3,000,000. With an average crop at present prices, the 1917 crop of oats is likely to have a value of from \$5,000,000 to \$7,000,000. In values we may safely double the total value of the 1915 and 1914 crops, the prices having greatly increased in the past eighteen months.

In normal years the province of New Brunswick has a hay crop of about 790,000 tons, the normal value being something over \$7,275,000. The price of hay has increased in keeping with all other field crops, though in the Maritime Provinces the per centage of increases in hay prices have not been as large as in oats, potatoes and other field crops. However, it would be conservative to place the probable value of the 1917 hay crop at \$10,000,000.

It will be noted that these three crops, potatoes, oats and hay, if a normal crop is produced this year, will add more than \$25,000,000 to the agricultural output of the province for the year. There are other field crops which though not so large will add millions to the total.

Turnips and mangolds are produced in New Brunswick in large quantities annually, the output being considerably over 3,200,000 bushels annually, with a normal value of approximately \$2,000,000, but with a value which in 1917 will likely run well over \$3,000,000, should the crop prove up to the average.

It is well to remember that there is also a considerable wheat production in the Maritime Provinces. In New Brunswick, according to the Government Blue Books the average wheat yield is about 285,000 bushels annually. At present prices this would mean more than a half million dollar wheat production in this province. New Brunswick has a very big annual yield of buck-wheat, running close to 1,557,000 bushels, worth in normal times over \$880,000, but such a crop at the present time would be worth well over \$1,000,000.

There are other field crops in New Brunswick which are equally valuable, these including alfalfa, peas, rye and barley. When it is remembered that with the low prices prevailing in 1914, New Brunswick's field crops were worth over \$20,000,000, it is not over-estimating to predict a total value for the 1917 agricultural production of from \$40,000,000 to \$50,000,000. It must not be forgotten that since 1914 practically everything in agricultural output has doubled in value, and especially such products as wheat, oats, potatoes, hay, etc., which are among the big productions of this province.

The apple production of New Brunswick is fairly large, running to approximately 270,000 bushels. In addition to apples there are also other fruits including pears and plums and a very large production in all the Maritime Provinces of cultivated strawberries and of wild blueberries, both of which in addition to the big home market, find a ready sale in the Boston, New York and Montreal markets. However, it has long since been realized that New Brunswick like all the eastern provinces, is not producing as much as she ought to. When it is remembered that large quantities of vegetables and cereals are still imported from other provinces as well as fruits and live stock, it will be admitted that there is still opportunity for an increase in agricultural production.

While it is true that New Brunswick has a very fair share of its population divided between the rural and urban classifications, it is also true that the rural population of the province could be doubling without causing crowding or over-production. Thousands of acres of good arable lands are still available in the province of New Brunswick, and on account of the proximity of this province to the big centres of Boston, Montreal, New York, etc., with the water transportation facilities offered by the port of St. John, as well as the numerous rail lines, these lands should offer attractive inducements to new settlers, and should indeed be readily taken up by those who may come to America after the war, as well as by the many United States agriculturists who have in the past year or two been turning their eyes and their footsteps toward Canada.

The districts along the St. John river, served with an excellent boat accommodation for the shipping of crops should be especially attractive, not only to the growers of small fruits and vegetables and various field crops, but also to the establishment of dairy farms, of which the province has too few.

Creditable as has been the agricultural production of New Brunswick, the opportunities offered in the province have scarcely been touched. With climatic and scenic conditions unexcelled in the Dominion and with transportation facilities of the very best by both land and water, backed by a close proximity to the biggest markets, the province of New Brunswick ought to figure prominently in the new agricultural development which it is generally predicted is to mark the future of Canada.

AGRICULTURAL VALUES IN NEW BRUNSWICK.

THE FOLLOWING CHART INDICATES THE INCREASES IN THE VALUE OF FARM PRODUCTION IN NEW BRUNSWICK AND OF FARM PROPERTY. IN THE ACCOMPANYING TABLE THE FIGURES ARE GIVEN IN DETAIL FOR THE YEARS 1901 AND 1911 AS SHOWN IN THE GOVERNMENT CENSUS TAKEN EVERY TEN YEARS. THERE HAVE OF COURSE BEEN SUBSTANTIAL INCREASES SINCE 1911.

TOTAL VALUE FARM PROPERTY AND PRODUCTS IN NEW BRUNSWICK.

1901, \$51,338,311
1911, \$84,037,539
1916 (Estimate), \$120,000,000
(Production Alone.)
1901, \$12,804,076
1911, \$20,967,579
1916 (Estimate based on high prices), \$30,000,000.

PRODUCTS AND VALUES.

THE FOLLOWING TABLE SHOWS THE VALUES OF THE NEW BRUNSWICK CROPS UNDER CLASSIFICATION AS GIVEN IN THE LAST FEDERAL GOVERNMENT CENSUS.

	(Last Census) (Possible 1917)
Field crops.....	\$10,990,453 \$20,000,000
Vegetables.....	2,804,915 5,000,000
Orchard fruits.....	264,915 350,000
Small fruits.....	64,151 80,000
Live stock sold during year.....	2,303,863 3,500,000
Animals slaughtered on farms.....	1,431,416 2,500,000
Milk and cream.....	4,200,000 6,000,000
Butter and cheese, home-made.....	\$1,939,459 \$2,500,000
Wool.....	167,098 250,000
Eggs.....	665,000 800,000
Honey and wax.....	5,984 6,500
Maple sugar and syrup.....	37,337 45,000
	\$12,894,076 \$41,031,500

This estimate shows a probable value of the 1917 crops and agricultural production of over \$41,000,000. The estimate for this year is based on the increase in prices rather than increased production, and it will be noted that the increases estimated are very moderate in view of the prevailing prices of all agricultural products and compared with the prices which prevailed when the last census was taken.

LARVAECIDE

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

THE QUANTITY TO BE USED

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

PRICES:

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

IN THE FLOWER GARDEN

A Pint (16oz) (about 1.3 acre) would require about 100 lbs. Larvaecide.
 One lb. would require 50 lbs. Larvaecide.
 250 lbs. could be treated with one of our small boxes of Larvaecide.

For booklet and particulars apply to local agent or

Larvaecide Manuf'g Co.

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



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

70% of Benjamin's B. B. Canada White Lead, and 30% Pure Oxide of Zinc.

This proportion is absolutely uniform always.

BRANDRAM-HENDERSON

ELECTRIC And Hand Power Freight ELEVATORS

Dumb Walters, Pulverizers, Tea-Packing Machinery

Motor and Dynamo Work and Elevator Repairing receive special attention

Armature Rewinding and Commutator Repairing

WE SELL

Electric Motors and Dynamos

Can We Serve You?

E. S. Stephenson & Co.

ENGINEERS - MACHINISTS - BLACKSMITHS

17-19 Nelson St.

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Automobile Accessories

Motor Car owners are cordially invited to visit this new department, where we have provided an extensive line of Automobile Requirements from foremost standard makers, our wide range embracing Goodyear Tires and Inner Tubes, Goodyear Life-Saving Outfits, Self-Care Outfits, Patching Cement, Rim Cut Patches, Tire Duty, Friction Tape, Victor Copper Washers, Tire Washers and Lubricants in sets for Ford, Ribber for Ford pedals (saves shoe leather), Brake Linings, etc.

ADAMSON VULCANIZERS save 90 per cent. of tire troubles.

GASOLINE supplied to your car direct, or in any desired quantity.

Automobile Accessories Department.

First Floor Market Square Store

Market Square **W. H. Thorne & Co., Ltd.** King Street

At the Head of Tide Water

By J. M. FLEWELLING, Secretary Board of Trade.

St. Stephen, N. B., is situated on the St. Croix river directly across the river from the beautiful American city of Calais, Maine. Adjoining these two towns on either side of the river are the towns of Milltown Maine, and Milltown, New Brunswick. The four towns makes practically one city with a population of about 15,000. These towns are connected by an electric railway and for the small fare of five cents one can make the circle around the four.

The beginning of the town dates back to 1604, when discovery was made by the celebrated DeMonts, sent out from France by Henry IV. It was not until 1779 that much progress was made, at which time several families arrived, including the well known names of Frost, Libbey, McDonald, Getchell and Milberry, descendants of whom are still residing within the town limits. Three school buildings are distributed in different sections of the town, and a new and modern building is soon to be erected. An up-to-date manual training department is run in connection with the school and only the most competent teachers are employed. There are two Anglican, a Methodist, Baptist, Presbyterian and Roman Catholic Churches, as well as a branch of the Salvation Army, all of which are in a flourishing and healthy condition. The Venerable Archdeacon Newham, rector of Christ's Church (Anglican), has completed over thirty years as rector of his congregation, and Dr. Goucher, of the Baptist Church, upwards of that period. Both of these gentlemen have greatly assisted in the up-building and betterment of the town, and are greatly respected by all denominations. The town enjoys a free public library, which proves of great convenience to the public. The different fraternal societies, including the Free Masons, Knights of Pythias, Orange, Oddfellows, Masons and Independent Foresters, are to be found. The Oddfellows last year purchased and remodeled a large two story brick building on King Street, and can boast of one of the best lodge rooms in the Maritime Provinces. The banking business is in the hands of the Royal, Nova Scotia, and Bank of British North America, all of whom own their own buildings, and each enjoying a large patronage. An up-to-date business college is to be found, and, on account of the splendid training, applications are always on file for more pupils than are turned out. The County Exhibition buildings are in town and each year the Charlotte County Exhibition is held, and it is now recognized as one of the best exhibitions held in the Maritime Provinces and enjoys a very large patronage. The exhibits of live stock, country produce and fancy work, shown at this exhibition, are equal to any shown in the largest centres, which, with the splendid list of free attractions and good horse-racing, makes it grow more popular from year to year, and that of 1917 bids to be the best ever and large attendance is expected.

St. Stephen is justly proud of her manufacturing plants each of which have from a small beginning grown to immense proportion, that of Ganong Bros., the well known confectioners, manufacturing the celebrated "Evangeline" and "G. B." chocolates, have grown to be the largest manufacturers of candy in Canada. In spite of the war their business continues to increase, and they have taxed to the utmost the local labor market. In connection with the factory there is a splendid home for the outside female help, which is modern and up-to-date. Mr. G. W. Ganong, the founder and owner, is a man well known through the Dominion as one of the leaders in Canadian industries, and is known for his charitable works. When the war first broke out, he insured all of the St. Stephen boys, who enlisted with the first contingent, for \$1,000 each, he to pay the premiums thereon, and has continued to pay them from year to year. He has only recently shown generous treatment to his employees by placing 350 shares of preferred stock of his firm, with a par value of \$35,000, in the hands of a trustee, on such terms that a semi-annual dividend of 3 1/2% will be paid according to years in and completion of service to the parties named by the trustee, this to be paid so long as the party named continues in the service of the Company. In the event of death, while still in their service, the stock or the par value incash, will be delivered to parties specified by the holders of stock before their demise. This distribution is made to salesmen and heads of departments, who have been in the employ of the firm for many years. Mr. A. R. McKenzie, the well known and popular traveller, who has built up their extensive business in New Brunswick, has recently been appointed sales manager, a position made necessary on account of the great extension of their business.

The St. Croix Soap manufacturing Company, makers of the well known brand of "Surprise" soap, as well as others, has, on account of the splendid quality of their product, grown to be one of the largest soap manufacturing plants in Canada. For many years this business was conducted by Mr. J. E. Ganong and Charles W. Young, but when the firm, a few years ago, amalgamated with Messrs. Taylor Bros. in Toronto, Mr. Young retired and Mr. Ganong went to Toronto as manager for the amalgamated firm. Later these Companies were purchased by Messrs. Lever Bros. of England, and now form part of their chain of plants, operating in practically every country of the world. Mr. Ganong is now general manager of their entire Canadian business.

Messrs. Clark Bros. manufacturers of a high grade of ladies' shoes, commenced business only three year ago, were shortly afterwards burned out, but have rebuilt and already grown to be amongst the largest shoe manufacturers in Eastern Canada, and have prospects of a great future. The proprietors of this firm are natives of St. Stephen, who left home, entered American shoe factories, near Boston, fast forging ahead until, at the time they commenced operations here, Mr. John Clark, the senior member of the firm, was the General Manager of a chain of factories in Virginia, and Mr. James Clark, the junior member, superintendent of one of them. The goods manufactured by these people have taken place of a line not before manufacturing in Canada, and which was imported from the neighboring republic, and has proven so popular, that almost every up-to-date store in Canada is displaying their line.

The plant of the Dominion Fertilizer Co., Ltd., is located on the river side in the eastern end of the town, and the five years of its existence is a history of continuous and rapid progress. Starting business with a factory, 100 by 268 feet they now have buildings covering two acres of ground. These include the original factory, two stories in height, with mixing and bagging machinery; a new building adjacent, with two stories and basement, for receiving material, grinding, etc.; a two story cooper shop in which sixty thousand barrels were manufactured during the past year; blacksmith, machine shop, storage and office building. The management has also found it necessary this spring to add a stove mill to their equipment, in order to make sure of sufficient material for barrels in which about half of the output is put up, and where staves are now being rapidly turned out. A wharf 200 feet long with an outer space of sixty-two feet, provides the facilities for receiving such of the raw material as comes by water, and for shipping a portion of the output. The main floor of the wharf is on a level with the basement floor in the factory, while another floor, twenty-eight feet wide, gives access to the main floor of the factory direct from the vessel. All materials are weighed when received, on floor scales inside of the factory. Three branches of railway, the full length of the building, give excellent facilities for handling incoming and outgoing freight. The Dominion brands of fertilizers have made a good name for themselves throughout the Maritime Provinces, Eastern Maine and the Eastern Townships of Quebec, and the demand for them is steadily increasing. During the past year in the vicinity of 1,000 car loads have been handled at the factory, and in the busy season, employment was given to ninety hands.

The Mann Axe and Tool Company, of which Mr. C. E. Huestis is the manager and chief owner, is doing a thriving business, manufacturing axes and other edge tools, which are shipped to all points in Canada. In addition to their usual large Canadian business, they have manufactured and shipped several thousand dozens of axes to European points, and only recently large orders have been shipped to South America and Newfoundland.

The large wood-working factory of Messrs. Haley & Son, which was completely destroyed by fire in October last, has been replaced by a larger and modern plant, and is now second to none in Canada. These people manufacture all kinds of lumber and house finish materials, shipping their products to various points.

Besides these there are many smaller industries, all of which are shouting prosperity.

(Continued on next page.)

WAR TO END EARLY IN 1918, SAYS ARMOUR

Astrologer Who Predicted Entry of U. S. Sees Trouble for Kaiser in November.

Stuart Armour who in February of this year predicted the entry of the United States into the European war, has since then made very careful mathematical calculations and gives it as his opinion that the war will come to a close in March or April, 1918.

Mr. Armour is not a professional astrologer, but has been a sincere student of it for twenty years. He is the manager of Mount Stephen House, in Field, British Columbia, and in his leisure hours devotes his attention to figuring out events from the stars and his predictions have come to pass to such an extent that he made quite a name for himself as a prophet in western Canada. His prediction now is:

"From the viewpoint of astrology, the entry of the United States into the great war has given us another factor to be taken into consideration in arriving at a conclusion of the time the war will endure. With this addition to the forces of right the war can by no means last past July, 1918, and those men who are talking of two or three more years of war are mistaken."

"As I stated in my article in the New York Herald of October 22, 1916, there is much evidence that the war will close in 1917, though from the stellar influence of the United States, now to be taken into consideration, it may possibly last until June or July, 1918. However, when the evil aspects that are brewing against the Kaiser are considered, in my opinion, the utmost length of the war can go is to March or April, 1918."

"Gemini has been a fateful sign to the United States and the disturbing, liberty-loving planet Uranus was in that sign during the wars of the Revolution and the Rebellion, and was in opposition to that sign during the Spanish-American War. On the other hand, Jupiter in that sign brings peace and prosperity to the United States and Jupiter enters Gemini, June 15 of this year and leaves it in July, 1918."

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"High Cost of Living Lowest in Maritime Provinces.

Average Cost Per Family in Canada Still Mounting but Average for Maritime Provinces Lower than Other Provinces — New Brunswick Rents Lowest in Canada—Prices of Meats and Bread Show Big Upward Move Since 1914. Fuel Prices Also Show Large Increases.

The average cost per family in Canada mounting up but average for Maritime Provinces lower than in other provinces. New Brunswick rents lowest in Canada. Prices of meats and bread show upward move since 1914. Fuel prices also show large increases.

The average cost per week for staple foods for a family in New Brunswick now \$8.70, according to a report published from the department of labour. This is a dollar a week increase in the province over the previous year and more than three dollar per week increase over 1914. The cost per week of a family budget of staple foods in the province of New Brunswick has increased in the following annual amounts:

1900	.....	\$5.38
1905	.....	6.83
1910	.....	6.55
1915	.....	7.67
1916	.....	8.70

The cost of the weekly food budget per family in New Brunswick is less than Ontario, Manitoba, Saskatchewan, Alberta and British Columbia, but higher than Prince Edward Island, Nova Scotia. The cost by the province is shown in the following table, all figures being large increases over previous years.

Nova Scotia	.....	\$8.71
Prince Edward Island	.....	7.57
New Brunswick	.....	8.70
Quebec	.....	8.48
Ontario	.....	8.84
Manitoba	.....	8.68
Saskatchewan	.....	8.85
Alberta	.....	8.75
British Columbia	.....	9.22

The retail prices of staple articles of consumption in Canada at the end of April, 1917, showed some large increase over the previous year. The price of sirloin steak, for example, was 10 cents per pound in St. John, 30 to 32 cents in Moncton, 25 cents in Fredericton and 28 cents in Newcastle. This was an average for the province of 29.2 cents, the highest price in the province in St. John.

The average price for sirloin steak was 27.8 cents in Nova Scotia, 25.9 cents in Quebec and 30.8 cents in Ontario. In New Brunswick it was 29.2 cents, Ontario, but higher than in all the provinces.

The price of bread in New Brunswick was 6.5 cents per pound as compared with 7 cents in Nova Scotia, 6 cents in Ontario and 5.6 cents in Quebec. Bread prices did not vary much in any part of Canada. In New Brunswick the price in St. John was higher than in Moncton, Fredericton or Newcastle. The price of bread by provinces was as follows:

Nova Scotia	.....	7c.
New Brunswick	.....	6.5c.
Quebec	.....	5.6c.
Ontario	.....	5.6c.
Saskatchewan	.....	6.5c.
Alberta	.....	7.1c.
British Columbia	.....	6.2c.

The New Brunswick average is lower than Nova Scotia, Alberta and British Columbia, and equal with Saskatchewan. The prices in the Brunswick urban centres show as follows:

Moncton	.....	6.6c.
St. John	.....	7.3c.
Fredericton	.....	6.6c.
Newcastle	.....	5.5c.

Potatoes in New Brunswick this time of this review were priced at per 90 lbs. as compared with \$3.00 in Quebec, \$3.03 for Ontario and for Manitoba. Compared with other provinces the potato prices of Brunswick showed the following quotations being for local 1 1/2 bushels or 90 pounds:

New Brunswick	.....	\$2
Nova Scotia	.....	2
Quebec	.....	3
Ontario	.....	3
Saskatchewan	.....	1
Alberta	.....	2
British Columbia	.....	2

New Brunswick potato prices were lower than Quebec, Ontario and Columbia but were higher than Scotia, Saskatchewan and Alberta. Other commodities, including products, etc., showed that prices were higher than in all the provinces.

W. G. WHITE, General Manager

GEO. A. ROGERS, Supt.

.. THE ..

Gloucester Lumber & Trading Company

BATHURST, N. B.

MANUFACTURERS OF

Spruce, Pine & Hardwood Lumber

Lath and Cedar Shingles

Pulpwood - Ties - Timbers

YOUR INQUIRIES ARE WELCOMED!

: : At

The St. Croix river and there are two small islands in Charlotte Harbor and Grand Manan. The commencement of the fishing season by the Dominion Government is reported by Gloucester. It is reported by Gloucester that the harbors in the world are necessary of additional tonnage for this harbor being fitted and the west by preference. The coal supply is brought here by water and European port hunting district, which is being the entrance to New Brunswick, making it to be the very best natural filtration. considerable electricity rate given on fuel from the various sources.

Water

Makers of the well known brand of it of the splendid quality of their facturing plants in Canada. For E. Ganong and Charles W. Young, ed with Messrs. Taylor Bros. n. t to Toronto as manager for the purchased by Messrs. Lever Bros. nts, operating in practically every manager of their entire Canadian

rade of ladies' shoes, commenced rds burned out, but have rebuilt nufacturers in Eastern Canada, etors of this firm are natives of ctories, near Boston, fast forg- ations here, Mr. John Clark, the nager of a chain of factories in , superintendent of one of them. taken place of a line not before d from the neighboring republic, o-date store in Canada is display-

is located on the river side in the xistence is a history of continuous rry, 100 by 268 feet they now have nclude the original factory, two inery; a new building adjacent, erial, grinding, etc.; a two story e manufactured during the past ce building. The management tave mill to their equipment, in hich about half of the output y turned out. A wharf 200 feet e the facilities for receiving such shipping a portion of the output. asement floor in the factory, while s to the main floor of the factory d when received, on floor scales , the full length of the building, outgoing freight. The Dominion emselves throughout the Maritime e of Quebec, and the demand ear in the vicinity of 1,000 car e busy season, employment was

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1916	8.70

The cost of the weekly food budget per family in New Brunswick is lower than Ontario, Manitoba, Saskatchewan, Alberta and British Columbia, but is higher than Prince Edward Island and Quebec, and only one cent lower than Nova Scotia. The cost by the provinces is shown in the following table, all the figures being large increases over all previous years.

Nova Scotia	.....	\$8.71
Prince Edward Island	.....	7.57
New Brunswick	.....	5.70
Quebec	.....	8.48
Ontario	.....	8.84
Manitoba	.....	8.88
Saskatchewan	.....	8.96
Alberta	.....	8.79
British Columbia	.....	9.25

The retail prices of staple articles of consumption in Canada at the middle of April, 1917, showed some large increases over the previous year. The price of sirloin steak, for example, was 33 cents per pound in St. John, 30 to 32 cents in Moncton, 25 cents in Fredericton and 28 cents in Newcastle. This was an average for the province of 29.2 cents, the highest price in the province being in St. John.

The average price for sirloin steak was 27.8 cents in Nova Scotia, 25.9 cents in Quebec and 30.8 cents in Ontario. Beef in New Brunswick was cheaper than in Ontario, but higher than in all the other provinces.

The price of bread in New Brunswick was 6.5 cents per pound as compared with 7 cents in Nova Scotia, 6 cents in Ontario and 5.6 cents in Quebec. The bread prices did not vary much in any part of Canada. In New Brunswick the price in St. John was higher than in Moncton, Fredericton or Newcastle. The price of bread by provinces was as follows:

Nova Scotia	.....	7c.
New Brunswick	.....	6.5c. lb.
Quebec	.....	5.6c. lb.
Ontario	.....	6c. lb.
Saskatchewan	.....	6.5c. lb.
Alberta	.....	7.1c. lb.
British Columbia	.....	6.2c. lb.

The New Brunswick average was lower than Nova Scotia, Alberta and Ontario, but higher than Quebec and British Columbia, and equal with Saskatchewan. The prices in the New Brunswick urban centres showed as follows:

Moncton	.....	6.6c. lb.
St. John	.....	7.3c. lb.
Fredericton	.....	6.6c. lb.
Newcastle	.....	5.6c. lb.

Potatoes in New Brunswick at the time of this review were priced at \$2.89 per 90 lbs. as compared with \$3.24 for Quebec, \$3.83 for Ontario and \$1.83 for Manitoba. Compared with other provinces the potato prices of New Brunswick showed the following prices, the quotations being for local bags of 1 1/2 bushels or 69 pounds:

New Brunswick	.....	\$2.89
Nova Scotia	.....	2.35
Quebec	.....	3.24
Ontario	.....	3.83
Saskatchewan	.....	1.98
Alberta	.....	2.24
British Columbia	.....	2.24

New Brunswick potato prices were thus lower than Quebec, Ontario and British Columbia but were higher than Nova Scotia, Saskatchewan and Alberta.

Other commodities, including dairy products, etc., showed that prices in



some instances were slightly higher than some provinces and slightly higher than others, the average being higher than in most of the western provinces, with the exception of British Columbia, which province with Ontario showed averages somewhat higher than the other provinces. All the provinces show very large increases in practically all foodstuffs since 1900 and especially since 1914.

House rents in New Brunswick are somewhat lower than in many of the other provinces. The average rent of a six-roomed modern house in New Brunswick is placed at \$14.00 per month as compared with \$16.60 in Nova Scotia, \$15.55 in Quebec, \$21.06 in Ontario, \$22.00 in Manitoba, \$21.25 in Saskatchewan, \$21.15 in Alberta, and \$17.00 in British Columbia. Rents are thus shown cheaper in New Brunswick than in any other province in Canada, not including Prince Edward Island, for which the statistics are not published in this review.

The highest house rents, according to this department report, in New Brunswick are in Moncton and the lowest in St. John, Fredericton and Newcastle are equal, the quotations being for six roomed modern house average rent. The figures for the provincial towns are as follows:

AVERAGE MONTHLY RENT.		
6 roomed modern house	.....
St. John	\$12.00
Moncton	16.00
Fredericton	14.00
Newcastle	14.00

The rents for all the Canadian provinces are considerably lower than in other countries and are lower than in the United States. The increases in the rents have not been as large in Canada as the increases in other living necessities, and this has to some extent made up for the advances in foodstuffs. There have been fairly good increases in all wages in Canada since 1900, although it is generally conceded that the cost of living has risen at a larger percentage than the pay rolls or the wage averages, this being true of every part of the world.

Anthracite coal in New Brunswick was quoted in the statistical review in April at \$13.00 per ton as compared with \$9.66 for Quebec, \$9.00 for Ontario, \$12.12 for Manitoba, \$14.31 for Saskatchewan, \$6.75 for Alberta and \$12.50 for

British Columbia. Domestic coal is cheaper in Alberta than in any other province in Canada, but this is a very soft coal and would not, it is believed, be profitable for exporting to other provinces. Local coal retails in Edmonton at \$3.50 per ton. In the April review, the cost of coal in New Brunswick was shown to be one of the highest in Canada.

Wood in New Brunswick is comparatively cheap. Soft wood was valued at \$4.90 per long cord in April as compared with \$6.75 for Quebec, \$6.07 for Ontario, \$7.75 for Manitoba, \$3.83 for Alberta and \$4.75 for British Columbia. New Brunswick and Alberta thus have the cheapest soft wood in Canada. Hard wood was valued in New Brunswick at \$7.38 per long cord as compared with \$9.45 for Quebec, \$8.55 for Ontario, \$9.00 for Manitoba, \$8.33 for Saskatchewan, \$5.83 for Alberta. Nova Scotia, New Brunswick and Alberta are the three provinces reporting the lowest prices to the consumer for hard and soft wood.

These figures are sufficient to show the relative cost of living in New Brunswick as compared with other provinces. Generally speaking, the cost of living is slightly lower in the Maritime Provinces than in any of the other Canadian provinces. The average for Quebec is a little lower than the average for the Maritime Provinces, if Prince Edward Island is not included, but the average of the Maritime Provinces, including Prince Edward Island, is the lowest in Canada. In view of the mild climate and usual comforts enjoyed in the home surroundings, the cost of living is not abnormally high when compared with other parts of the Dominion.

INCREASE IN COST OF LIVING.
IN NEW BRUNSWICK.
The following chart indicates the increase in the cost of living for New Brunswick as shown in the family food budget for one week's average as taken in a census of April, 1917. The Maritime provinces average is the lowest in Canada.

1900	.....	\$5.38
1905	.....	5.83
1910	.....	6.70
1915	.....	7.67
1916	.....	8.70

Mr. J. M. FLEWELLING, Secretary Board of Trade.

(Continued from preceding page).

The St. Croix river, on which the town is situated, is navigable to this point, and there are two seaboat companies operating between here and St. John and the Islands in Charlotte County, the latter of which, consisting of Deer Island, Campobello and Grand Manan are all noted summer resorts. Three miles below the town is the commencing point of the well known St. Croix Harbor, which is to be developed by the Dominion Government, and which will prove of national worth, inasmuch as it is reported by Government engineers and harbor experts to be one of the best harbors in the world, and of sufficient size to house the entire British navy. The necessity of additional harbor space on the Atlantic coast is an established fact, and this harbor being fifty miles nearer European ports and fifty miles nearer Montreal and the west by present rail connections, makes it ideally located.

The coal supply of the St. Croix valley and northern New Brunswick counties is brought here by water, and large shipments of lumber are sent by water to American and European ports. The town is located in the centre of a splendid fishing and hunting district, which makes it very attractive to the sporting public.

Being the entrance of the automobile touring traffic from the United States to New Brunswick, many hundred cars pass through each year.

The water supply of the four towns is furnished by St. Stephen and is proclaimed to be the very best to be found, coming as it does from a large boiling spring with natural filtration. St. Stephen is lighted by both gas and electricity, there being considerable electric power available for manufacturing purposes, and a very low rate given on fuel gas. In addition to this several thousand horse power is available from the various water powers on the St. Croix river.

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(4). A ready market exists for the securities of large and successful Public Utility corporations.

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James McMurray, Managing Director.
ST. JOHN, N. B. HALIFAX, N. S.

At the Head of Tide Water

By J. M. FLEWELLING, Secretary Board of Trade.

(Continued from preceding page).

The St. Croix river, on which the town is situated, is navigable to this point, and there are two seaboat companies operating between here and St. John and the Islands in Charlotte County, the latter of which, consisting of Deer Island, Campobello and Grand Manan are all noted summer resorts. Three miles below the town is the commencing point of the well known St. Croix Harbor, which is to be developed by the Dominion Government, and which will prove of national worth, inasmuch as it is reported by Government engineers and harbor experts to be one of the best harbors in the world, and of sufficient size to house the entire British navy. The necessity of additional harbor space on the Atlantic coast is an established fact, and this harbor being fifty miles nearer European ports and fifty miles nearer Montreal and the west by present rail connections, makes it ideally located.

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WINNIPEG



App

Canada Exp

Cost o

The fruit industry of Dominion, and the apple known, Nova Scotia has in New Brunswick is becoming in which apples can be successful with apple trees of the world. As new areas are gradually widening and

A large proportion of are suitable for apple culture hundred miles in length apples can be successfully Islann and the lower main line north to the Grand many thousands of acres

In the prairie provinces large areas in these provinces

The extent of the apple concerned can be gathered

Province

Ontario	.....
Nova Scotia	.....
Quebec	.....
British Columbia	.....
New Brunswick	.....
Prince Edward Island	.....
Manitoba	.....
Saskatchewan	.....
Alberta	.....

Totals

The cost of developing twenty-five acres up to the interest would be, for

The cost of cultivation For fertilizing and spraying of age is placed at \$280

An orchard of one thousand barrels of apples, which them. This revenue, of \$240 per acre. The estimate approximately correct.

After the tenth year \$4.00; ploughing and fertilization, 800 gallons of application, \$5.60; cost of application, \$5.60; \$1.75, \$3.50.

An acre of orchard sand barrels, or one barrel

The cost of managing 1,000 barrels are produced increase to 2,000 barrels will lessen the cost of production

The apple was planted in New Brunswick the early of conducting the industry some of them ten or more to guard against is frost success, that is keeping in the fruit-growing districts river valleys or in sections

The north shore of the though the danger of frost

Then there is the

The capabilities of the fruit now grown is largely in Quebec province sections. The actual

Of course the far Provinces, and the mental stations are highly important by the the markets of the world barrel has gone by and on the top.

The great war has thousands of barrels a

Here are a few figures barrels; 1913, 1,245,000

The British market bined. In 1912 Canada 121; in 1914, 898,546

The foreign consumption 41,648 in 1913; 48,830

The Empire took 519. Last year the Empire

A New Brunswick directed to this value ago most of the orchards There is every reason the next dozen years

Apple Culture Important In Province

Canada Exports Vast Quantities to Britain
and Other Lands

Cost of Producing Fruit Shown

The fruit industry of Canada has become, during late years, one of the most flourishing in the Dominion, and the apple is by far the most important product of this branch of trade. As is well known, Nova Scotia has an international reputation as an apple field, and the culture of this fruit in New Brunswick is becoming more general and more scientifically conducted. The area in Canada in which apples can be successfully grown commercially is very great, so great that if it were all covered with apple trees bearing there would be more than enough apples to supply the markets of the world. As new and hardier varieties are introduced the area of successful apple production is gradually widening and no one is bold enough to say where the northern limit will eventually be.

A large proportion of the provinces of New Brunswick, Nova Scotia and Prince Edward Island are suitable for apple culture. The provinces of Ontario and Quebec have an area of about seven hundred miles in length and varying in width from thirty to one hundred and fifty miles where apples can be successfully grown. Apples can be grown for commercial purposes on Vancouver Island and the lower mainland of British Columbia and in innumerable valleys from the boundary line north to the Grand Trunk Pacific railway or farther, which vary in sizes from a few acres to many thousands of acres in extent.

In the prairie provinces apples are grown to a very limited extent yet, but in time, no doubt, large areas in these provinces will be devoted to this fruit.

The extent of the apple industry so far as the number of trees and quantity of fruit produced is concerned can be gathered from the following table compiled from the Dominion census:

Province	Bearing	Non-Bearing	Bushels
Ontario	6,544,788	2,053,302	6,250,672
Nova Scotia	1,534,820	884,070	1,666,382
Quebec	1,252,523	860,064	1,481,239
British Columbia	510,763	1,465,602	573,377
New Brunswick	393,862	229,833	272,886
Prince Edward Island	147,637	68,342	160,124
Manitoba	4,292	17,802	1,498
Saskatchewan	1,449	5,434	90
Alberta	333	4,448	189
Totals	10,390,457	5,578,956	10,408,457

The cost of developing an apple orchard has been estimated by experts at about \$7,000 for twenty-five acres up to the time the trees are ten years old. With a capital of \$2,550 to start with the interest would be, for ten years at six per cent, \$2,016.61.

The cost of cultivating and pruning for nine years is estimated at \$4.00 an acre, or \$1,217.95. For fertilizing and spraying, the cost is estimated at the same figures. The cost per acre at ten years of age is placed at \$280.10.

An orchard of one thousand trees should at the end of the tenth year have produced five hundred barrels of apples, which should fairly represent a revenue of \$1,000 above expenses for handling them. This revenue, deducted from the \$7,000, would leave an indebtedness of \$6,000, about \$240 per acre. The estimate of \$250 per acre as the cost of developing a ten year old orchard is approximately correct.

After the tenth the cost of production is estimated at \$33.66 per acre. This includes pruning, \$4.00; ploughing and first cultivation, \$3.00; spraying four times, using five gallons per tree per application, 800 gallons at one cent per gallon, \$8.00; four cultivations at fifty cents each, \$2.00; cost of application, \$5.66; fertilizers, \$7.00; cultivation and cover crop, \$4.00; two men on rods at \$1.75, \$3.50.

An acre of orchard should produce from the tenth to the fifteenth year an average of one thousand barrels, or one barrel a tree, and from that on at least two barrels per tree.

The cost of managing twenty-five acres at \$33.66 per acre would amount to \$841.50; which, if 1,000 barrels are produced, would equal \$84.15 per barrel. After the fifteenth year the crop will increase to 2,000 barrels, whereas the expenditure per acre will not be any greater, which increase will lessen the cost of production at once by one-half, or to 42 cents per barrel.

The apple was planted in Canada as early as the first part of the seventeenth century. In New Brunswick the early settlers started the cultivation of orchards, although there was no thought of conducting the industry on the scale it is now. There are numerous large orchards in the province, some of them ten or more acres in extent. One of the greatest dangers which the orchardists have to guard against is frost at blossoming time. Some growers have tried the smudge process with success, that is keeping covered fires which emit thick smoke. This is the same plan which is used in the fruit-growing districts of California and other regions. The danger of frost is greatest in the river valleys or in sections removed from the salt air of the ocean.

The north shore of the province and the St. John valley are good apple growing districts, although the danger of frost is greater in the valley.

Then there is the insect evil, which is remedied in the spraying process referred to above.

The capabilities of New Brunswick for the production of apples are very great, for much of the fruit now grown is of splendid appearance and of excellent quality. The Fameuse apple, grown largely in Quebec province, is a variety which does well in New Brunswick, especially in the northern sections. The actual cost of growing a barrel of apples is from \$1.12 to \$1.50.

Of course the far-famed Annapolis Valley is the greatest apple growing district of the Maritime Provinces, and the methods in vogue there can be studied with profit. And the government experimental stations are also of great assistance to producers. The packing of apples is regarded as highly important by the government, as the care and selection used are factors of first importance in the markets of the world. The time of big ones on the top and the little ones in the rest of the barrel has gone by and has proved that it is more profitable to market exactly what is indicated on the top.

The great war has interfered with the apple trade in Europe, but in normal times hundreds of thousands of barrels are shipped across the Atlantic by Canada and the United States.

Here are a few figures showing the exports from Canada to the United Kingdom. 1912, 1,481,485 barrels; 1913, 1,245,104; 1914, 858,413; 1916, 525,316.

The British market is of course more important by far than all the countries of the world combined. In 1912 Canada exported to ports in the British Empire, 1,522,163 barrels; in 1913, 1,283,121; in 1914, 898,546; in 1915, 1,081,500; and last year 567,337.

The foreign countries imported Canadian apples to the extent of 142,002 barrels in 1912; 41,648 in 1913; 48,836 in 1914; 35,836 in 1915 and 10,114 last year.

The Empire took from us in 1913, 228,101 pounds of dried apples and foreign countries, 2,921,519. Last year the Empire imported from Canada 801,418 pounds, and foreign countries, 618,704.

A New Brunswick apple growers' association was formed recently and more attention is being directed to this valuable industry all over the province than ever before. Up to twenty-five years ago most of the orchards were left to take care of themselves and pruning was an art little practised. There is every reason to believe that the cultivation of this popular fruit will increase rapidly in the next dozen years.

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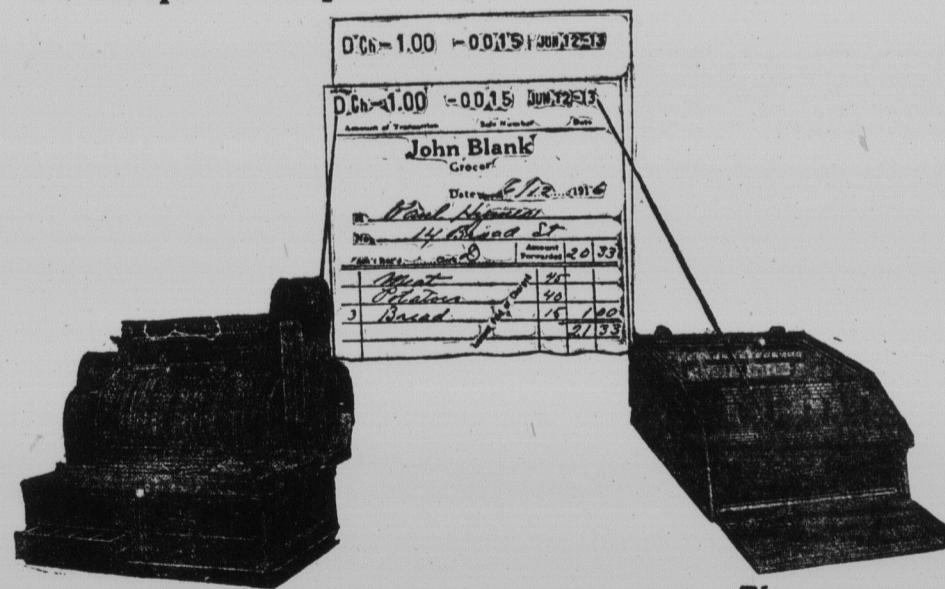
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cash register. It is so simple that anyone can operate it. It is speedy and convenient. It is so complete that a record of the whole credit business is always available. It is safe, records being in sight, but locked away from all tampering. There is nothing else like it.

Information about National Cash Registers and National Credit Files can be obtained easily from any N. C. R. office or from us.

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Tapped Nuts and Washers

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WINNIPEG

Canadian Shipping Statistics

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Johnnie Elliott	Mrs. Raffles Career
Billie Burke	The Land of Promise
Madame Petrova	Under the Yams
Wallace Reid	The Thing We Love
Pauline Frederick	Her Better Self
Mary Pickford	The Little American
Douglas Fairbanks	Wild and Woolly
Robert Warwick	The Silent Master
Norma Talmadge	The Law of Compensation

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 JOAN THE WOMAN GERALDINE FARRAR
 A SENSATIONAL TEN-REEL MASTERPIECE.

The following is a copy of a slight letter received from the Arcraft: "Arcraft today arranged with Thomas H. Ince for William S. Hart productions and Thomas H. Ince special for Arcraft release."

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 Oldest Wholesale Drug House in the Maritime Provinces
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Big Increases in The Total Tonnage of Vessels Plying Between The Inland Lake Ports as Well as From The Atlantic Ocean Ports--Not Very Much Increase in Pacific Ocean Business

1916 was the biggest shipping year in the history of Canada, notwithstanding the scarcity of ship-bottoms on account of the war. The exports from Canada increased at such an enormous rate that all previous records in shipping statistics were broken. The shipping statistics give evidence of the prosperity which marked Canadian industry during 1916, figures which have been maintained during the first four months of 1917.

One of the biggest increases in the shipping from Montreal was the export trade in dairy produce. The season was an unusually active one, especially in cheese, as the demand from England was persistently good and the large government purchases for the army supplies, with the smaller English production and lighter American offerings, tended to increase the demand. The cheese exports for the season ending with December were the largest in the past nine years, amounting to 2,142,699 boxes, an increase of 290,968 boxes over the previous year. The cash value of the increase was approximately \$11,015,833 over 1915.

The export trade in butter was also the largest in ten years, owing chiefly to causes brought about by the war. The season's butter exports were 177,189 packages with a value of about \$3,426,742, while from Montreal the season's egg exports amounted to 373,295 cases.

A comparative statement issued in December by the Board of Grain Commissioners of Canada giving the total quantities of grain shipped from Port Arthur and Fort William during the seasons of navigation, 1913, 1914, 1915 and 1916, shows that during the past year a record has been created both in the number of cargoes shipped from the head of the lakes and in the amount of grain carried. In 895 Canadian vessels and 565 American vessels, 253,969,500 bushels of all kinds of grain were carried east. This was an increase of 341 cargoes and 52,200,000 bushels over 1915 and was more than double the amount shipped in 1914.

In 1914 American vessels carried only one-third of the amount of grain shipped from the head of the lakes, but in 1916 Canadian vessels carried only 13,000,000 bushels more than American vessels. In the season of 1916, 565 United States vessels carried 84,397,000 bushels as against 138 vessels carrying 23,000,000 bushels in 1914.

For the shipping period from September 1 to December 1, 65,680,000 bushels of grain were shipped to Canadian and United States ports in 474 vessels, of which amount 39,500,000 bushels went to United States ports, and 26,180,000 bushels to Canadian ports.

The shipping from the Maritime ports has continued very active during the year as is evidenced in the customs revenue at St. John for May and in the harbour revenue, the year's business holding the increases shown in the previous year. Halifax on account of being the port of inspection for all vessels clearing for Europe, has had a considerably larger number of vessels in port during the past winter than has St. John.

A feature of the shipping trade during the past year has been the car congestion which has become so serious as to prompt the railway companies to request the government to give them permission to increase the demurrage charges, in an effort to cause more promptness among shippers in unloading cargoes.

The large increases in the shipping statistics from the ports of Montreal, St. John and Halifax have been largely due to the increase in exports of every kind to Great Britain and to France, this being especially true of the exports of food products. Big shipments have also been made to Belgium. War orders have greatly increased the exports from all ports, making the exports increases bigger in percentage than the imports. This is establishing balances on the right side of the ledger which it is hoped may be maintained after the war.

The scarcity of ship-bottoms has been very acute and is likely to continue so until the close of the war, but in view of this scarcity the shipping from all the eastern ports has continued much better than was expected at the commencement of the season.

The shipments of military equipment and foodstuffs have been very large from the ports of Montreal, St. John and Halifax, while the incoming freights have included uniforms, etc., belonging to soldiers who have been killed at the front. Big flour and grain shipments have been included in the 1916 trade and in the 1917 exports to date from the eastern ports and it is expected that there will continue to be very large shipments of foodstuffs from these ports during the whole of this year.

A new feature of the shipping trade in Canada will be the inauguration of a freight service by the federal government from the Atlantic to the Pacific coasts of the Dominion, via the Panama Canal. As announced several months ago, tenders for the construction of boats for this proposed service have been asked for and it is believed that the inauguration of the government service will be followed by such a service being undertaken by numerous private companies. This will greatly assist the exporters of both the eastern and western provinces.

In 1916 the federal government voted \$2,630,734 for mail subsidies and steamship subventions, this expenditure being divided among the companies doing business locally in the Atlantic and Pacific oceans. Some of the biggest subsidies included \$1,000,000 to the Canada-Cuba service and over \$340,000 to Canada, West Indies and South America services. One hundred and eighty thousand five hundred dollars went to the services between Canada, Australia and New Zealand and over \$250,000 to the services between Canada, Japan and China.

Some of the biggest government expenditures in subsidies, mail moneys, etc., to the local services in the Maritime Provinces are shown in the following table:

Gaspé Basin and Dalhousie to Campbellton.....	\$15,000
Grand Manan and the mainland.....	10,000
Halifax and Newfoundland via Cape Breton.....	10,000
St. John and Digby.....	20,000
St. John, Westport and Yarmouth.....	10,000
St. John, Bay of Fundy and Minas Basin.....	8,000

There were a very large number of expenditures for subsidies, etc., to local services in the Maritime Provinces running from \$1,000 to \$10,000 and giving encouragement to the carrying of freight and passengers to points in every part of the provinces, thus providing for a service which would otherwise have been impossible. This not only benefits the residents of out-of-way and sparsely populated points in their own personal travel but also makes possible the profitable shipments of such products as fish, vegetables and other food products. The expenditures for such service authorized in 1916, including Canada and France service, totalled \$2,961,400, while for 1917-1918 the authorized expenditure was \$2,952,400. Over 20,000 vessels enter or clear the ports of the Maritime Provinces every year, this number being given as the total number of ships entering and clearing some forty Maritime ports during 1916. While St. John and Halifax are the biggest ports, especially in exports to the European countries, there are big produce and lumber exports from other ports of the provinces, while Sydney's exports are swelled in the big annual coal shipments. Several Maritime ports export lumber of South America and the exports from these

Continued on next page.

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CANAD
 89 HERA
 "CONCRETE

Statistics

Plying From

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A Pretty Road to look at—but it Lacks Back-bone

FAR ahead the white road stretches—seemingly good. Suddenly you receive a rude awakening. The road that looked so fair has developed a weak spot, over which your car jolts most unpleasantly. That's the first step in the disintegration of the old stone road. Each passing vehicle will tear away some more of the loosely-bound stones of its surface. This happens to all roads except

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of which Canada is building more and more each year. But, we should be building our roads of Concrete exclusively. Insert a man without a spine! If you can imagine 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.

CANADA CEMENT COMPANY Limited 89 HERALD BUILDING, MONTREAL

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Canadian Shipping Statistics

BIG INCREASES IN THE TOTAL TONNAGE OF VESSELS PLYING BETWEEN THE INLAND LAKE PORTS AS WELL AS FROM THE ATLANTIC OCEAN PORTS, NOT VERY MUCH INCREASE IN PACIFIC OCEAN BUSINESS.

(Continued from previous page).

ports to West Indies and Cuba are continually increasing. Yarmouth exports largely to Boston, principally fish, farm produce and manufactured cottons, the latter generally in bond to foreign countries.

Increases in Canadian Shipping

THE FOLLOWING CHART SHOWS THE INCREASES IN THE TONNAGE OF SEA-GOING AND INLAND VESSELS ENTERING AND CLEARING CANADIAN PORTS (EXCLUSIVE OF COASTING VESSELS).

1901, 26,029,808.

1905, 32,277,820.

1911, 47,429,545.

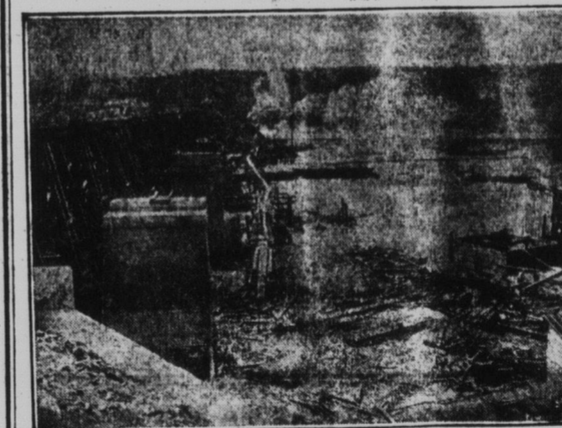
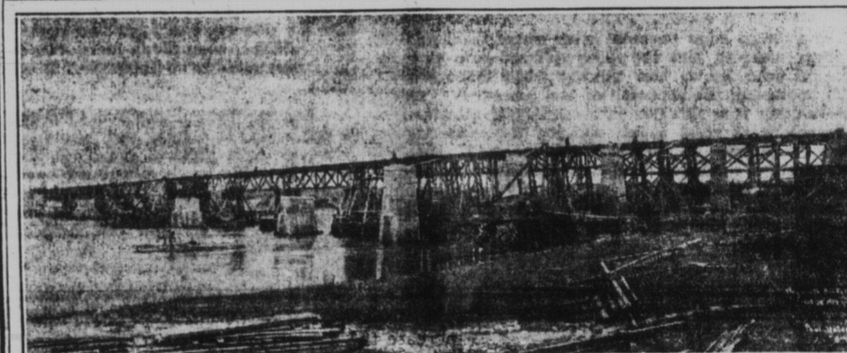
1913, 57,849,783.

1915, 53,604,153.

1916, 75,250,000.

The big increase in the 1916 tonnage, which is being still further added to in the 1917 tonnage, is about equally divided between the inland and ocean departments, there being big increases in the tonnage in the inland lakes as well as in the ocean tonnage this year.

Probably the least increases have been in the tonnage of vessels plying between Pacific coast ports and China, Japan, Australia and New Zealand. This is partially due to the biggest Pacific steamers of the Canadian Pacific Railway being requisitioned by the British naval department for overseas service. However the shipping between Canadian and these Pacific ocean countries has been fairly well maintained though naturally not showing increases comparing favorably with the Atlantic trade increases.



VEWS OF WEYMOUTH BRIDGE, DOMINION ATLANTIC RAILWAY

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Special Maul Head Steel Poll Axe For Driving Wedges.

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WHOLESALE AND RETAIL FLORISTS

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THE RECORD OLYMPIC

THE GUARANTEED STEEL RANGE

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

BURNS HARD OR SOFT COAL, OR WOOD.

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

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

The reservoir holding nine imperial gallons is of pure-copper, tinned on the inside. It will positively boil water and assures 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 8 eight inch Covers and Oven 18 x 21 x 13 1/2.
No. 9-18, with 6 nine inch Covers and Oven 18 x 21 x 13 1/2.
No. 8-20, with 6 eight inch Covers and Oven 20 x 21 x 13 1/2.
No. 9-20, with 6 nine inch Covers and Oven 20 x 21 x 13 1/2.

STOCKED AND SOLD BY DEALERS ONLY.

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

Modern Sugar Refining

Improved Process by Which Sparkling Lantic Sugar is Made of The Pure Juice of The Tropic Cane.



WITH the increasing interest in pure foods everybody wants to know how things to eat are made. Food factories which the average person formerly shunned now entertain streams of interested visitors to see how the products are made and packed.

Sugar refineries are visited less often than canneries, biscuit bakeries and preserving kitchens because the processes of refining require large and complicated plants so that the number of refineries is relatively small. Economy requires that a sugar refinery shall be located on the seaboard or on the banks of a navigable stream so that the raw sugar may be shipped all the way by water. Sugar refineries are less accessible to the general public than food factories or other sorts which are distributed throughout the country.

The Atlantic Refineries at St. John, New Brunswick, are typical of the best modern type of refining plant. Ships of heavy draught bring the raw sugar directly to the refinery docks where it is put rapidly through the various processes which convert it into the sparkling white crystals we find in the family sugar bowl.

Before reaching the refinery the sugar has already undergone part of the process of manufacturing. Sugar cane is very bulky to transport so the processes of crushing and extraction are performed on the plantation. Sugar cane is a large tropical plant like an exaggerated corn-stalk in appearance. Its average height is twelve to fifteen feet but under very favorable conditions it grows as tall as twenty. It flourishes only in warm moist climates but with suitable soil and temperature it is a very luxuriant and trustworthy product. Cane is planted and harvested entirely by native labor. In large plantations tram cars run directly to the field whence the cars carry the cane to the 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.

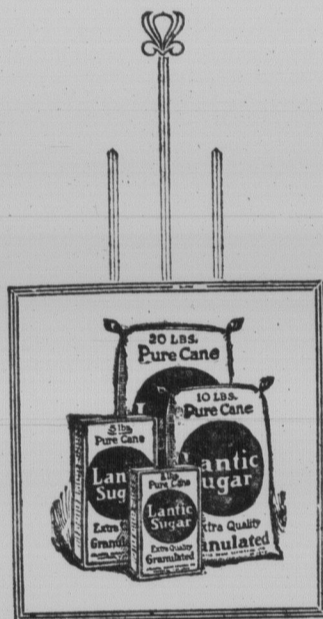
The improved filtering medium used today is boneblack, a cleanly material thoroughly sterilized before it is used. Sugar was formerly filtered with ox blood, clay and alumina but the modern equipment of bag filters and presses have lifted the standards of refinery practice to thoroughly appetizing levels.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

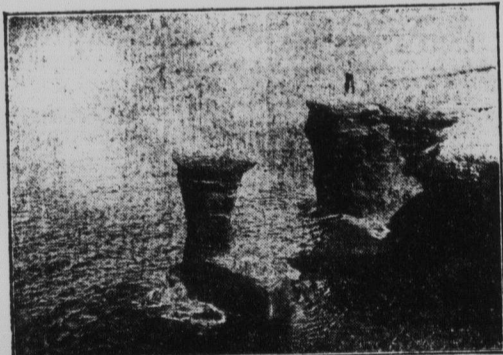
The final step in the preparation of sugar is packing the product ready for delivery. Automatic machinery measures out the sugar with the regularity and rapidity of a trip hammer and with perfect accuracy. Tons of it are poured into bags and cartons with the Lantic red ball. Fairy fingers of metal snap 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.



BRAS D'OR LAKES



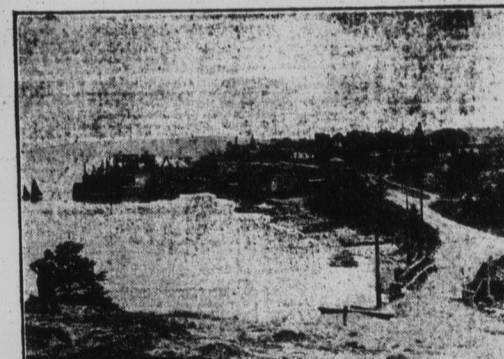
A ROCK—LINGAN BAY.



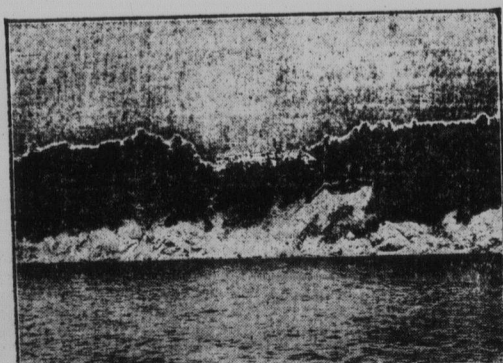
BRAS D'OR LAKE.—CAPE BRETON.

The Cape Breton of to-day is a land of summer loveliness, a vast island wherein are other isles innumerable. Its shores are washed by the billows of the Atlantic, and by the Gulf of St. Lawrence. The shining waters of the Bras d'Or Lake divide it in twain, and provide a spacious waterway, through the interior, while there are numerous rivers, streams, and fresh water lakes. To this variety Cape Breton owes much of its charm; nothing is tame and on every hand the scene is calculated to fill the mind with emotions of the keenest pleasure. The shores of the island are rugged and mountainous. The coast scenery to the Northeast is sublime in its grandeur, while to the South the Atlantic surges around numerous islands and pours its waters into many bays. Cape Breton is a country of heights and depths, with mountains, hills, valleys, rivers and lakes. Nature has made it the ideal land for the summer pleasure seeker.

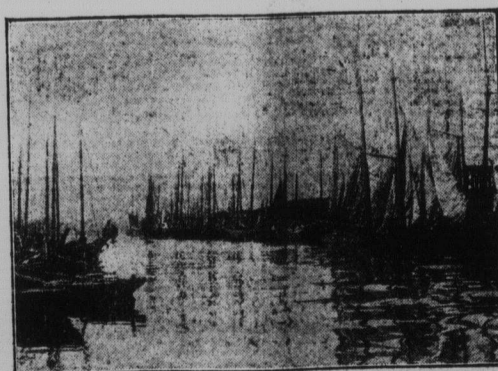
CAPE BRETON



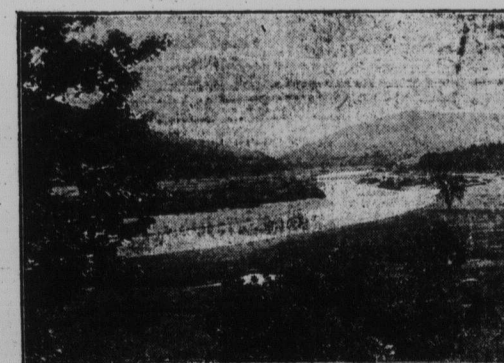
MULGRAVE.



DR. BELL'S RESIDENCE, BADDECK.



SCHOONERS.—GLACE BAY HARBOUR.



THE FORKS OF THE MARGAREE.

CANADIAN GOVERNMENT RAILWAYS

From the Atlantic to the Prairies.

THE SYDNEYS HALIFAX CHARLOTTETOWN ST. JOHN MONTREAL QUEBEC COCHRANE WINNIPEG

WRITE FOR ILLUSTRATED PUBLICATION

How the Needs

The United Empire L... the Province of New Brun... advanced in a petition to... an institution.

The new settlers desire... provided within the Provin... inferior to that afforded by... in the Atlantic and New E... the University of New Br...

Has the Provincial Uni... home a liberal education eq... THE INFLUENCE OF P...

In the first place, if w... striding. At the present ti... the Chancellor and three o... Normal School, are all gra... University graduates, and t... are both University men.

University degrees are gra... University upon our educat... being one of the soundest i... merit the support of the pe... sary regards the Rhodes Sch... all those from the United S...

THE INFLUENCE OF... The University of New... educational system, has be... When good men are sought...

Dr. Walter C. Murray, in... Manitoba has on its staff... Ernest Brydson-Jack and C... of Canada, obviously our... institutions which are calli... by the greenness of distant...

THE QUALITY... The question might be... entirely equal to those emp... members of our staff, who... Engineering are now occup...

organizing the Department... technical schools of the City... of Liverpool. Professor W...

The institutions of the... filling important posts acro... and a prominent writer of... Michigan College of Mines... Canada, there are among o... Jack, Professor of Civil En... the University of Toronto... outside the Province. Our... of men recognized as posse...

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of New Brunswick in the... besides those mention' d in... of New Brunswick, justice... Professor of Botany, Smith... head of the School of Minin... the literary men of the day... of equal distinction in Gre... share in training men for a... their home College need no... training. Rather, it appea...

In common with other... At least 250 U. N. B. men... have been reported to date... 2; Military Medal, 1; Rus...

The University is orga... Science—Civil Engineering...

The Arts Faculty inclu... and Ancient History; two... Modern History; seven, P...

As a State Institution... and has been enabled to co... students are in touch with... for the profession of teachin... tions, qualifying for the hig...

In this Faculty arrang... to their degree may cover t...

The University of New... For some time this work w... in Electrical Engineering a... It is the ambition of the U... It is hoped, in time, that fu... University. To this Colle... teachers, and instruction in... to devote considerable tim...

This course is not narro... to take a position in any... Engineering, Highway Eng... Graduates of comparatively... The Course also inclu... young graduate to deal int...

An essential feature of... for three weeks each summe... the College year. Railwa... of much of the class room a...

This course is designe... Electrical Engineering.

The leading subjects c... of Mechanical Engineering

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The St. John Standard

PROSPERITY NUMBER

THE STANDARD, ST. JOHN, N. B.

SECTION FOUR

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Atlantic plant would please the most fastidious

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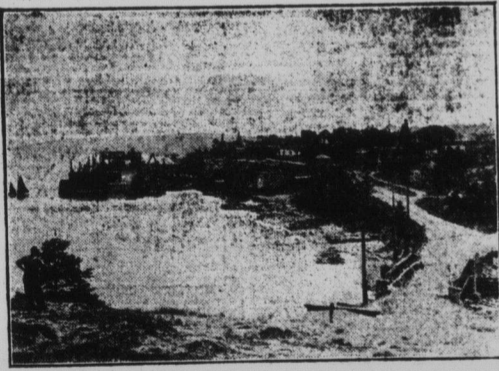
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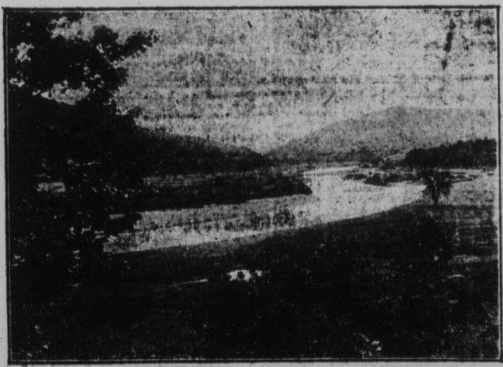


CAPE BRETON

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MULGRAVE.



THE FORKS OF THE MARGAREE.

RAILWAYS

BEBC COCHRANE WINNIPEG

University of New Brunswick

Progress and Prosperity---Section 4

How the Provincial Institution Serves the Needs of the People of the Province.

The United Empire Loyalists settled along the St. John River and North of the Bay of Fundy in 1783. In 1784 the Province of New Brunswick was organized. The idea of a Provincial Institution of Higher Education was advanced in a petition to the new government asking that immediate steps be taken toward the endowment of such an institution.

The new settlers desired that the Province should be educationally independent—that an opportunity should be provided within the Province itself for the education of its youth—that the training so provided should be in no respect inferior to that afforded by the other Provinces of British North America and fairly commensurate with that prevailing in the Atlantic and New England States from which they had just come. This idea ultimately became embodied into the University of New Brunswick.

Has the Provincial University fulfilled this early ideal? Can the young men and women of the Province obtain at home a liberal education equal to that which they can obtain outside the borders of the Province?

THE INFLUENCE OF THE UNIVERSITY UPON THE EDUCATIONAL SYSTEM OF THE PROVINCE.
In the first place, if we consider the Educational System of our own Province, the influence of the University is striking. At the present time, the Chief Superintendent of Education, the Superintendent of the St. John City Schools, the Chancellor and three other Professors of the University, the Principal and two other instructors of the Provincial Normal School, are all graduates of the University. One half of the present staff of School Inspectors are likewise University graduates, and two members of the permanent staff, now on leave of absence on military service overseas, are both University men. More striking still is the fact that seventy per cent of all High School teachers who have University degrees are graduates of the Provincial University. It is not too much to say that the influence of the University upon our educational system is greater than any other factor, and our educational system is recognized as being one of the soundest in America and most thorough and efficient in every respect. Does not the University then merit the support of the people of the Province interested in maintaining a high standard of education? Oxford University regards the Rhodes Scholars from the University of New Brunswick as uniformly good and among the very best of all those from the United States and the various sections of the British Empire.

THE INFLUENCE OF THE UNIVERSITY UPON EDUCATIONAL LIFE OUTSIDE THE PROVINCE.

The University of New Brunswick, besides furnishing most of the men responsible for the work of our own educational system, has been largely called upon for men to direct the educational life of middle and western Canada. When good men are sought, for the educational work in the west, it is at once drawn upon. One of our graduates, Dr. Walter C. Murray, is building up the large and growing University of Saskatchewan. The University of Manitoba has on its staff no less than three graduates of the University of New Brunswick—Professors Frank Allen, Ernest Brydson-Jack and Chester Martin. If New Brunswick can furnish men as leaders in education in other parts of Canada, obviously our young men and women can find here a training quite as good as that offered by other institutions which are calling upon our men to fill their highest positions of leadership. Instead of being enchained by the greenness of distant fields the people of New Brunswick should patronize and equip their own University.

THE QUALITY OF THE MEN WHO HAVE DIRECTED THE WORK OF THE UNIVERSITY.

The question might be asked whether the men who have been responsible for the work of the University have been entirely equal to those employed by the larger Universities. The answer is to enumerate a few of the men, originally members of our staff, who have been sought by some of these larger institutions. Two of our former Professors of Civil Engineering are now occupying chairs in the largest technical schools of England. Professor Stephen M. Dixon, after organizing the Department of Civil Engineering in the University of Birmingham, is now employed in organizing the new technical schools of the University of London. Professor W. Ferriss is Professor of Civil Engineering in the University of Liverpool. Professor W. F. Stockley, a former Professor of English, has an important post in Queen's College, Ireland.

The institutions of the United States have also drawn largely upon our staff for men. Among those who are now filling important posts across the border are included A. W. Duff, Professor of Physics in Worcester Polytechnic Institute and a prominent writer of text-books in Physics, Charles M. Carson, Head of the Department of Chemistry in the Michigan College of Mines, Frank P. Day and Harold Geobels, of the Carnegie Technical Schools, Pittsburgh. In Canada, there are among others, Walter C. Murray, now president of the University of Saskatchewan, Ernest Brydson-Jack, Professor of Civil Engineering of the University of Manitoba, and W. H. Clarkson, of the Department of English in the University of Toronto. This enumeration is sufficient to show how the men of the staff of the University are regarded outside the Province. Our young people may rest assured that their work at the University will be under the direction of men recognized as possessing superior qualifications for their work.

THE HIGH STANDING OF THE GRADUATES OF THE UNIVERSITY.

One may ask, whether, as a matter of fact, the University is training men for the highest functions in society and the state. To show that the affirmative is true a few concrete examples may be given. Possibly one of the best known figures in the British Empire is Dr. George R. Parkin, graduated from the University in the year of Canada's Confederation and possessed of a large vision of the closer federation of the British Empire. One Class, 1868, produced two of the brainiest men in the public life of Canada, Sir George E. Foster and Hon. William Pugsley. The present representative of New Brunswick in the Dominion Cabinet, Hon. J. Douglas Hazen, graduated in 1879. Other prominent graduates, besides those mentioned in connection with education, are late Sir Frederic E. Barker, for several years Chief Justice of New Brunswick, Justices Grimmer, Crockett and Chandler of the present Supreme Court Bench, Dr. W. F. Ganong, Professor of Botany, Smith's College, and a prominent writer on scientific and historical subjects, Dr. R. M. Raymond, head of the School of Mining, Columbia University, Drs. Charles G. D. Roberts and W. Bliss Carner, prominent among the literary men of the day, Dr. W. W. White, President of the Medical Council of Canada, and a large number of men of equal distinction in Great Britain, the United States and Canada. Without question the University has done its share in training men for active service for home and abroad. The young people who attend their home College need not be afraid that they may miss their opportunity in life through any defect in their college training. Rather, it appears, their chances will be improved by their patronage of their home institution.

In common with other Universities, New Brunswick has contributed largely men and leaders in the present war. At least 250 U. N. B. men are now in service at the front or on the way. Fifteen have been killed in action. Honours have been reported to date as follows: C. M. G., 2; D. S. O., 3; Military Cross, 6; Military Cross with Bar, 1; D. C. M. 2; Military Medal, 1; Russian Order of St. George, 1.

ORGANIZATION.

The University is organized into two Faculties—Arts and Applied Science. Three courses are offered in Applied Science—Civil Engineering, Electrical Engineering and Forestry.

ARTS FACULTY.
The Arts Faculty includes the following Departments, each with a competent Professor at the head: One, Classics and Ancient History; two, Mathematics; three, Physics; four, Natural Science; five, Chemistry; six, English and Modern History; seven, Philosophy and Economics; eight, French and German.

As a State Institution the University has been relieved of the necessity of making provision for a Theological Faculty and has been enabled to concentrate strongly upon the distinctive Arts subjects. From its location in Fredericton the students are in touch with the Education Office and the Normal School and thus possess peculiar advantages in preparing for the profession of teaching. Graduates of the University do exceptionally good work in the Grammar School Examinations, qualifying for the highest grade of teachers' license in the Province.

In this Faculty arrangements are made whereby students during their Arts Course and as a part of the work leading to their degree may cover the requirements of the First Year in Law or in Medicine of the leading Provincial Schools.

THE FACULTY OF APPLIED SCIENCE.

The University of New Brunswick was the first institution in the Maritime Provinces to undertake technical courses. For some time this work was limited to Civil Engineering, but the success of that course led to the introduction of courses in Electrical Engineering and Forestry. These courses all extend over four years and are all complete in themselves. It is the ambition of the University to become the head of a thorough system of technical education in the Province. It is hoped, in time, that funds may be available for the foundation of a Provincial Agricultural College as a part of the University. To this College the Agricultural Schools in various parts of the Province would look for a corps of trained teachers, and instruction in advance of that undertaken by the Schools would be available for young men in a position to devote considerable time to preparation for agricultural work.

COURSE IN CIVIL ENGINEERING.

This course is not narrowed down to any special branch of Civil Engineering but is designed to fit the young graduate to take a position in any of the numerous branches of the general subject such as Railroad Engineering, Hydraulic Engineering, Highway Engineering, Municipal Engineering, Bridge and Structural Engineering and Sanitary Engineering. Graduates of comparatively recent years are filling responsible posts in all of these departments of Engineering.

The Course also includes instruction in the principles of Steam and Electrical Engineering sufficient to enable the young graduate to deal intelligently with these branches, where they are used in connection with his regular work. The first two years have been especially arranged to suit students who may intend to present themselves at the Examination held for license as Deputy Provincial Land Surveyors.

An essential feature of the course is the annual summer Engineering Camp. Students are required to go into camp for three weeks each summer when extensive field surveys are undertaken which it would be impossible to carry out during the College year. Railway and Hydrographic surveys are especially emphasized. The work done provides the basis of much of the class room and field work of the succeeding term.

COURSE IN ELECTRICAL ENGINEERING.

This course is designed to furnish an extended training for those who desire to become specialists in the field of Electrical Engineering.

The leading subjects constituting the course are Theoretical and Practical Electricity, Physics, and those branches of Mechanical Engineering which are especially adapted to the wants of the Electrical Engineer.

The theory of Electricity is thoroughly taught and is supplemented by an extensive Laboratory practice. The University is accorded the privilege of using the dynamo, motors, lines, etc., of the Fredericton Electric Lighting Company, and each year a number of practical tests are made which enable the student to become familiar with the appliances in actual use in the generation and the distribution of commercial Electricity.

COURSE IN FORESTRY.

The first two years of this course are largely identical with the corresponding years of the Engineering Course. The last two years are devoted to the study and practical application of modern scientific forestry methods. The University has a large tract of land which is placed at the disposal of the Forestry Department. A lumberman's camp has been erected on this land and practical woods operations are carried on during the winter. Cord wood is cut for heating, in part, the University buildings and a few logs are got out and disposed of at the mills in the vicinity of Fredericton, where, through the courtesy of the owners, their course is watched through the mill until disposed of as merchantable timber.

There has been a remarkable demand for the graduates of this Department. Up to the present year this demand was largely from western Canada but with the undertaking of the survey and classification of the Crown Lands of New Brunswick a local field has been opened up. By anticipating this work the University has provided trained men to supervise it and also a considerable number of students to assist during the summer. The preliminary operations have been directed by F. Z. Caverhill, M.Sc., a graduate of our own Department of Forestry. The work is now well under way. It is to be regretted that Mr. Caverhill has recently been persuaded to return to the British Columbia Forest Service. However, Mr. G. H. Prince, another graduate, who has been acting as assistant to Mr. Caverhill, will carry forward the undertaking without a break. From the Forestry standpoint, competent critics have declared the work inaugurated by Messrs. Caverhill and Prince to be one of the best pieces of practical forestry on this continent.

(Continued on next page.)

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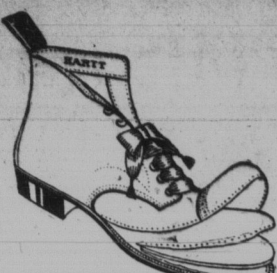
Mills and Railway Connections

Location	Railway connection
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Plaster Rock, N.B.	C. P. R.
Nelson, N.B.	I.V.C. R.
Edmundston, N.B.	C. P. R. or Temiscouata Ry.
Baker Brook, N.B.	Temiscouata Ry. and N.T.R.
Glendyne, Que.	N. T. R.
Escourt, Que.	N. T. R.
Cabano, Que.	Temiscouata Ry.
Whitworth, Que. (No. 1, No. 2)	Temiscouata Ry.

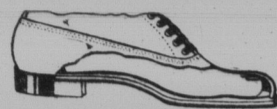
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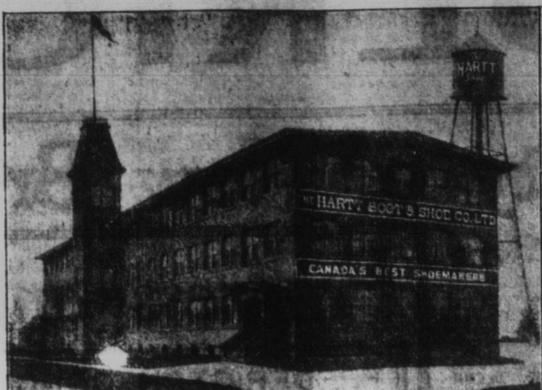
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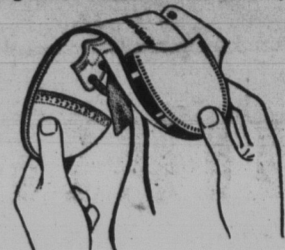
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HARTT'S FAMOUS NATUR-ARCH



University of New Brunswick : How the Provincial Institution Serves the Needs of the People of the Province.

(Continued.)
SCHOLARSHIPS AND PRIZES.
 The authorities and friends of the University have been alive to the necessity of providing Scholarships and Prizes for the encouragement of needy and deserving students.
 Available for those entering the first year, are fourteen county Scholarships of \$60 given to the student in attendance from each of the counties of the Province who has made the highest standing on the previous July Matriculation Examination. The Fredericton Society of St. Andrew gives an annual Scholarship of \$60.00 to a student of Scotch descent. The Highland Society of the Miramichi gives a like scholarship worth \$75.00 a year. This may be held by one student for three successive years. It is, however, available this year for a qualified student entering in September. The Alumni Society is offering attractive loan Scholarships the holders of which may borrow \$200 to be repaid without interest after a period of six years.
 Two Scholarships are offered in competition to students of the first year, the William Crockett Scholarship and Dr. W. W. White's Prize. The first named is of the value of \$100 and is given for the highest standing in Latin and Greek. The latter is worth \$50, and is awarded to the student making the highest marks on the English Essay work of this year.
 Two Scholarships may be competed for at entrance to the second year. The Asa Dow Scholarship, worth \$60, is awarded annually to the First Class male teacher making the highest marks on the Latin, French and Botany of the Senior Matriculation Examination. The Wilnot Scholarship is awarded every three years for the highest standing on all the subjects of the Senior Matriculation Examination. It is worth \$300, \$100 a year for three years. It will be vacant in 1919.
 For the best marks made by a woman student during the second year the Montgomery-Campbell Prize of \$30. The Purves Loggie Memorial Scholarship, worth \$75, will be given each year for the highest standing on the Surveying, Descriptive Geometry and Mechanics of Materials of the second year.
 For competition during the third year two Scholarships are available — The Brydone-Jack Memorial Scholarship, and the W. T. Whitehead Memorial Scholarship. The former, which has recently been increased to \$80, is given for third year Physics. The latter, worth \$60 a year, has recently been made available through the generosity of Mrs. W. T. Whitehead of Fredericton. The late Mr. Whitehead was for many years a prominent figure in the public life of the Province and a staunch friend of the University and it is with much satisfaction that this new Scholarship has been added to the list. The Scholarship was offered the University last Autumn but the final arrangements for its award have just now been completed. It will be given for third year Forestry.
 Several Prizes and Medals are available for fourth year students, including the Montgomery-Campbell Prize for Classics, The Ketchum Silver Medal for Civil Engineering, the City of Fredericton Gold Medal and the Governor General's Gold Medal.
 The historic Douglas Gold Medal is awarded each year for the best English Essay on a subject assigned at the preceding Encanena by His Honor the Lieutenant Governor. The Alumni Gold Medal is awarded for the best Latin translation of a set piece of English Prose. Sir Frederic Williams-Taylor's Gold Medal is given for the best all-round athlete. These three Medals may be competed for by any regularly matriculated student.
 The University elects a Rhodes Scholar three years out of seven. In all six men have been elected. The nomination of the Scholar for 1919 is made by the University and the selection will be completed before the end of the present year.
 The success of these men in severe competition at Oxford is a striking testimony to the efficiency of the University's work. The following are extracts from letters received from the Rhodes Secretary:
 "I happened to be in Oxford on Saturday just as the Class List for the B. C. L. examination was being posted, and I was delighted to see that one of the scholars you have sent us, Mr. —, was one of the three candidates who had secured a first class. The B. C. L. is one of the stiff examinations of the University, and to win a first class in it is a very distinct honor. I am sure that you will be glad of Mr. —'s success, and I am naturally much pleased that my old University should be sending us men who distinguish themselves in this way."
 "I trust that you will be as successful in sending us a good man as you have been in past years. I am very proud of the record of my old University in this respect."
 "I have your letter of December the 22nd announcing the election of Mr. — as the next Rhodes Scholar from New Brunswick. I am glad that you have so high an opinion of him. But we have become accustomed to getting thoroughly good men from the University."
CONCLUSION.
 The University of New Brunswick is an integral part of the system of Public Education provided by the Province. It is entirely non-sectarian. Students have the advantage of mixing freely with others of different faith and religious ideals. This makes for toleration and broadness of view. The religious life of the student is well looked after by an active Young Men's Christian Association and by the different churches in the City which are much alive to their opportunities in this respect.
 The University provides a good gymnasium and athletic field. Of recent years the students have taken a prominent and successful part in the various intercollegiate athletic and debating contests. The general tone of the institution is excellent and there is evidence of an increasing public appreciation of its high standard of educational achievement.

MAINE INVENTION MAY BEAT U-BOATS.
 Portland—That the invention of a Portland man will put an end to the sinking of merchant and war vessels by German submarines is possible. At the present time the United States naval authorities and the heads of the Emergency Fleet Corporation have in their possession an invention for ship-protecting protection invented by Captain Edgar Nutter of 39 Casco street, a retired sea captain, and Saturday he received official notification that this invention has been placed before a special committee of the Emergency Fleet Corporation and would receive full consideration.
 The notification that his invention was being seriously considered came as a surprise for the Portland inventor, as drawings and specifications were sent to Washington more than three months ago and he had abandoned all hope that his device would get beyond the waste basket of some naval official.
 Captain Nutter's invention is not an electrical device, but it is a simple net arrangement operated from the deck of the ship and which will cut about their dreaded torpedoes are concerned. I followed the sea for my livelihood from the time I was twelve years of age until a few years ago, and I am now sixty years of age. My invention is practical and I know that it can be operated successfully because I gained a perfect knowledge of ship's rigging and gear through years of experience by German submarines and rience at sea before the mast as sea-man in square riggers and later as commander of coastwise vessels.
 "Although I am a poor man I will be happy if my invention proves all that I claim for it if it proves the means of putting an end to Germany's submarine warfare. I have not put any price on my invention, but believe that I will be fully paid by the government if they find my invention available.
 "My invention did not come to me in a dream or anything of that sort, but is the result of two and one-half years of hard work. I talked with naval officers, shipping men and commanders of big and small ships. Last March I believed that I had perfected my invention and forwarded my drawings to Secretary of the Navy, Joseph Daniels.
 "I had given up all hope of receiving any good news from my efforts and you can imagine my surprise today when I received a letter from the authorities in Washington telling me that my invention had been placed before a special committee of the United States Shipping Board and would receive full consideration."

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 Fourteen County Scholarships (\$60 each.)
 An Asa Dow Scholarship (\$90)
 St. Andrew's Society Scholarship (\$80)
 Highland Society's Scholarship (\$75 annually)
Numerous Prizes and Scholarships Offered in Competition During The Year.
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 High Standard of Work Shown by Recognition Accorded Graduates in All of The Above Departments.
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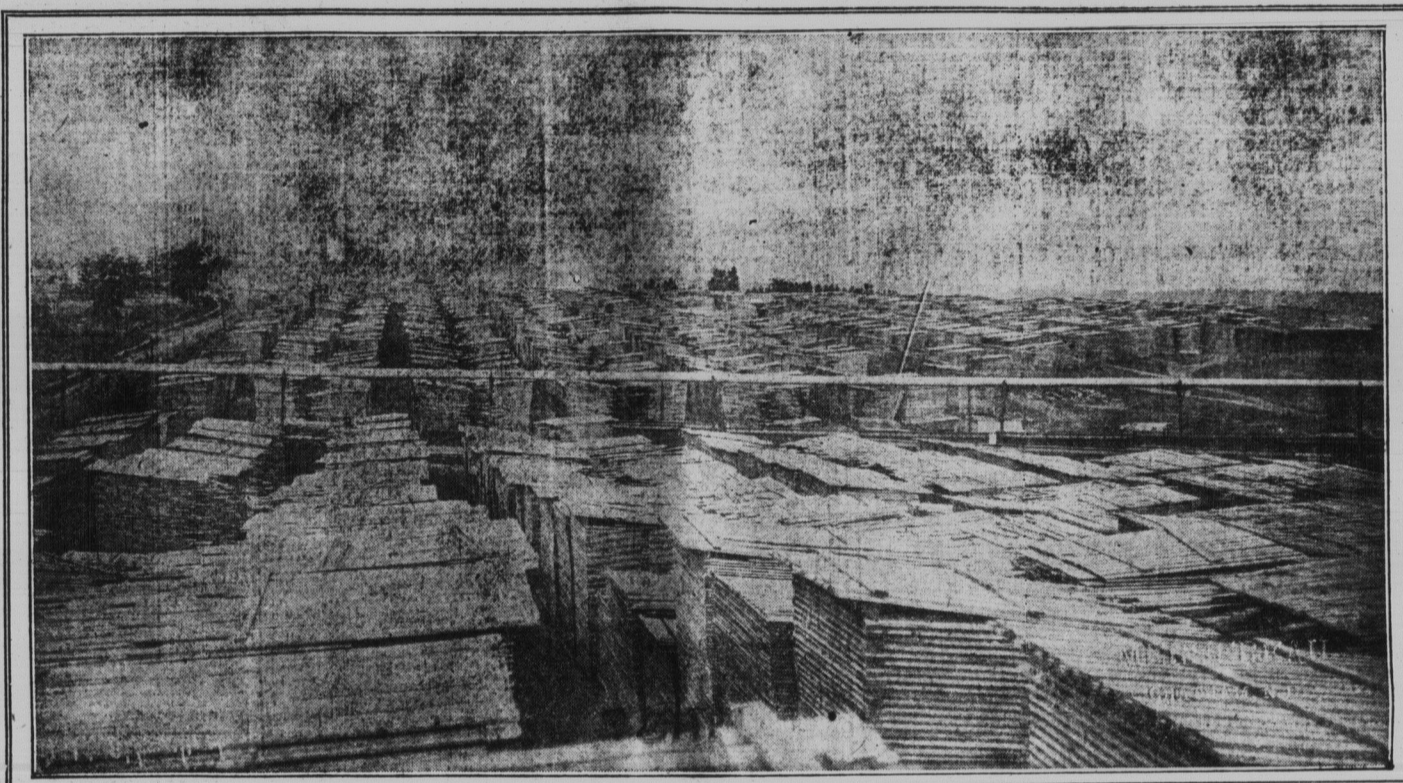
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LUMBER and SHINGLES



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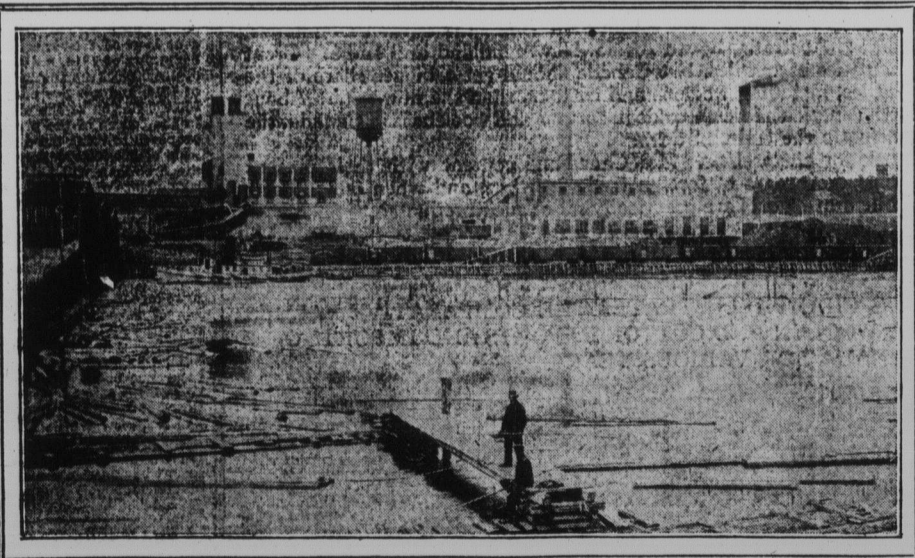
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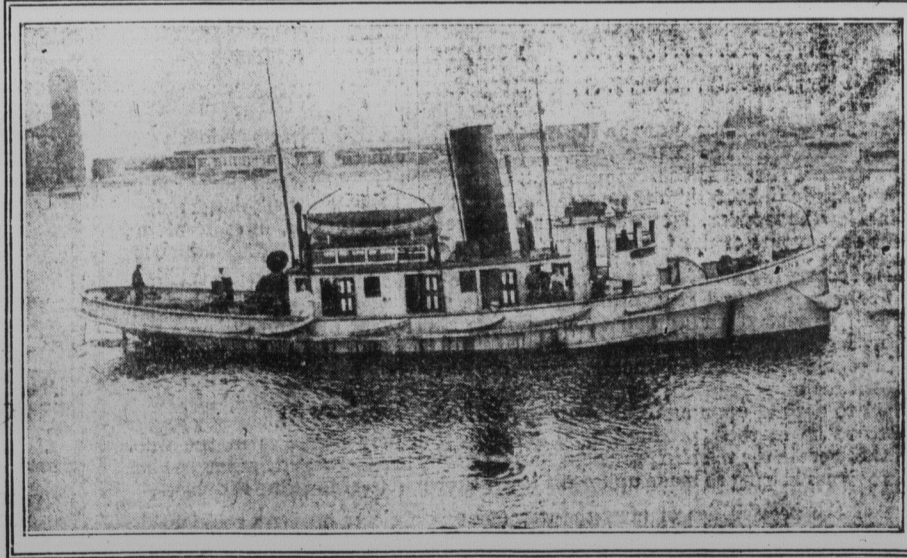
Our Pulp Mill has a daily capacity of fifty tons each Sulphite and Kraft Pulp. The leading papermakers of the United States and Great Britain are demanding more and more of our BATHURST PULP, which is enjoying a steadily growing reputation. A spur line from the Canadian Government Railway between Montreal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

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

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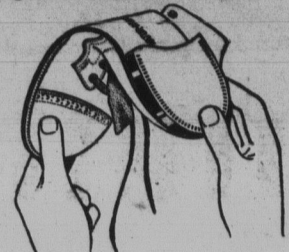
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The Textile Industry of Canada

Dependent Upon Raw Material Imported From Other Countries --- Serious Reductions in Wool Production in Canada Which Hinders Further Advancement in Manufacturing Output--Wool Production is on the Decline, Especially in the Maritime Provinces

The textile industries of Canada have shown very large increases in production, reaching a total output of around \$150,000,000 in 1916. But despite these increases, Canada is manufacturing little or no textiles for the export trade and not enough for the home trade. The imports of textiles into Canada are still very large.

In the 1916 postal census it was shown that there were 2,670 textile industries in Canada, with a capital of over \$126,000,000 represented and an output of \$144,691,000. There were about 75,000 employees on wages and salaries, and the pay rolls totalled nearly \$35,000,000. These figures were all big increases over the 1910 census and show that in the past fifteen years the textile industries have practically doubled their output.

The portion of the 1915 output sold to war trade was a little over \$233,000,000 only a small proportion of the total output.

There are now large textile industries in nearly all the provinces, the largest being in Quebec and Ontario. There are some very prosperous textile industries in the Maritime Provinces and the output in both New Brunswick and Nova Scotia is creditably large. In these provinces the leading textile industries, in which are included cotton and woolen industries and various clothing establishments, are in Halifax, St. John, Moncton, Truro, Yarmouth, Amherst, Milltown and Marysville.

The growth in the textile industries in Canada is shown in the following comparative figures.

	1911	1916
Establishments	1,444	2,670
Capital	\$108,787,407	\$126,488,359
Employees on wages	72,672	68,616
Employees on salary		5,828
Wages paid	\$26,703,826	\$27,042,060
Salaries paid		6,462,926
Cost of materials	\$72,128,436	\$1,427,279
Value of products	135,902,441	144,691,235

It has frequently been stated by visitors to Canada that the Maritime Provinces offer excellent opportunity for sheep-raising and the need of greater sheep-ranching is shown in the large quantities of wool which Canada imports every year from New Zealand, Australia and other countries. It has frequently been announced by the woolen mills that it would be impossible to materially increase the woolen manufactures if Canada until there was a much larger increase in the output of raw wool.

The imports of wool and the manufactures therefrom into Canada each year are worth nearly \$5,000,000, while the exports of such products are considerably under \$1,000,000 annually. The following table shows the values of the wool and woolen exports and imports for various years.

Year	Exports from Canada	Imports into Canada
1895	\$71,942	\$1,183,325
1900	47,761	1,754,712
1905	58,299	1,956,504
1910	62,648	2,198,219
1915	1,301,671	5,115,526
1916	657,475	10,706,772

In 1915 there were less sheep on the ranches of Canada than in the previous year, and since 1911 there has been a fairly large reduction in the sheep-ranching at a time when there should have been increases. There were about 170,000 less head of sheep in Canada in 1915 than there were in 1911, there being especially large reductions in New Brunswick, Nova Scotia and Prince Edward Island, in spite of the frequent endeavours of the Governments to increase the sheep-ranching industries.

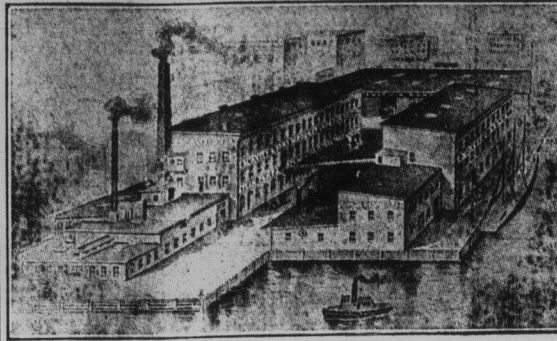
This course has resulted in a reduction in the wool production, and the Canadian manufacturers have had to continually increase their wool imports from foreign countries. In view of the shipping conditions caused by the war and the necessity of paying larger rates for the bringing in of wool as well as other raw products, the lack of progress in the sheep-ranching industries of Canada has been detrimental to the woolen and other industries dependent upon this raw product. The manufacturers have had to depend upon outside raw material for any increases which they might desire to make in their production. Practically the only increases in the wool production were in the western provinces, and especially in Alberta and Saskatchewan, these provinces helping to make up for the losses shown in the Maritime Provinces.

One of the possibilities of after-the-war trade is a closer business relationship between Canada and India. British India is a very large producer of raw cotton, and it would be possible for the cotton manufacturers under proper conditions to get all their raw cotton from within the empire, without having to go to the United States.

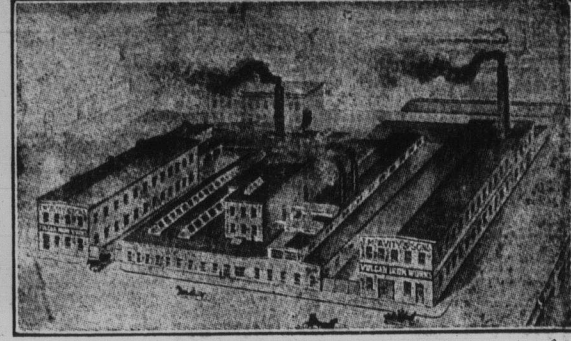
Canada has considerably increased her cotton manufactures, but is still a very large importer of such products. The imports into Canada of cotton and manufactures therefrom was over \$11,275,000 in 1916, and of this more than \$10,000,000 was from the United States. The imports from the United Kingdom of manufactured and other cottons amounted to a little over \$632,000. With the exception of 1911, the cotton importations into Canada in 1916 were the largest on record, being nearly \$4,000,000 larger than the 1915 importations.

As a rule the total cotton exports from Canada are less than \$500,000, and frequently less than \$200,000. In 1916, due to the war orders, they exceeded \$1,700,000.

THE McAVITY PLANTS



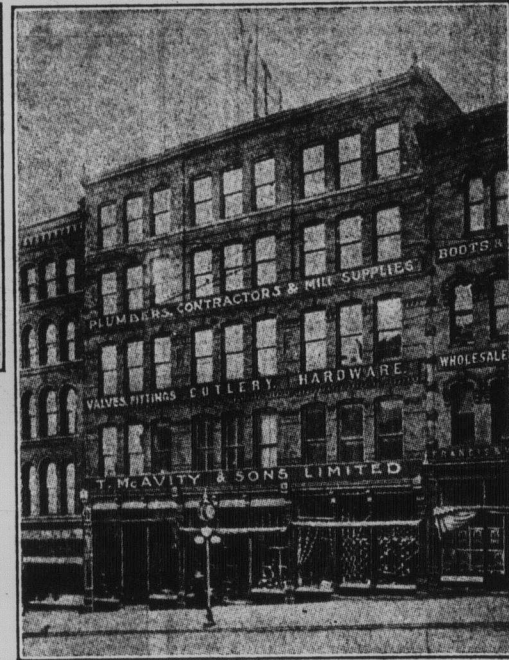
Brass Works—Water Street



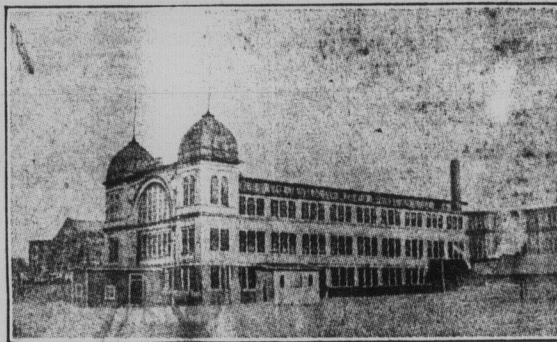
Vulcan Iron Works—Broad Street



The 9.2 Shell Works—Rothesay Avenue



Retail Hardware Establishment—King Street



The 4.5 Shell Works—Exhibition Building

ESTABLISHED 1834

An Industry That Means Much to St. John

The following figures show how large are the imports of cottons into Canada and how small are the exports of cottons from Canada:

Year	Exports from Canada	Imports into Canada
1895	\$546,168	\$3,677,400
1900	414,259	4,899,202
1905	1,103,789	6,502,387
1910	314,496	10,194,457
1915	434,171	7,577,252
1916	1,776,295	11,275,051

The cotton manufactures exported from the United States show a value of close to \$100,000,000 annually, while Canada's exports are less than \$500,000 annually. Large quantities of cotton manufactures are imported into the British Dominions, including New Zealand, Australia, South Africa, Newfoundland and India. Great Britain exports quantities of textiles, but Canada should get a bigger share of the foreign trade in textiles, including woolens and cottons, than she now gets. About one per cent of North America's foreign trade in cottons and woolens is in Canada, the other 99 per cent being in the United States.

The figures speak for themselves. Are Canadians content with their present production when the percentages of foreign trade are thus, and when our imports are still millions while our exports are practically nil in such products?

Imports and Exports---Cottons and Woolens

THE FOLLOWING CHART ILLUSTRATES THE COMPARATIVE VALUES IN COMBINED WOOLEN AND COTTON EXPORTS AND IMPORTS OF CANADA FOR VARIOUS YEARS.

Imports 1895, \$4,700,000

Exports, \$615,000

1900, Imports, \$6,000,000

1900, Exports, \$460,000

1905, Imports, \$8,000,000

1905, Exports, \$1,170,000

1910, Imports, \$12,300,000

1910, Exports, \$375,000

1916, Imports, \$22,000,000

1916, Exports, \$2,300,000

NOTE: In this chart, round numbers only are used, and they represent the approximate values of combined woolen and cotton imports and exports. Imports show much bigger increases than exports, and each year shows exports much smaller than imports.

HOLLAND'S WAR EXPENDITURE.

The war has laid considerable financial burdens on the Kingdom of the Netherlands. The cost entailed by the mobilization of the army had amounted at the end of 1915 to 650,000,000 florins (about \$45,000,000), and this is being added to at the rate of 20,000,000 florins per month. In August last year the Government found itself obliged to pass a food distribution law for providing for the poorer classes with the necessities of life at moderate prices. The cost of this (i. e., the difference between the high purchase price and the low selling price) is estimated at about 88,000,000 florins per annum, of which, according to the terms of the law, nine-tenths is borne by the state and one-tenth by the local authorities. For covering the country's extraordinary expenditure three war loans have so far been issued, namely, a 5 per cent loan of 275,000,000 florins at the beginning of 1915, a 4 1/2 per cent loan of 135,000,000 florins at the beginning of 1916, and a 4 per cent loan of 125,000,000 florins at the end of last year. In the course of the present year it is proposed to bring out a new 4 per cent loan of 600,000,000 florins, with which the first loan will be redeemed. The war debt will then amount to 750,000,000 florins, of which 625,000,000 florins bear interest at 4 per cent, and 125,000,000 florins at 4 1/2 per cent. To cover the extraordinary war expenditure existing, taxes have been increased, and various war taxes have been introduced. But as these special sources of revenue are not sufficient to meet the additional burdens, the Finance Minister is contemplating, among other things, the nationalization of the insurance business. It is also proposed to bring into the coffers of the state the profits which Dutch agriculturists and traders have been making out of the export of food to Germany, and partly also to England, by placing this export business in the hands of a semi-official monopoly company.—"Glasgow Herald."

THE FRENCH COAL MINES.

The coal production of France is said now to amount to about 2,300,000 tons per month, against 1,900,000 tons last December, the increase being due to the use of 7,000 miners released from military service. Manifestly such men can do more for their country in its mines than in its army.

Albert Clavelle, Under Secretary of Transportation in the French Ministry, was quoted not long ago as saying: "If America could send us a coal mining contingent in addition to the engineering corps for railroad and canal work, it would be a great boon to us. It should be headed by men capable of directing necessary repairs to mines and of organizing intensified production, and should comprise coal miners who are lacking here now. The great advantage in this would be to release for transportation and other necessities ships now bringing coal to France."—"Engineering and Mining Journal."

H. G. JACKS

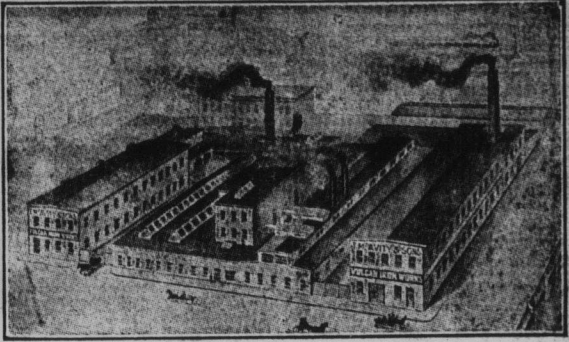
JOHN

MILE

Prominent Men of New Brunswick

Canada

HEAVY PLANTS



Vulcan Iron Works—Broad Street



Retail Hardware Establishment—King Street

ESTABLISHED 1834

Means Much to St. John

ports of cottons into Canada and how

From Canada	Imports into Canada
6,168	\$3,677,400
4,259	4,899,202
13,789	6,502,387
4,496	10,194,457
14,171	7,577,252
6,295	11,275,051

The United States show a value of close to that of the British Dominions, Canada, Newfoundland and India. Great Canada should get a bigger share of the cottons, than she now gets. About 100,000 bales of cottons and woolens is in Canada, the

Canadians content with their present trade are thus, and when our imports are nil in such products?

Cottons and Woolens

THE COMPARATIVE VALUES OF EXPORTS AND IMPORTS OF COTTONS AND WOOLENS FOR THE YEARS.

only are used, and they represent the cotton imports and exports. Imports each year shows exports much smaller

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H. G. JACKSON, Moncton



A. R. SLIPP, Fredericton



DR. O. B. PRICE, Moncton



JOHN A. SINCLAIR



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Over 90 Per Cent. Increase in St. John Tax Receipts Since 1900.

Per Capita of St. John City Comparatively Low. Many Canadian and United States Cities With Much Larger Per Capita Debts.

Tax Collections Good in View of Generous Contributions by St. John People to Various Patriotic and War Funds. Surprising Figures in City Hall Statistics. Further Indications of the Rapid Growth of St. John.

The per-capita debt of St. John is comparatively low, being considerably lower than in many Canadian and United States cities of similar or larger population. Most of the cities in the western provinces have very large debts, some of them having gone deeper into public debt in ten years than St. John has gone in all its history. Such cities as Edmonton with a population of around 55,000, Calgary with a population around 80,000 and Regina with a population around 40,000, have per capita debts, some of them much larger than St. John's per capita debt.

The per capita debt of St. John is approximately \$88, these being the figures at the end of 1916. Unlike Edmonton, Calgary and many western cities, St. John is not finding it necessary to resort to land tax sales to meet the interest payments on its current expenditures.

At the close of 1916 the bonded debt of St. John was \$1,854,797.18. Taking St. John's population at 55,000, this would mean a per capita bonded debt of approximately \$88. This compares favorably with Canadian cities of similar population in the east and is smaller than for most of the western cities.

As compared with the cities of the United States, the public debt of St. John is exceptionally low. Baltimore for example has a public debt of \$100 per capita, while San Diego has still higher per capita of \$104. Yonkers, N. Y., has a public per capita debt of around \$104; while Youngstown, Ohio, has a per capita debt of approximately \$118.

During 1916 the amount of bonds paid off through the city's Sinking Fund amounted to \$43,573.33 and in 1917 there will be paid off \$165,020.52 debentures maturing this year. The present Sinking Fund of St. John amounts to \$1,152,806.50 and is made up as follows:

Invested in bonds, etc.	\$1,020,235.11
Bank of Nova Scotia	132,571.39
Total	\$1,152,806.50

In addition there was also raised in St. John during 1916 a Patriotic Tax amounting to \$39,759.

The following table shows the details and totals of the St. John tax assessment:

Year	Schools	City	County	Total
1900	\$98,596	\$248,820	\$65,832	\$413,248
1901	100,506	247,414	65,393	413,313
1902	98,905	248,933	67,916	415,754
1903	99,366	267,174	77,227	443,667
1904	107,875	291,066	79,527	478,468
1905	107,569	307,115	83,473	497,957
1906	114,396	334,659	98,205	547,260
1907	124,919	349,016	101,738	575,673
1908	125,174	350,874	103,280	579,328
1909	141,500	354,863	107,243	603,606
1910	149,440	372,980	110,017	632,437
1911	159,914	364,496	113,400	637,810
1912	168,008	370,222	122,499	660,729
1913	180,630	394,904	119,528	695,062
1914	204,312	378,515	144,780	727,607
1915	190,100	400,733	159,223	750,056
1916	212,057	394,967	188,309	795,333
1917	229,297	626,561	197,922	914,779

These figures show an increase in the total from 1900 to 1916 of nearly 100 per cent, the increase being about evenly divided between the city and the county.

The city services for which these funds have been used include streets, fire, police, light, libraries, exhibition buildings, city sewer and water debentures also street debentures, ferry and school funds, slaughter house and Red Cross. Those for the county include support of poor, board of health, hospital, schools, county contingencies, etc., etc.

In view of the generous contributions given throughout the city and county to the various patriotic and war funds, the collections of taxes and arrears since the war and in the years 1915, 1916, have been considered especially good.

Nothing illustrates so well the growth of St. John city and county as a comparison of the total assessments to taxes in the years 1900 to 1916. In 1900 they amounted to \$413,248 and in 1916 had increased to \$795,333. The increase is slightly over 92 per cent in 17 years and the progress has been steadily maintained each year. The increase in the city from 1910 to 1916 inclusive was a jump from \$248,820 in the former year to \$394,967 in the latter year, while the increase in the county was from \$65,832 in the former year to \$118,308 in the latter year.

Schools received \$98,596 in 1900, and \$212,057 in 1916, an increase of more than one hundred per cent.

The following interesting table shows the detailed increases in the valuations of taxable property in St. John for the years 1903 to 1916, both inclusive. Real estate increased in the years under review from \$13,440,700 to \$21,346,000. Personal estate valuations increased from \$8,174,300 to \$11,506,500; incomes increased from \$4,127,500 to \$5,576,900. The combined real estate, personal and income, increased from \$25,742,500 to \$38,430,400.

GROWTH IN ST. JOHN ASSESSMENTS.

The following table shows the growth in the valuations of real estate, personal estates and incomes in the St. John assessments for the years 1903 to 1916. The increase in the number of ratepayers is also shown. For 1917 there is also a Patriotic Fund assessment of 30c additional.

Year	Real Estate	Personal Estate	Income	Total	Rate	Ratepayers
1903	\$13,440,700	\$8,174,300	\$4,127,500	\$25,742,500	\$1.62	11,878
1904	13,692,600	7,716,700	4,244,600	25,653,900	1.71	12,022
1905	13,940,200	7,778,200	4,357,000	26,075,400	1.75	12,295
1906	14,229,500	7,999,300	4,499,500	26,728,300	1.90	12,180
1907	14,492,200	8,053,200	4,651,600	27,197,000	1.93	12,550
1908	14,874,700	8,494,000	5,320,200	28,688,900	1.86	12,691
1909	15,681,200	8,631,200	5,609,600	29,922,000	1.98	12,833
1910	16,019,700	9,028,300	5,904,000	30,952,000	1.98	13,001
1911	16,516,000	9,179,200	6,147,100	31,842,300	1.94	13,127
1912	16,814,400	9,425,500	6,384,900	32,624,800	1.96	13,425
1913	18,334,300	9,967,700	6,895,300	35,197,300	1.91	14,103
1914	19,615,000	10,513,800	7,183,600	37,312,400	1.92	14,382
1915	20,229,000	10,794,600	7,253,600	38,277,200	1.94	14,696
1916	21,346,000	11,506,500	5,576,900	38,430,400	1.95	14,902
1917	21,735,800	12,729,900	6,778,900	41,244,600	2.18	15,499

ST. JOHN'S DEBT IN COMPARISON.

The following chart and table shows the per capita debt of St. John as compared with well known American cities.

St. John, \$88.	_____
Baltimore, \$100.	_____
San Diego, \$104.	_____
Yonkers, N. Y., \$104.	_____
Youngstown, O., \$118.	_____

PER CAPITA DEBTS.

City	Population	Per Capita Debt.
St. John	55,000	\$88
Baltimore	590,000	\$100
San Diego	100,000	\$104
Yonkers	91,418	\$104
Youngstown	118,000	\$118

GROWTH IN ST. JOHN ASSESSMENTS.

The following chart shows the growth in the assessments of St. John as indicated in the articles and tables published elsewhere in these issues of the Standard. Since 1903 the tax assessments have shown very large increases. There have been substantial increases since 1914 in spite of the war.

1903, \$25,742,500.	_____
1906, \$27,497,000.	_____
1911, \$29,842,300.	_____
1914, \$35,312,200.	_____
1915, \$36,187,200.	_____
1916, \$38,430,400.	_____
1917, \$41,244,600.	_____

The New Idea in the Telephone Business



It has only been within the past few years that the management of Telephone companies and other public utilities have realized a great business principle which the merchant discovered fifty years ago, viz.:

That the Best Asset of Any Company is a Satisfied Customer

We realize that today we are merchants—selling service—the same as the man who keeps a store and sells dry goods or groceries.

We realize that OUR store must be light, bright, attractive; that we must serve our customers courteously and well so they will come back for more and that above everything our service must be so good that the customer feels he has had value.

Especially in the Telephone business do we realize that the man who complains about service is a guide, counsellor and friend. He helps us discover defects in our way of doing business which our ordinary inspection would never uncover, thereby enabling us to produce a more perfect article. We welcome advice and suggestions.

We desire, as far as is possible, to make our cities, towns and rural communities, by connecting them with the outside world, better places to live in and to do business in. It has taken a large expenditure of capital to enable us to live up to our obligations in this regard, and it will take still greater expenditures to enable us to meet the growing demands for long distance Telephone service which our geographical position and increasing big business relations with the rest of the continent demand.

Courtesy, accuracy, efficiency, are the goals we are working toward, and the ideals we are constantly educating our employees up to.

Fair dealings, good citizenship, progressive policies, public confidence are the basic principles of modern Telephone management, and the New Brunswick Telephone Company in these things keeps well ahead of the times.

The New Brunswick Telephone Co., Ltd.

Executive Offices: St. John, N. B.

"ROYAL ACADIA"

is the name to remember; for it stands for the very highest grade of *Granulated Sugar.*

Does your Grocer always give you "ROYAL ACADIA"? If he doesn't then you should give him a warning

Perhaps you buy a 20, 50 or 100 lb. bag at a time. If so please see

THAT THE BAG IS STAMPED



WITH THIS TRADE MARK

THE ACADIA SUGAR REFINING CO., LIMITED
HALIFAX

Various

For Hot, Tasty Tea Biscuits

TRY

LaTour

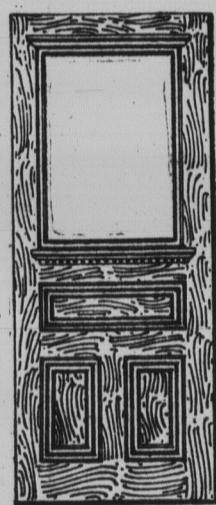
SIMPLY DELICIOUS

Direct from Mill

AT WHOLESALE

St. John Milling

TELEPHONE



The Christie Wood

ST. JOHN

McDOUGALL

Members of the Montreal

58 Prince William

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LISTED STOCKS CANADA

Offices: Montreal, Quebec, Vancouver

Connected by

GEO. E. HOLDEN

MANUFACTURER OF TENTS, AWNINGS, TARPULINS, JUTE

WATER

PUR FLO

Milled especially for particular cooks—those who want

"MORE BREAD AND BETTER BREAD"

J. A. TILTON

ST. JOHN

Established 1874

D. Hatton Company
Montreal

Whether you want to sell, with us. It will always

Receipts Since 1900.

Business in the Telephone

Years that the management of Telephone companies has followed a great business principle which the merchant disc-

any Company is a Satisfied Customer

merchants—selling service—the same as the man or groceries.

be light, bright, attractive; that we must serve our customer will come back for more and that above everything the customer feels he has had value.

ness do we realize that the man who complains about his product. He helps us discover defects in our way of doing things which would never uncover, thereby enabling us to produce better service and suggestions.

to make our cities, towns and rural communities, by providing better places to live in and to do business in. It is our duty to enable us to live up to our obligations in this respect and to enable us to meet the growing demands for service in our geographical position and increasing big business demand.

the goals we are working toward, and the ideals we are striving for.

progressive policies, public confidence are the basic elements of success, and the New Brunswick Telephone Company is the result.

ewick Telephone Co., Ltd.

offices: St. John, N. B.

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to remember; for it is the very highest quality Granulated Sugar.

give you "ROYAL ACADIA"? You should give him a warning.

buy a 20, 50 or 100 lb. c. If so please see



SUGAR REFINING CO., LIMITED HALIFAX

Various Localities and Businesses Indicate Expansion

For Hot, Tasty Tea Biscuits

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LaTour Flour!

SIMPLY DELIGHTFUL

Direct from Mill to Consumer

AT WHOLESALE PRICES

St. John Milling Co., Ltd.

TELEPHONE WEST 8

Front Doors

Frames, Caps, Brackets, Fanlights, Inside Trim, Base, Etc.

The Christie Wood Working Co., Ltd.

ST. JOHN, N. B.

McDOUGALL & COWANS

Members of the Montreal Stock Exchange

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SECURITIES BOUGHT AND SOLD IN ALL MARKETS LISTED STOCKS CARRIED ON MARGIN

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MANUFACTURER OF Tents, Awnings, Tarpsaulins, Jute Bags, etc. Tents to Hire or For Sale. WATER STREET.

PURITY FLOUR

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J. A. TILTON, 14 North Wharf ST. JOHN, N. B.

Established 1874

D. Hatton Company Montreal

LARGEST RECEIVERS AND DISTRIBUTORS of all kinds of FISH in the DOMINION

Experts in the handling of BULK and SHELL OYSTERS

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

New Brunswick Fully Alive To Situation And Fast Extending Traffic Domain

W. F. Humphrey of Moncton, N. B., speaking on the woolen industry of New Brunswick says: "The wool grown in the Province is hard to beat and the pity is that more wool is not produced in New Brunswick." He added that from his knowledge of the situation he did not think that there had been any appreciable increase in the production of wool in the Maritime Provinces during the past year or so. "As to the comparative value of Maritime Provinces' wool, I suppose we people in the Maritime Provinces would naturally think it the best; however, I believe that even looking at its value from an unprejudiced light that Maritime Province wool is as good as the best."

He explained that it was difficult to speak of wool in a comparative way because there were so many grades, and at the present time in his own business he was using Maritime Province wool, Alberta wool and Australian wool, each kind being secured for a different purpose and to fill a particular need.

"I am of opinion that woolen goods have generally reached their maximum prices. In fact, I expect to see a slight easing off in prices this year on the woolen markets. Business has been good, the demand brisk, and the war orders have caused an abnormally sharp demand on the market."

During the year 1915 some 1,500 miles of railway—Winnipeg to Quebec, 1,350 miles, and Fort William to Graham 19 square miles, were added to the Intercolonial Railway and Prince Edward Island Railway, making over 4,000 miles now operated under the name and ownership of the Canadian Government Railways.

Connecting Winnipeg with Quebec and Montreal with the Atlantic ports of Halifax, St. John and the Sydneys, the Government Railways occupy a new and important position in relation to the transportation question of the Dominion, an importance which a great war, requiring the immense transfer of troops and munitions through Canadian territory has been instrumental in demonstrating, resulting in a traffic development away beyond ordinary calculations. This increase of traffic has affected every branch of the service. Additions to the rolling stock have, of course, always been necessary, are much more needed today and the consequence is that the Government Railways upon which so much of the prosperity of the Maritime Provinces depends, are now better equipped and have more motive power than at any time in their history.

With traffic booming there has been a large demand upon skilled and unskilled labor. The principal shops at Transcona and Moncton are working at full capacity and the same applies to the smaller shops. The relationship between the employees and the management based upon the spirit of good will are of the happiest. With the introduction of the merit system individual worth and good conduct meet with their due reward. Other agencies at work to improve the lot of the employees are the sick, provident and accident funds, the second being a form of pension on an equitable basis of contribution by employees and the Government. The "First Aid" movement is well organized and has rendered valuable assistance in numerous cases. "Safety First" is practised and encouraged. Thus it will be seen that the welfare of the human element in the conduct of the Government Railways is an essential feature which, with the encouragement of co-operation, combine to make a system where good will is the dominant note of operation.

Dairy products are flourishing as rarely, if ever before, in the history of the Maritime Provinces. The directors of the Pictou County Dairy Co., Ltd., recommend the payment of a seven per cent dividend on the paid-up stock of the Company. During the past year 113,209 lbs. of butter as made at the creamery at Stellarton, and \$34,147 paid to the farmers for the cream, and \$1,161 for milk. At the beginning of the year they had butter on hand to the value of \$296.84 and closed with \$1,985.20 worth in stock. During the year they sold butter, \$35,207; buttermilk, \$1,708; milk, \$1,888; sweet cream, \$1,031, and cheese to a smaller amount.

This firm is quoted because it is typical of the growth of the dairy industry of late years throughout the Maritime Provinces. The total amount received for the products of this firm was \$41,038. After paying all expenses the net profit for the year is \$1,529. When it is considered that the paid-up capital of the Company is only \$9,730, it will be seen that there is a big field in these provinces for further openings along the same lines. Messrs. Maxwell & Sons of Mt. Thom, top the list of suppliers, having furnished 6,966 lbs. of cream for which they were paid \$867.

The St. John River Orchards, Ltd., has been incorporated under provincial charter, for the purpose of taking over and operating the orchard property on the St. John River at Brown's Flats, formerly held by the Board of Trade Orchard Committee.

Valuable gold deposits are reported to have been found on the Taxis River, not far from silver and lead and tungsten deposits which have lately been uncovered in York County. The discovery of these valuable ores serves to throw a new light on the mineral wealth of the Province.

The pulp and paper division of the Bathurst Lumber Company of Bathurst, N. B., is now turning out about fifty tons of sulphite pulp a day at its works. The firm are just completing a sixty ton kraft unit in their pulp-mill branch. They expect to be turning out kraft pulp in the course of the next month or so. This is the only addition they are making in connection with the pulp department of their business. As soon as this is in operation, they are going to work out a proposition for producing about twenty-five tons of container board which will probably be in operation around mid-summer.

VASTNESS OF COMPOUND INTEREST.

Charles M. Willich, actuary to the Universal Life Assurance Society of Great Britain.

In order to demonstrate the difference between simple and compound interest Mr. Baily calculated up to the year 1810 that if one penny had been put out at five per cent. simple interest at the birth of Christ it would have amounted to seven shillings and seven pence halfpenny, whereas if the penny had been put out at the same rate of compound interest it would have amounted in 1810 to more money than could be expressed by 357 millions of globes each equal to the earth in magnitude, all of solid gold of standard quality, worth at the mint price £3 17s. 10 1/2d. per oz.

Throwing Away Money!

is what you are doing when you buy undressed lumber.

When it has passed through the planing machine the lumber weighs from 350 to 800 lbs. less per M.

You can save this when you buy

DRESSED LUMBER

800 lbs. of shavings at the price of good lumber, plus railway charges for hauling, is poor buying.

Our large modern Planing and Dressing Mill turns out the best work in Canada.

Write for List M

BATHURST LUMBER CO., Ltd.

Bathurst, N. B.

SOCIAL TEA

Is The Old Reliable Name For a Biscuit.

Buy White Lily Brand Social Teas

they combine the old reliable name and a very delicious flavor.

INSIST ON OUR SOCIAL TEAS.

J. A. MARVEN, Limited,
Biscuit Manufacturers - MONCTON, N. B.

R. H. GILLMOR,
St. John Manager, 69 Dock Street.

THE OLD RELIABLE

DEARBORN'S PERFECT BAKING POWDER

The only BAKING POWDER Manufactured in the MARITIME PROVINCES

Manufactured by **DEARBORN & CO., LTD.** ST. JOHN, N. B.

Comparative Earnings of U. S. and Canadian Railways.

Many years ago when the old Conservative government was considering the advancement of financial aid to the Canadian Pacific Railway, a prominent statesman made the prediction in the House of Commons that a Canadian Pacific Transcontinental would not pay for its axle grease. Figures recently published showing the combined gross earnings of this railway for four months of the present year ending with April, show a total of \$43,444,646.

Every month of 1917 has shown an increase in the railway earnings of practically all the Canadian railways, four months earnings of the Canadian Pacific being 12.4 per cent higher than in 1916.

For comparative purposes it is interesting to study the figures for a five-month period in various railway earnings in America during 1916. We discover that the Canadian Pacific Railway is among the half dozen companies reporting the biggest gross earnings on this continent, while both the Canadian Northern and the Grand Trunk show gross earnings much larger than in many of the well known United States railroads.

In the five-month period under review the earnings of the Canadian Pacific were only exceeded on this continent by the New York Central, the Pennsylvania and the Southern Pacific. The earnings of the Canadian Pacific were larger than for such railways as the Wabash, Chicago, Milwaukee and St. Paul, and numerous other American railroads.

In this review it is well to remember that the Canadian Pacific Railway in Canada serves approximately 7,500,000 people while many of the United States railroads with smaller earnings serve all the way from 10,000,000 to 25,000,000 people. The following table shows the gross earnings of the Canadian Pacific compared with various other railroads for a five-month period of 1916.

Canadian Pacific	\$64,291,098
Illinois Central	32,275,936
Southern Railway	32,840,657
Union Pacific	53,741,949
Northern Pacific	36,717,139
Michigan Central	42,265,005

In the same period the earnings of the Canadian Northern Railway totaled \$18,146,100, and this too was very much larger than the gross earnings of many well known American lines. It was nearly three times as large as the earnings of the Central of Georgia and nearly twice as large as the Minneapolis, St. Paul and Sault Ste. Marie. Many of the United States railroad serving a territory with a combined population of from 10,000,000 to 15,000,000 showed smaller earnings than the Canadian Northern which served a population of approximately 7,500,000.

It is also well to remember that most of these United States railroads passed through a thickly populated district while the Canadian Pacific and Canadian Northern both passed through considerable undeveloped and unpopulated country. The following table shows the earnings of the Canadian Northern for the period under review as compared with various American railroads in the same period:

Canadian Northern	\$18,146,100
Atlantic Coast Line	14,391,435
Denver and Rio Grande	11,877,365
Boston and Maine	24,204,397
Minneapolis, St. Paul, Sault Ste. Marie	9,971,778
Central of Georgia	6,828,101
Seaboard Air Line	10,470,264

The Seaboard Airline, for example, runs through the states of Florida, Georgia and Virginia and into New York. It is one of the most important lines in the three southern states, the combined population of which is around 6,000,000. This line also runs through New York state, though not on its own rails, but in connecting the three southern states with New York state serves a population of approximately 15,000,000 people. Despite the big passenger and freight traffic over this line, its earnings in a five-month period of 1915 were some \$8,000,000 smaller than the earnings of the Canadian Northern for the same period.

The financial standing of Canada as shown in the earnings of the railways is the more creditable when it is remembered that the population of New York state is bigger than the population of all Canada, yet the earnings of some of the biggest roads in that state are very little larger than the earnings of the Canadian railways. At the 1910 census the population of New York state was 9,113,000.

The Southern Pacific, one of the richest railroads in America, serves almost as many states as there are provinces in Canada, including California, Arizona, Texas, New Mexico and Arkansas. It is one of the most widely advertised railroads in the world and serves a population resident in its territory of more than 8,000,000. It has one of the biggest passenger traffics of any railroad on the continent, yet its earnings for the five-month period under review were only slightly larger than the earnings of the Canadian Pacific.

For the last five or six years Canadians have always looked upon three sets of statistical reports as an indication of the financial prosperity of Canada. These three were—bank clearings, building permits and railway earnings. Building permits have of course been almost forgotten since the outbreak of the war and the consequent cessation of building operations all over Canada. But the bank clearings and the railway earnings have continued to show tremendous increases. In the bank clearings as shown elsewhere in these issues of the Standard, St. John, along with other Canadian cities, has shown very large increases and the reports of the railway earnings are of interest to New Brunswickers since the Canadian Pacific makes its most important winter port connection in this province.

For the four-month period ending with April of this year the gross earnings of the Canadian Pacific Railway were \$43,444,646 as compared with \$38,646,944 for a similar period in 1915 and with \$28,153,554 for a like period in 1916. A similar four-month period in 1910 showed earnings of \$27,873,045, so that the indications are favorable for the six-month period of this year showing a hundred per cent increase over the similar six-month period of 1910. Similar increases have been shown in the earnings of the Canadian Northern, the Grand Trunk and the Canadian Government Railways.

C. P. R. Gross Earnings.

THE FOLLOWING CHART SHOWS THE C. P. R. GROSS EARNINGS FOR VARIOUS YEARS FROM 1910 TO 1917 INCLUSIVE, THE FIGURES BEING FOR FOUR-MONTH PERIODS ENDING WITH APRIL 30TH IN EACH YEAR UNDER REVIEW.

1910	\$27,873,045.
1912	\$38,081,357.
1914	\$34,578,311.
1916	\$38,640,944.
1917	\$43,444,646.

(Continued on next page)

THE AWFUL PAIN OF A NEW IDEA

(Southern Lumberman.)
What a lot we are hearing now about Red Cross work! It is interesting to reflect that as late as 1873 much prejudice existed against women nurses and that fifty years ago there were no trained nurses in this country. When certain ladies of New York decided to establish a school for nursing at Bellevue Hospital, the doctors were the chief antagonists of the plan. They said that the women were interfering with what was none of their business. A year later the same doctors passed a resolution heartily endorsing the work.

THE KAISER STANDS ALONE.

(The World's Work.)
The Kaiser faces the dismemberment of his dream of world empire and the end of a personal power that has for many years threatened civilization with the present war. He is another of the long line of reactionary figures who have taken the feudal doctrines of the Middle Ages and tried to drive back the irresistible growth of individual rights and human liberty. George III. was a small character and stupid, Napoleon the First was a magnificent tyrant, Napoleon the Third was scheming and petty. But none of these, though they lived in supposedly less civilized times, ever descended to the inhuman and the conscienceless beliefs and practices which the Kaiser has adopted to reach his ends. In modern times he stands alone of all rulers, either of those who inherited power or those who acquired it by their own abilities—damned in a class by himself.

MAUDE'S FIGHTING FAMILY.

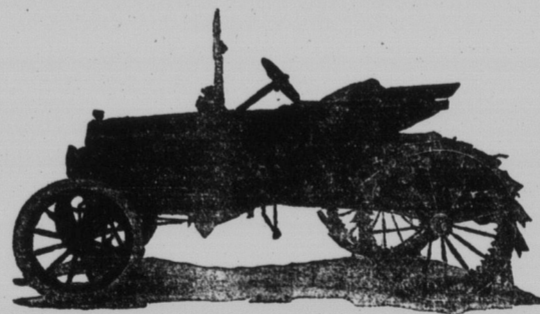
(New York Sun.)
More laurels for General Frederick Stanley Maude. He has the habit of victory. At last the British have a strategist in Mesopotamia who can outwit and outfight the Germanized Turks. The passage of the Shatt-el-Adhem was another of Maude's surprises. He excels in swift attack. Taking 127 of the enemy, his casualties were only 73.
Maude came of a fighting family, his father, General Sir F. Maude, V.C. The son has done little else than fight for his country since he entered the army in 1884. He distinguished himself in the Sudan and in the Boer war. He has also been very much in demand as a staff officer. He was assistant director of the territorial force for three years. A well educated and experienced officer, famous for his personal bravery, Maude was ready when the call in Mesopotamia came.

FARMING WITH A FORD

Wide-Awake Farmers Hail With Delight the Placing on the Market of a Practical, Economical Successor to the Horse

The Tracford will Pull--

Any load on any farm that can be successfully handled by three horses.
Plows—Two twelve-inch bottoms in any ordinary soil—and a sixteen-inch bottom anywhere
Harrows—Two sections of spring-tooth—or three sections of peg harrow.
Manure Spreader—Loaded and working.
Drills. Roller or Pulverizer. Mowers. Binders. Corn Harvesters. Potato Diggers. Hay Loaders. Road Graders. Road Drags.



TRACFORD

THE TEST---

During the past week the Tracford has been working at the Experimental Farm, Ottawa, and has impressed keen observers with its work. Wherever a working demonstration has been made, the results are all the same—they all agree the Tracford to be the legitimate successor to the horse as a farm necessity.

If you want to know more about the Tracford, send for our booklet, "The Tracford Catechism."

Costs Only \$165.00 f. o. b. Detroit, Duty Paid

Costs less than one good horse. Will do any work on any farm that can be successfully handled with three good horses.

Combines power farming with the universal and cheap service and upkeep facilities available only with the Ford car.

Loss of Farm power by disease is impossible on the TRACFORD-equipped farm.

The Tractor Eliminates

(1) Feeding-while-idle expense. (2) Extra Spring and Fall Horse-Cost.

Do YOU Know

THAT the horse is the most wasteful and expensive form of farm power?
THAT the horse, on the average, works only three hours a day?
THAT almost half the gross cost of operating a farm is made up of horse labor?
THAT the Tracford cost less than ONE horse and does the work of THREE?

Manufactured by Standard Detroit Tractor Co., Detroit, Michigan
BOYER, GOOD & CO., IMPORTERS, HOPE CHAMBERS, OTTAWA.

NEW BRUNSWICK DISTRIBUTORS:

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GOOD TERRITORY STILL OPEN FOR LIVE AGENTS.

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COMMERCIAL

GROWER AND

All Kinds of

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Comparative

Am

THE FOLLOWING STATES AND CA MONTH PER POPULATION BY

Railway

Canadian Pacific

Canadian Northern

Michigan Central

Illinois Central

Southern Pacific

Boston and Maine

Seaboard Airline

*(Not including New Y

Canada's three big Province branches of John connecting with s in Nova Scotia, connect branch in the Maritim Scotia, while the Nat. St. John and Halifax.

It is estimated by acres of beetroots are yield of beets in one y \$800,000. The yield v refined sugar manufa 40,000,000 pounds per

An industry that is that of fur farming especially Prince Edw Canada exceeds \$25,000 paid very big dividen A revival in the indu ment of the war

Canadian Railways.

through the states of Florida, Georgia and the most important lines in the three of which is around 6,000,000. This line is not on its own rails, but in connecting it serves a population of approximately 100,000,000 and freight traffic over this line, its earnings are some \$8,000,000 smaller than the earnings of the period.

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Canadian railroads in America, serves almost as well as Canada, including California, Arizona, Texas, and the most widely advertised railroads in the United States territory of more than 8,000,000. It is the only railroad on the continent, yet its earnings were only slightly larger than the earnings of the other lines.

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Gross Earnings.

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Where To Buy In The Market ST. JOHN CREAMERY

WALTER H. BELL, Proprietor

J. E. QUINN
COMMISSION MERCHANT

GROWER AND DEALER IN
All Kinds of Garden and Farm Produce

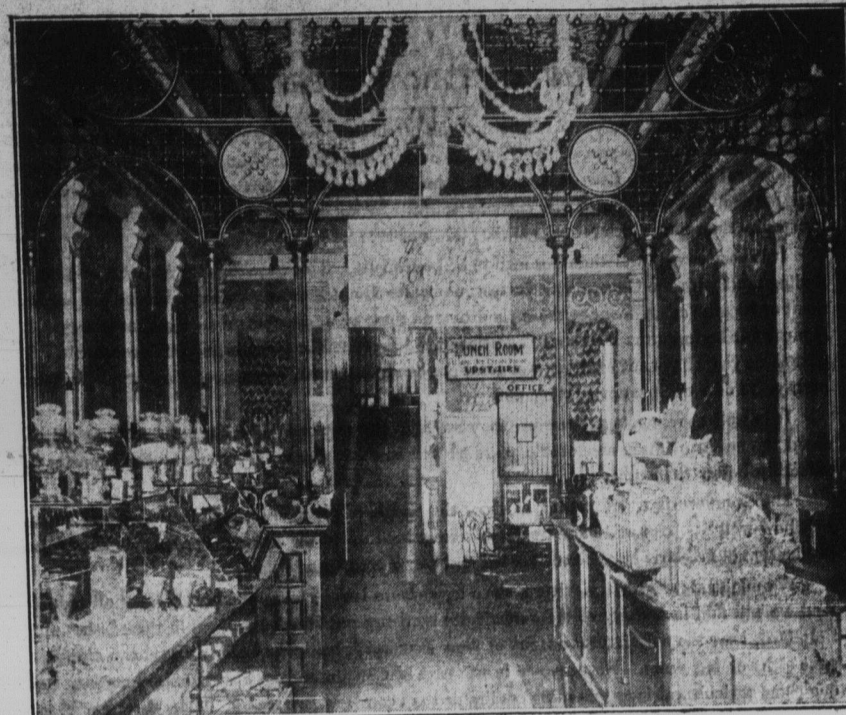
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PROMPT SERVICE
St. John, N. B.

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WHOLESALE DEALERS IN

Beef, Mutton, Lamb, Veal and Pork.

COLD STORAGE
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RETAIL STORE, KING STREET

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All Kinds of Garden and Farm Produce
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Prompt Service.

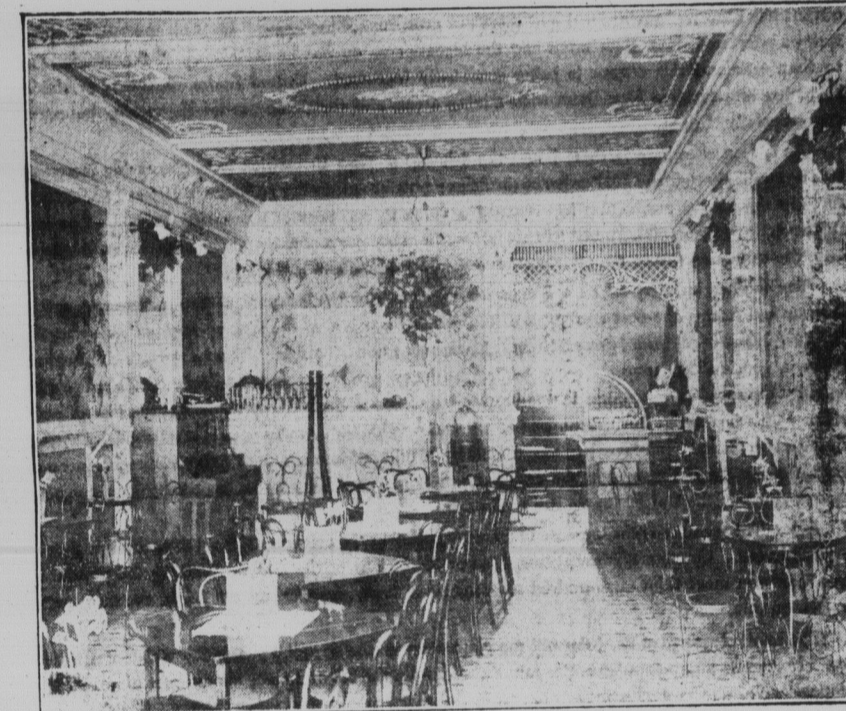
Stall City Market, St. John, N. B.

KANE & McDONALD

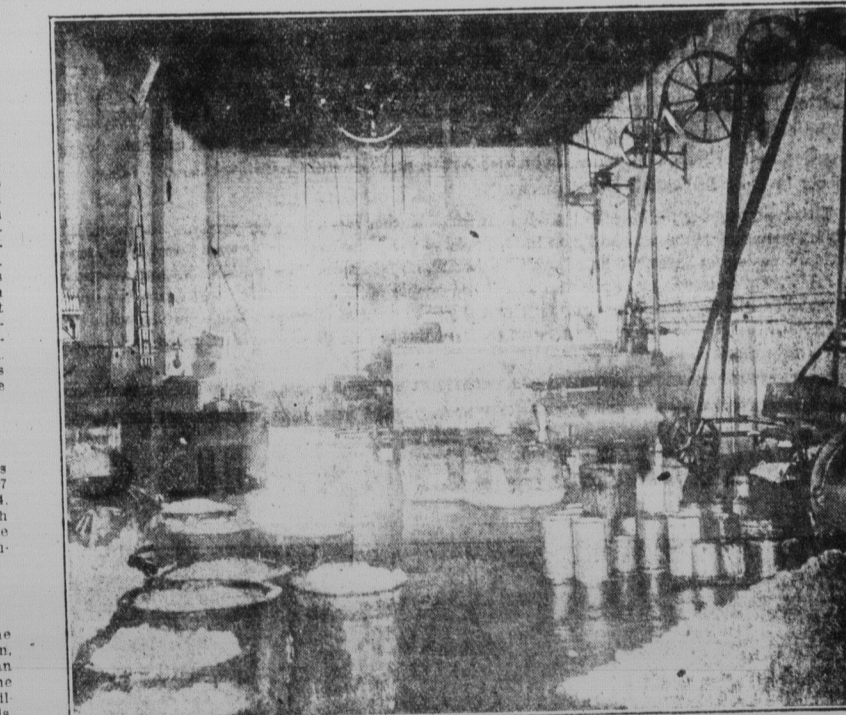
WHOLESALE DEALERS

Beef, Mutton, Lamb, Pork, Etc.

Game in Season
City Market Phone M2297
ST. JOHN, N. B.



THE CHOCOLATE SHOP



MANUFACTURING DEPARTMENT

Comparative Earnings of U. S. and Canadian Railways.

(Continued from previous page)

American and Canadian Roads.

THE FOLLOWING TABLE SHOWS THE EARNINGS OF THE UNITED STATES AND CANADIAN ROADS IN COMPARISON FOR A FIVE-MONTH PERIOD ENDING WITH NOVEMBER, 1916. THE POPULATION RESIDENT IN THE TERRITORY COVERED BY THE ROADS IS ALSO SHOWN.

Railway	Gross Earnings 5 mos., 1916	Population of Territory Served
Canadian Pacific	\$64,291,098	7,500,000
Canadian Northern	18,146,100	7,500,000
Michigan Central	42,265,005	8,000,000
Illinois Central	32,275,936	10,000,000
Southern Pacific	75,453,678	8,500,000
Boston and Maine	24,204,397	7,500,000
Seaboard Airline	10,470,264	*6,000,000

* (Not including New York state through which railway runs).
Canada's three biggest railways are now all transcontinental. The Maritime Province branches of the Canadian Pacific include the line from Montreal to St. John connecting with steamers for Europe, and also the Dominion Atlantic Railway in Nova Scotia, connecting with the St. John boat at Digby. The Canadian Northern branch in the Maritime Provinces include the Halifax and Southwestern in Nova Scotia, while the National Transcontinental branch includes the Intercolonial to St. John and Halifax.

BETROOT SUGAR IN CANADA.

It is estimated by the Census and Statistics Office that approximately 18,000 acres of beetroots are grown in Canada for manufacturing purposes. The total yield of beets in one year is about 140,000 tons and the value of the crop is close to \$800,000. The yield was entirely in the two provinces of Ontario and Alberta. The refined sugar manufactured from Canadian grown sugar beets now totals about 40,000,000 pounds per year, the quantity thus made having doubled since 1911.

CANADIAN FUR FARMING.

An industry that has made great progress in Canada during the last few years is that of fur farming, which is carried on principally in the Maritime Provinces, especially Prince Edward Island. The total value of the fox breeding industry in Canada exceeds \$25,000,000. Some of the fox farms in the Maritime Provinces have paid very big dividends, all the way from twenty-five to three hundred per cent. A revival in the industry which was affected by the lower prices for fur at the commencement of the war, has been noticed this year.

JAPAN'S GOLD RESERVE.

(U. S. Consul General George H. Seidmore, Yokohama.)

Japan's reserve of gold specie on June 2, 1917, totaled \$60,000,000 yen (\$428,280,000), according to the returns of the Department of Finance published in the Japan Chronicle, 203,000,000 yen (\$150,854,000) being held at home and 557,000,000 yen (\$277,385,000) abroad. Compared with the figures for May 23 last, this shows an increase of 56,000,000 yen (\$27,338,000) in the portion held at home, but a decrease of 34,000,000 yen (\$16,932,000) in that abroad, or an aggregate increase of 22,000,000 yen (\$10,566,000). The considerable increase at home with a marked decrease abroad is a new feature, bespeaking a great influx of gold, both on account of exports and the sudden increase in transferring of gold held abroad. At the end of July 1914, or just before the outbreak of the war, Japan's gold specie amounted to 383,000,000 yen (\$176,794,000), 133,000,000 yen (\$65,204,000) being held at home and 250,000,000 yen (\$200,560,000) abroad. Over these figures the latest returns show an increase of 170,000,000 yen (\$84,000,000) in the portion held at home and of 237,000,000 yen (\$117,488,000) in that held abroad, or 507,000,000 yen (\$252,488,000) in the total. In other words, Japan's gold specie has increased by 150 per cent. since the war started.

COBALT 1917 DISBURSEMENTS.

Dividends paid by Cobalt companies during the first six months of 1917 amount to approximately \$3,825,824. Nipissing and Mining Corporation each with \$900,000 were the leaders. The dividends paid to date by Cobalt companies aggregate \$10,242,600.50.

CANADIAN LOCOMOTIVE CO.

J. J. Harty, vice-president of the Canadian Locomotive Co., Kingston, states that the company has closed an order for six switching engines for the Toronto, Hamilton and Buffalo Railway, weighing about 168,000 pounds. Mr. Harty states that the company is running to capacity, and has orders on hand that will keep the plant busy until March, 1918.

BANK OF HAMILTON.

The bank of Hamilton has opened a branch at Port Colborne, Ontario, under the management of Mr. H. V. Groat.

BIG LUMBER DEAL.

From Vancouver comes the report that approximately one billion feet of standing spruce and fir timber in limits covering about sixty-five square miles in the Alice Arm district have been acquired by the North Coast Spruce Mills, Limited, in a deal with the Granby Consolidated Mining, Smelting and Power Company.

It is reported that United States artillery cannot be armed effectively in time to be of much service at the

WORLD'S PER CAPITA MEAT CONSUMPTION.

The following table gives a fairly good idea of the per capita meat consumption of the world:

Countries	Beef and Veal lbs.	Mutton and Lamb lbs.	Pork lbs.	Total lbs.
United Kingdom	60	26	33	119
United States	87	6.5	78	172
Canada	61	9	67	137
France	45	9	26	80
Germany	43.5	2.5	67	113

front before the snow flies. The Canadian soldiers were not so handicapped. After all, our big brothers to the south of us will have to "go some" to equal the record for prompt dispatch and complete equipment made by the first Canadian contingent. The cost of living is the next subject to receive close and vigorous attention from the Canadian Government. Possibly before the investigations now being held are completed food profiteers will have occasion to remember that undue gains often bring penalties all their-own.

A FORD

Placing on the road to the Horse

THE TEST---

During the past week the Trackford has been working at the Experimental Farm, Ottawa, and has impressed keen observers with its work. Wherever a working demonstration has been made, the results are all the same—they all agree the Trackford to be the legitimate successor to the horse as a farm necessity.

If you want to know more about the Trackford, send for our booklet, "The Trackford Catechism."

Duty Paid

Your Unproductive Horse Power Expense each or \$585. They Eat 365 Days in the Year. Work at Most 150 Days.

Then sell three horses and put \$400 in the bank, or into a bond, which will be a source of profit instead of expense. Buy a Ford, Get One, from a second-hand Ford at from \$150 and still be \$250 to \$55 ahead of horses—besides owning a good tractor.

and expensive form of farm power? It takes only three hours a day of operating a farm is made up of horse labor? One horse and does the work of THREE?

Co., Detroit, Michigan
CHAMBERS, OTTAWA.

St., St. John, N. B.
AGENTS.

The Truth About St. John. As It Is In 1917

By
GUY CATHCART PELTON

During the past two years I have had the privilege of reviewing industrial and financial conditions in cities in every part of the North America continent, from Vancouver on the Pacific Coast to Montreal on the St. Lawrence, and St. John on the Bay of Fundy and to Savannah, Georgia, and Jacksonville, Florida, in the extreme south. In no instance have I found a more general prosperity than that which prevails in the middle of 1917 in St. John.

It is very easy in war-times for men to be pessimistic. There are those in St. John who may be finding fault with the Government because not quite as much money was spent in harbor improvement or because curtailment in the expenditure on some great enterprise was found necessary. But it must not be forgotten that such conditions have prevailed in every city on this continent. The past three years have not been years of great public improvement works in any locality. They have been years of a terrible devastating war.

It is well to remember, however, that St. John has not been standing idle, and not only has stood the strain of three memorable years as well as other places, but in many departments considerably better than other places.

The Standard is endeavouring to show the people of New Brunswick in these special issues, just how well St. John and New Brunswick have kept up to the mark. In many departments of production old records have been smashed and new records established.

We might start with agriculture, since agriculture is said to be the backbone of all industry. And we will find in a study of the agricultural statistics published elsewhere in these issues of the Standard, that the agricultural output of New Brunswick has practically doubled in value in the past eight or ten years. No province in the east of Canada and no State in the American union can show agricultural increases more creditable than can New Brunswick. True there has been no boom rush of immigrants to New Brunswick, but there has been a steady and continuous growth in agricultural production.

The mines of New Brunswick have not had the promoting which they deserved, but the mineral output has been well maintained and there are prospects of increases. In 1914, the year in which war was declared, New Brunswick had the biggest coal output in the history of the province up to that year and this output is being constantly increased. United States capital is gradually becoming interested in New Brunswick mining areas, and the prospects for the mining industries are especially bright.

As is seen elsewhere in these issues the fisheries of New Brunswick have shown big increases. It is not unlikely that the 1917 value of the fishery output within the province will exceed \$5,000,000. Already the fishery production has reached a value in one year of around \$4,000,000. Sardines and other New Brunswick canned fish are famous in many parts of the world, and the export business from the canneries within the province have shown tremendous increases.

The lumber industry of New Brunswick was more or less affected at the commencement of the war and during the first two years of the war, on account of the lack of ship bottoms and the difficulty in getting ships for carrying on the big export trade in lumber. The past year has, however, shown a considerable revival in the lumber business, and the prospects are exceedingly bright. Possibly the most noted change in the lumber industries is the increase in the production of pulp wood. This has suddenly become one of the most valuable departments of the wood industries of all eastern Canada and New Brunswick is likely to add millions annually to its production income, because of the steady increase in the manufacture of pulp and pulp wood, especially for the export business, both to the United States and to Europe.

A detailed account of the increase in manufacturing in the province of New Brunswick is shown in these issues. Comment is unnecessary, since the output of the manufacturing the provinces have increased more than one hundred per cent since 1900, and the pay roll about the same ratio as the output.

The bank clearings of St. John tell the plain story of the financial prosperity which marks this city. If there is any pessimist in St. John, who doubts the conditions of his city, let him read the comparisons of our bank clearings as shown in the charts published in these issues. For the whole of the year 1916 and for the first four months of 1917 St. John has shown bigger bank clearings than various United States cities of twice the population. There are numerous manufacturing cities in the United States of over 100,000 population whose bank clearings are much smaller than St. John's.

There are many other departments in which the real prosperity of St. John and of New Brunswick are shown. The conditions are well summed up in the heading of an interesting article in the Journal of Commerce under the pen of R. E. Armstrong, the energetic secretary of the St. John Board of Trade. Here's the heading, "St. John New Brunswick, Enjoys Era of Prosperity." Volume of Trade Passing Through Port Shows Increase. Bank Clearings and Building Permits Show Creditable Figures. Lumber Industries Active and General Conditions Good. Many New Projects in New Brunswick Development."

This is no time for the blues in New Brunswick. Rather it is a time for rejoicing, for in addition to giving generously in money and men to the cause of the Allies in the great world war, New Brunswick is increasing its output in its mines, its fisheries, its farms, its forests and in its manufacturing industries. Optimism begets optimism and if the people of New Brunswick will grasp the opportunities which the province offers in its many and varied natural resources, this province will awake to a glorious future and will get its rightful share of the business which it is expected will come to Canada from Europe after the war.

BETHLEHEM'S RUSSIAN ORDERS

The Russian shell order of the Bethlehem Steel Corporation is a British, not a Russian contract. About \$10,000,000 of shells which have not yet

been paid for have been shipped. Two commissions from Great Britain are now on their way for the purpose of conferring with Bethlehem officials, and it is believed the matter will be amicably adjusted. Bethlehem Steel now has in its treasury over \$30,000,000 of marketable securities, which can be sold at any time. Most of these securities were taken in payment for munitions.

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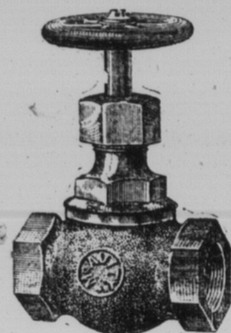
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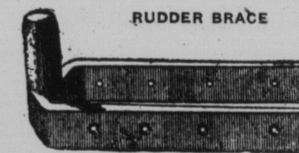


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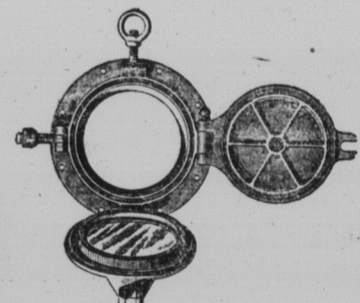
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What

The Other Side of
Which Preceded
Constructing Railways
Close Relations
Colonizing
Product

Canada has been deluged with reports to show the aid of the upbuilding of the railroads. The people of Canada have had the effect of little in return. But there is to the railway story is contained in a state-aid was inaugurated, a which were built as the result of

Three factors contribute in his book "Railway Nation in Canada." Firstly, there was a and in the great plains north of the well-informed circle must depend for their basic Dominion overseas; thirdly, of Canada for the breaking prospects of the country.

Paper charters for railroads. There were numerous cases one had come forward that of steel could not be laid. An purchased the dormant char the people of Manitoba were the line between the village could be built.

Probably, because of the Motherland, British capital Thus was begun the Canadian twenty intervening years. The people of Canada hold from Quebec on Atlantic tide aggregate population of the or more; and which carried bushels of grain, nearly 2 bushels of coal and miscellaneous freight.

In the closing years of point where the people of the future development was calling for statesmanship of North America, and indisputably a few millions of people constantly increasing number attraction. Canada was re the United States of America.

Free farms, 160 acres in out as an inducement to settlement because — as well-informed ing railways, a lack also of sturdy peoples from overseas the settlers. This was the to encourage the construction lines built, the results were rapidly increasing numbers in production, and in mar present position among the

The original line of the and Dauphin — was rapid 1901 the people of Manitoba Pacific Railway, they were of years. And in 1902 when was thrown opened for traffic.

Its plan, even at the constructed portion of the by the Parliament of Canada Pass to the Pacific coast. times more than 30,000 men the surplus population from development which in its entirety of the country as a whole.

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During all these years upon British gold, the investment Northern Railway project compelled to seek new friends most powerful nations in the on the war in Europe. Its as one of the best in the world year old. Because of the able prices. To that extent therein lies the germ of the

The first result, probably Canada in advance of settling Prairie land into farmland grain and sustaining human narrow belt of country and 3,000 miles of railway, the lines covering the western many people in Canada were cities in the west today a throughout the country.

exists between a good crop general. Surely it is not virgin territories, which land of grain and live-stock, the funds to buy the product of statesmanship of a high extended to the railways.

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It Is In 1917

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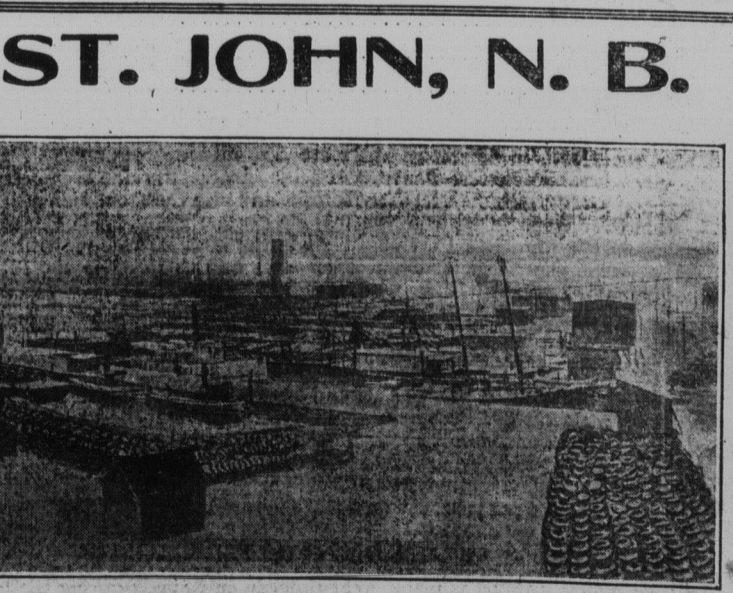
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What the Canadian Northern Railway Has Done for Canada

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

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

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

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

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

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

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

The original line of the Canadian Northern system—that between Gladstone and Dauphin—was rapidly extended throughout the prairie regions, and when in 1901 the people of Manitoba purchased the lines in that province of the Northern Pacific Railway, they were leased to the Canadian Northern Railway for a long term of years. And in 1902 when the Winnipeg-Port Arthur line of the Canadian Northern was thrown 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 Dominions 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 7 1/2 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 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 18% in the local rates in Manitoba and 7 1/2% 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.

BANKING AND BUSINESS AFFAIRS IN THE UNITED STATES.

There is an improved feeling in business circles. Stocks in New York have made a sharp recovery in the past few days from previous low prices. Bank clearings for this week were about five per cent below the figures for the preceding week, but more than twenty per cent above the figures for

this week a year ago. Business failures are much fewer than for the corresponding dates of 1916, 1915 and 1914, and are also below the figures of last week. Ordinary trade is somewhat quiet, but this is more than counteracted by enormous buying of war materials. Dividend and interest payments for June will exceed \$165,000,000 as compared with some \$137,000,000 for last June, and being a re-

cord total for the month. The Fall roads are buying more liberally, and they have entered upon an extensive policy of freight-car construction which may tend in time to relieve the car shortage, although the demand on the transportation facilities of the country must be exceedingly heavy for a long time.

The war situation undoubtedly causes some anxiety in business circles—more than it did when this country was not one of the belligerents. Instead of there being a disposition here to regard our part in the contest as a light one, present tendencies run in the opposite direction, and one hears talk of a long war calling for the exercise of this country's utmost strength. This may cause the country to put forth much stronger exertions than if there were a confident feeling that the war will soon end. As a reassuring factor, it must be recalled that at the inception of the war business here took fright, but soon recovered. Actually our own decision to enter the contest caused no serious business disturbance. Whatever uncertainty was engendered by this step will disappear once the country gets an accurate measurement of the job on hand.

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THE ORIGIN AND MEANING OF "TARIFF."

A well-known free-trade newspaper in the United Kingdom came dangerously near breaking the "political truce," when it launched out into a consideration of the origin of the word "tariff." Tariff and Tarik, it declared, discursively, were two Eighth Century Moorish chieftains, who landed on the coast of Spain, near Gibraltar, and, having settled themselves, proceeded to commit practical depredations on shipping passing through the straits. After a time, Tariff found it more convenient to exact blackmail on a fixed scale of payment—thence called a tariff. The paper, however, saves the situation, as far as the tariff reformer is concerned, by adding that, according to others, tariff comes from an Arabic word meaning a declaration, not an extortion.

THE CONTROL OF FOOD.

(Washington Post.)
 The country is confronted with the alternative of submitting to the control of food by conspirators with the risk of crippling the Allies and thus losing the war, or asserting control of all food by the government. Talk of "paternalism" and "centralization" and "government usurpation" becomes idle when dire alternative is thoroughly understood. The government must act for all the people in the food question, just as it acts for the people in military and naval operations. Bread and bullets are weapons of war which must be controlled exclusively by the government.

NEGLECTING THE BIBLE

(Chicago Tribune.)
 Quite apart from its moral and religious bearings, the neglect of the Bible involves a cultural handicap worth noting. It involves a cramping of the popular vocabulary, as no other literary masterpiece is such a well of English pure and undefiled. It involves a dulling of literary perceptions, as literature abounds in Biblical allusions which every reader of the Bible instantly understands, but which only readers of the Bible ever can. Finally, it involves a failure to respond to many a good joke, as an astonishing percentage of the best quips are nothing more or less than Biblical allusions.

OATMEAL AND PHILOSOPHY.

(Vancouver Sun.)
 A strong person can subsist on a little oatmeal and philosophy and out-walk, out-talk, out-think, and every way outdo the person who travels the long way from soup to nuts and goes to sleep afterwards as an ananias might.

FIGHTERS WANTED, NOT BITTERS.

(New York Sun.)
 Vegetarians are claiming exemption from military duty because they do not eat meat, but nobody wants them to bite the Germans.

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His Honor Gilbert W. Ganong

ONE OF FREDERICTON'S RISING YOUNG BARRISTERS



Gregory T. Feeney

The History of Newcastle

Three Hundred Years Ago Trading Posts were Established Along That Coast and there Has Been Something Doing Ever Since

Newcastle, the rapidly-growing shiretown of Northumberland county, superbly situated at the head of deep water navigation on the noble Miramichi river and at an important divisional point of the Canadian Government railways, has now about 3,500 people, a very substantial increase on the figures of the last census. In the thriving suburbs of Nelson, Douglastown, Lower Derby and Millerton, there are nearly as many more.

The history of the town and district goes back nearly three hundred years. Though the French inhabitants are now very few, and these have moved in very recently, the first settlers were of that nationality and for years no European language but that of La Belle France was heard on these waters. In 1632, Isaac de Razilly, governor of Acadia, assigned the islands of Cape Breton and St. Jean (Prince Edward) and all the coast from Canso to Gaspé to Nicholas Denys.

Soon afterwards Denys opened up trade with the Indians of the Miramichi, establishing posts on different parts of the river. Denys was, in 1645, dispossessed by D'Aulnay, who had just taken Fort La Tour, at St. John, but Denys regained his dominions on the death of D'Aulnay in 1650. Settlement increased, until by the end of the seventeenth century Miramichi river and bay were dotted with little hamlets.

By the year 1725, a strong fort, with a church, stores and over two hundred houses, was established on Beaubair's Island between the northwest and southwest branches of the Miramichi. Another battery of sixteen guns guarded the lower end of Newcastle, the cove where it stood being still called French Fort Cove.

The French settlers, who were always on good terms with the Indians, remained in possession till 1758. In that year the British conquest, sweeping up the coast from Louisbourg, swept away the settlements on the Strait of Northumberland. In 1759, it is said, a British vessel bearing the body of General Wolfe, was driven by stress of weather over thirty miles up the Miramichi. A party sent to land at Henderson's Cove, opposite Chatham, to get a supply of water was set upon by the Micmacs and massacred. In revenge the British destroyed all the settlements along the river, whether of Indians or of French. The name of "Burnt Church" perpetuates the memory of this unfortunate occurrence. The settlers who escaped, all fled from the district, and, according to Cooney's history of northern New Brunswick, in the year 1764 there was not a single white person left in the whole of what is now Northumberland county, and not a house standing. The abandoned buildings of the French had been destroyed by the Indians.

In the summer of 1764 a new immigration took place. A Mr. William Davidson of Scotland settled in what is now the town of Newcastle, having obtained from the British government a grant of 100,000 acres in the Newcastle district and up both sides of the southwest branch, the grant being known as the Elm Tree Tract. He was accompanied by settlers from northern Scotland, more of whom came out each year. Settlers also came up from the peninsula of Nova Scotia, and a large trade sprang up in fish and furs.

In 1786 the erection of two saw mills laid the foundation of the great lumber industry of the Miramichi. Thenceforth lumber was regularly shipped to Britain, and population grew rapidly. In that year the town of Newcastle was laid off and several public buildings erected. In the same year Northumberland county sent two members to the newly constituted legislature of New Brunswick, and some

measure of municipal government was established. The first Circuit Court was held here in 1797.

From the small schooner "Monneguash," built in St. John by Jonathan Leavitt before 1770, and the large schooner "Miramichi," built by William Davidson here in 1773; dates the shipbuilding industry of New Brunswick. The long war with France (1793-1814) partially — at times wholly — cut off Baltic timber from British ports. This, with the unfriendly attitude of the United States of America, made Britain dependent upon Canada for much of her lumber and greatly increased both the export of lumber and the building of ships here. Soon the exports from this river were nearly \$1,000,000 with the imports slightly greater.

At the time of the great Miramichi fire, 1825, Newcastle had about two hundred and sixty buildings and some thousand people. The fire left but twelve houses standing, and many people lost their lives. But so swiftly did the energetic people overcome their calamity that by 1832, there were some one hundred and seventy houses in the town, twelve mercantile establishments, two schools, two churches, County Court and record office, etc., etc., with eight hundred people. Gradual growth followed, until in 1877 the Intercolonial railway passed through the town.

In 1899, when the population had grown to nearly 2,500, the town was incorporated. Self-government brought many improvements, among them an up-to-date water and light plant and a partial system of sewerage, at a cost of nearly \$100,000. The fire protection is of the best.

The total assessable property of the town is given at very nearly a million, of which the real value is probably between \$1,500,000 and \$2,000,000. Several properties, among them the Radio Syndicate's wireless plant, worth about a quarter of a million, are largely exempt from taxation, as are all church buildings, etc.

Newcastle is the distributing centre for the county, both by water and rail. Before the war, several vessels could be seen every day loading lumber at the mills in the town and in the enterprising suburbs of Nelson (joined with the town by the Morrissey Bridge) and Douglastown, and of late years a thriving trade in the shipment of lumber by rail to western Canada has sprung up. A large amount of fish and furniture is also shipped, while from Millerton goes tanning extract, and pulp from Lower Derby and Millbank. Newcastle is also the centre of an important agricultural district, and with its enterprising Board of Trade, agricultural Society, Town Council, Women's Institute, Town Improvement League and other societies the business of the town is steadily increasing, the value of property steadily rising, new and up-to-date dwellings replacing old structures, granite sidewalks taking the place of plank walks, and many changes for the better being continually made.

Newcastle is an important railway centre. While the main I. R. C. runs through the town, branches run from here to Fredericton and from here to Loggieville. Two fast express trains daily between Newcastle and Fredericton, with close connections for each with Loggieville and Chatham, and three express trains each way daily on the main line give this town an ideal train service. Railway facilities here have recently been much extended, and greater development is promised by the railway authorities. There is first class steamship connections with all points down the river and up the northwest branch as far as Redbank, the latter fourteen miles distant. Adjoining Hickson's mill is the deep water terminus of the I. R. C., now largely undeveloped, but capable of being made into a first class shipping centre. Along our wharves the water is from twenty-two to forty feet deep, and by dredging at the mouth of the river, where the channel is about twenty-five feet, the largest vessels could come up the river. As it is, quite large ships come up and load and pass out safely.

Every available house in town is occupied, and a large number of new dwellings are in process of building.

As the town contains about five square miles, there is lots of land available for house sites. Streets have been already run through some of these lands. There is water and sewerage on part of them and further extensions are projected.

Newcastle's days of struggle for existence are over and she has entered upon a period of development that shows every sign of being permanent.

A SCOTSMAN'S ADDRESS TO KAISER BILL

(By Peter Mackay).
Cursed be yer ugly Prussian face,
Worst savage o' the human race,
Soon may some missile end yer pace,
Bath sure and sudden;
And soon may yer carcass find a place,
On some French midden.

For years and years ye've been preparin',
For yer unholy murderin' erran';
But Kaiser Bill ye'll get yer fairin',
As sure as death.

And glory waits the father's bairn,
This stops yer breath.

Oh, if some Scotsman's God-sped bullet,
Wad in yer black heart find its billet,
I'd laud yer joy that Scot and pellet,
In twa 'r three verses.

I'd like the tan yer hide and sell it,
Just like a horse's.

Since first ye marched w' flags unfurled,
W' yer black mustache upwards curled.

Millions of men ta' death ye hurled,
In yer mad campaign.

Ye "would be" Kaiser o' the World,
Yer march was vain.

Ye went the Belgian territory,
And killed wee bairns and the hoary,
And butchered women ta' get glory
For yer ain sel'.

Yer pathway through that land was gory,
Ye gave them Hell.

Incaruate fiend in human guise,
Ye surely got a great surpris,
When ye saw ye coldna' Kaiserize
The Land o' France.

Britania's jolt between the eyes
Stopt yer advance.

Twa year and mair afore yestreen,
Yer plans were laid and a' foreseen
The mass brass bands on Glasgow green.

Or Kelvinside,
And yer band's first tune was to have been
"Wacht on the Clyde."

This Prussian programme can't be nill,
But as sure's yer name is Kaiser Bill,
The Hielan' pipers surely will,
Play in Berlin.

Or ye may hear them by God's will
In St. Helene.

Oh, "Holy Willie" over the Rhine,
Dutch potentate by "Right Divine,"
Like Stewart Kings o' "Auld Lang Syne."

Yer goose is cooked,
Ah, — Kaiser Bill, last o' yer line,
Yer doom is booked.

When peace will come 'twill end yer caste,
End Royal rule, unjust, unchaast,
Justice will sweep ye 'oot as waste,
You and yer breed.

But ye'll be the first one to be placed
On midden heid.

You and yer princeling generation,
Are a black blot on civilization,
Ye're just the worst abomination,
Beneath the sun.

The vilest name in a' creation,
Is yours "ye Hun."

FIRE INSURANCE

This summary of company statements... Our minimum standard is that to be... at least equal to the unearned... more than fifty thousand dollars. Doubtful securities should be eliminated... possess large assets... they also have correspondingly heavy... which cannot be withdrawn. This... CANADIAN COMPANIES WITH DOMINION

- Company:
- Canada
- Imperial
- British America
- British Colonial
- British Northwestern
- Canada Accident
- Canada National
- Canadian
- Canadian Lumbermen's Insurance Exchange
- Dominion
- Dominion of Canada Guarantee and Accident
- Factories
- Hamilton
- Hudson Bay
- Imperial Underwriters
- Liverpool-Manitoba
- London Mutual
- Mercantile
- Mount Royal
- North Empire
- Northwest
- Occidental
- Pacific Coast
- Western
- Quebec
- Re-insured in Western Assurance
- AMERICAN AND OTHER FOREIGN CO

- Company:
- Atlas
- American Central
- American
- American Lloyds
- California
- Connecticut
- Continental
- Equitable
- Fidelity-Phoenix
- Fireman's Fund
- Firemen's
- General of Paris
- German-American
- Glens Falls
- Globe and Rutgers
- Hartford
- Home
- Insurance Company of North America
- Insurance Company State of Pennsylvania
- Millers' National
- National Ben Franklin
- National of Hartford
- National Union
- Nationale of Paris
- Niagara
- Northwestern National
- Phoenix of Paris
- Phoenix of Hartford
- Providence-Washington
- Queen
- St. Paul Fire and Marine
- Springfield
- Stuyvesant
- L'Union of Paris
- Westchester

- BRITISH COMPANIES—DOMINION LI
- Company:
- Alliance
- Atlas
- British Dominions General
- Caledonian
- Commercial Union
- Employers' Liability
- General Accident Fire and Life
- Guardian
- Law Union and Rock

LEADING

London Guarantee and Contractor's Bond
ASSET
FIRE INSURANCE
CHAS. A. MAC
49 CANTERBURY ST.

Hugh H.
FIRE INSURANCE
47 Canterbury Street
Mercantile Fire
Globe and Rutgers
London and Lancashire Co

Edward
Carpenter, Contractor
Special Attention Given
Repairs to Houses
80 Duke Street,
ST. JOHN

FREDERICTON'S RISING YOUNG BARRISTERS



Gregory T. Feeney

Newcastle

The first Circuit Court was held in Newcastle in 1784. The first Circuit Court was held in St. John by Jonathan Leavitt in 1802, built by William Davidson here in 1804. The long war with France cut off B. Atlantic timber from British ports. The States of America, made Britain a debtor and greatly increased both the exports and the imports from this river.

Newcastle had about two hundred mills in 1800. The fire left twelve houses standing. The energetic people here some one hundred and seventy mills, two schools, two churches, and eight hundred people. Gradual growth, the town was incorporated in 1803, among them an up-to-date sewerage, at a cost of nearly \$100,000.

The town is given at very nearly a million, of population, 1,500,000 and \$2,000,000. Several wireless plants, worth about a quarter as much as all the church buildings, etc.

The county, both by water and rail. The very day loading lumber at the mills. Nelson (joined with the town by the railway a thriving trade in the shipment of fish. A large amount of fish and fur is tanned here, and pulp from the centre of an important agricultural, trade, agricultural Society, Town League and other societies the value of property steadily rising, granite sidewalks taking the better being continually made.

While the main I. R. C. runs through the town and from here to Loggieville. Two express trains each way daily on service. Railway facilities here have been developed and is proposed by the railway sections with all points down the river bank, the latter fourteen miles distant. The I. R. C., now largely a first-class shipping centre. Along the river, by dredging at the depth of twenty-five feet, the largest vessels can come up and load and pass out.

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(By Peter Mackay.)
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 But Kaiser Bill ye'll get yer fairin'
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 And glory waits the father's ba'ra,
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Oh, if some Scotsman's God-spell bellet,
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 In yer mad campaign,
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 Yer march was vain.

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 And butchered women tae get glory
 For yer ain sel',
 Ye gaw them through that land was gory,
 Ye way throu Hell,
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 Ye surely got a great surprise,
 When ye saw ye coldna' Kaiserize
 The Land o' France,
 Britania's jolt between the eyes
 Stopt yer advance.

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 Yer plans were laid and a' foreseen
 Tae mass brass bands on Glasgow
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 Or Kelvinside,
 And yer band's first tune was tae have
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 "Wacht on the Clyde."
 This Prussian programme can tae nil,
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 Or ye may hear them by God's will
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Oh, "Holy Willie" over the Rhine,
 Dutch potentate by "Right Divine,"
 Like Stewart Kings o' "Auld Lang
 Strae."
 Yer goons is cooked,
 Ah, Kaiser Bill, last o' yer line,
 Yer doom is booked.
 When peace will come 'twill end yer
 casts,
 End Royal rule, unjust, uncha'nt,
 Justice will sweep ye 'oot as waste,
 You and your breed,
 But ye'll be the first one tae be placed
 on midden heid.

You and your princeling generation,
 Are a black blot on civilization,
 Ye and the worst abominations,
 Beneath the sun,
 The vilest name in a' creation,
 Is yours "ye Skins".

THE STANDARD ST. JOHN, N. B.

FIRE INSURANCE COMPANIES IN CANADA

This summary of company statements is compiled from the official government reports based on the sworn statements of the officials of the companies. The full unearned premiums are treated as a liability. Our minimum standard is, that to be perfectly safe to insure with a company should have a surplus of policyholders at least equal to the unearned premiums, or approximately equal to one-half the premium income and less than fifty thousand dollars. Doubtful securities should be eliminated in computing for this standard. Many British and foreign companies possess large assets in other lands, but while these may be drawn on by the companies in case of disaster they also have correspondingly heavy liabilities, and these foreign assets are sometimes largely government securities which cannot be withdrawn. This Guide will show their financial standing in Canada.

Company	Assets, excluding Premium Notes.	Liabilities, excluding Paid-up Capital.	Policyholders' Surplus.	Premium Income.
Canada National	\$ 400,000	\$ 203,927	\$ 476,290	\$ 121,664
British America	1,395,030	285,145	186,713	27,533
British Colonial	219,898	2,268,205	496,909	2,261,623
British North-western	242,132	310,488	140,733	87,887
Canada Accident	45,220	290,893	250,504	85,212
Canadian National	1,708,151	2,263,942	496,909	2,261,623
Canadian	500,000	1,413,132	338,940	1,707,241
Canadian Lumbermen's Insurance Exchange	36,999	15,899	25,000	287,136
Dominion	329,523	351,487	108,046	237,136
Dominion of Canada Guarantee and Accident	244,400	736,381	266,538	401,735
Factories	41,500	112,367	106,837	75,017
Hamilton	34,660	120,579	57,730	41,136
Hudson Bay	339,850	279,520	137,608	130,373
Imperial Underwriters	110,475	271,463	109,807	161,506
Liverpool-Manitoba	175,000	335,220	326,807	235,253
London Mutual	17,500	451,987	498,796	55,671
Mount Royal	50,000	454,574	201,921	252,653
North-western	250,000	1,225,758	657,074	588,883
North Empire	297,753	219,517	149,645	184,872
Occidental	100,000	291,738	118,949	172,789
Pacific Coast	174,763	452,137	179,145	129,729
Western	587,422	1,065,385	250,492	754,870
Quebec	2,484,526	5,007,775	3,520,324	1,377,451

Company	Assets in Canada.	Liabilities in Canada.	Policyholders' Surplus.	Premium Income.
Aetna	\$ 563,478	\$302,739	\$260,740	\$ 383,055
American Central	240,258	71,248	162,510	89,650
American	19,010	32,561	37,440	46,993
American Loyds	81,051	110,430	129,379	36,343
California	11,036	27,889	45,247	40,000
Connecticut	295,723	114,022	31,101	196,296
Continental	373,095	275,161	97,905	317,389
Equitable	114,355	29,903	84,452	43,489
Fidelity-Phenix	104,963	297,814	167,849	345,847
Fireman's Fund	177,875	100,088	77,787	146,372
Fireman's	116,796	112,242	4,554	74,765
General of Paris	95,879	54,620	31,449	59,575
German-American	499,209	386,964	204,045	401,899
Glens Falls	266,675	131,584	124,791	244,242
Globe and Rutgers	383,174	342,798	40,878	461,227
Hartford	1,228,208	944,684	283,544	1,273,892
Home	1,394,547	751,324	643,223	1,359,221
Insurance Company of North America	495,461	368,490	129,971	482,430
Insurance Company State of Pennsylv.	178,221	37,029	81,192	86,842
Millers' National	232,022	91,754	140,268	93,649
National Ben Franklin	669,455	405,582	140,253	36,549
National of Hartford	239,098	179,806	99,489	208,905
National Union	167,186	133,359	33,827	162,092
Nationale of Paris	235,506	107,516	125,990	140,884
Niagara	219,197	142,159	76,948	299,391
Northwestern National	77,529	52,168	25,361	66,597
Phoenix of Hartford	618,053	334,004	284,079	365,270
Providence-Washington	228,537	131,063	97,658	194,097
Queen	731,291	389,796	141,495	447,128
Royal	450,210	290,259	159,951	447,128
Springfield	622,624	319,730	302,794	468,253
St. Paul Fire and Marine	94,179	74,089	40,497	13,428
Stuyvesant	276,323	181,966	94,357	121,861
Westchester	210,752	145,008	65,774	271,995

Company	Assets in Canada.	Liabilities in Canada.	Policyholders' Surplus.	Premium Income.
Alliance	287,266	1,316,355	2,322,562	1,320,340
Atlas	520,588	216,059	71,206	246,260
British Dominions General	219,197	422,918	98,268	493,103
Caledonian	1,376,521	394,509	135,193	428,418
Commercial Union	1,345,363	859,953	1,019,179	1,117,179
Employers' Liability	459,661	978,734	366,629	1,221,861
General Accident Fire and Life	1,384,980	287,357	163,304	329,492
Guardian	393,903	885,334	499,646	899,086
Law Union and Rock				

LEADING FIRE INSURANCE COMPANIES IN ST. JOHN

London Guarantee & Accident Comp'y, Ltd.
ASSETS - \$6,897,890
FIRE INSURANCE
 Guarantee and Contractor's Bonds Accident and Sickness
CHAS. A. MacDONALD & SON
 49 CANTERBURY ST. GENERAL AGENTS SAINT JOHN, N. B.

Hugh H. McLellan
FIRE INSURANCE
 47 Canterbury St., St. John, N. B.
 Mercantile Fire Insurance Co.
 Globe and Rutgers Fire Insurance Co.
 London and Lancashire Guarantee and Accident Co.

Edward Bates
 Carpenter, Contractor, Appraiser, Etc.
 Special Attention Given to Alterations and Repairs to Houses and Stores.
 80 Duke Street, Phone M 786
 ST. JOHN, N. B.

Knowlton & Gilchrist
 GENERAL INSURANCE AGENTS
 Fire, Automobile, Plate Glass, Employer's Liability, Accident and Sickness, Sprinkler, Leakage Insurance.
 Office: 55 Canterbury Street, Cor. Princess, St. John, N. B.
 AGENTS WANTED FOR UNREPRESENTED DISTRICTS TELEPHONE MAIN 335

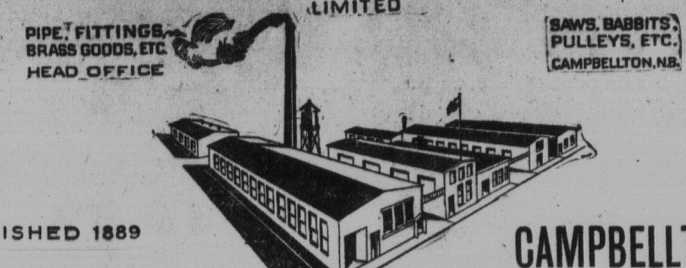
DON'T'S
 FROM THE "FIREMAN'S STANDARD."
 DON'T place gas or other light where a blown curtain can reach it.
 DON'T go to bed and leave a kerosene lamp burning.
 DON'T use a light when looking for escaping gas in the cellar.
 DON'T leave matches about, except in metal or earthen boxes.
 DON'T use snap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

Wm. Thomson & Co., Ltd.,
 St. John, N. B.
 REPRESENTING
 WESTCHESTER FIRE INSURANCE CO.
 FIREMAN'S FUND INSURANCE CO.
 GLENS FALLS INSURANCE CO.

T. B. & H. B. ROBINSON
 (H. B. ROBINSON)
INSURANCE OF ALL KINDS
 FIRE, ACCIDENT AND SICKNESS
 LIABILITY :: PLATE GLASS AND AUTOMOBILE INSURANCE.
 GOOD AGENTS WANTED.
 WE REPRESENT FIRST CLASS TARIFF COMPANIES ONLY.
 129 PRINCE WILLIAM ST., ST. JOHN, N. B.

PROTECT YOUR PROPERTY!
 8% of all fires are extinguished by chemicals. We handle approved
 Hand Chemicals and Chemical Engines on Wheels
 Write us for catalogue, prices and particulars as regards to
 The Reduction of Your Insurance Rates
Frank R. Fairweather & Co.
 12 Canterbury Street, ST. JOHN, N. B.

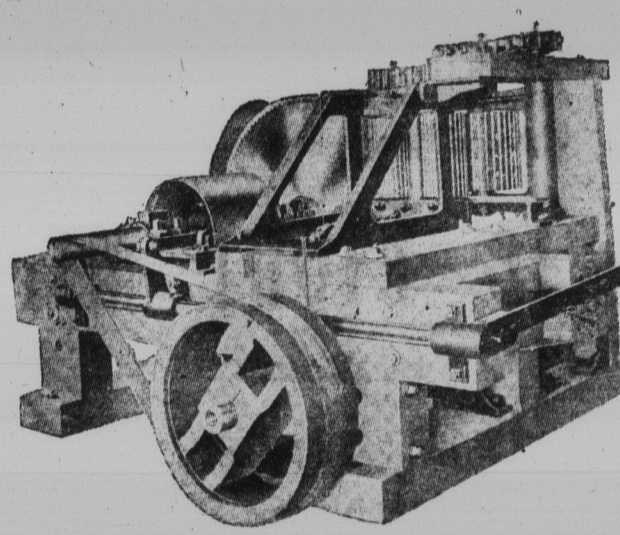
McLENNAN FOUNDRY & MACHINE WORKS LIMITED



ESTABLISHED 1889

CAMPBELLTON, N. B.

Anything in Rossing Mill or Saw Mill Machinery



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.

A POOR YEAR FOR TOURISTS.
 Complaints have been heard from both the western and eastern coast resorts of the United States that tourists are scarcer than usual. Although the comparatively quiet period at the eastern resorts has been attributed to apprehension concerning submarine boat activities, perhaps the more like explanation is that many people spent their vacation money in the purchase of Liberty Bonds. There has also been a genuine wave of economy throughout the land. Coupled with this is the likelihood that many families find it more profitable to remain at home and cultivate the gardens they planted in the spring.



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

JAPANESE PROGRESS. In this regard. There are some products, such as soda ash, and caustic soda, which she will always have to import, but in most lines this important key industry has made wonderful strides. As an indication of the development, Japan is now making her own phosphorus for her great match industry from a raw material imported from the Southern Pacific Islands. She is also making her own carbolic acid, and has also placed the manufacture of dye stuffs on a solid foundation. Japanese progress is developing in other lines as well. She has captured millions of dollars worth of trade formerly held by Germany and Austria in South America, South Africa, and right here in Canada. Early in the war her industrial chiefs lost no time in appointing agents throughout this country. Such products as silks, hosiery, underwear, glassware, electrical apparatus and brica-brac have been imported from Japan during the past two years and a half to a very large extent. Her cheap labor and policy of encouraging export trade has much to do with this progress.

CANADIAN RAILS FOR FRANCE. Some months ago it was announced that Canada would take up hundreds of miles of track to supply steel rails for the railroads on the Western front. Since then, little has been heard regarding this matter, but advice from Ottawa state that upwards of 210 miles of track have been torn up on the Grand Trunk Pacific and Canadian Northern, west of Edmonton, where roads run parallel. Government engineers have inspected these roads and have so arranged that all the towns and mines will have adequate transportation facilities. The rails being sent to France are all from the National Transcontinental, these being specially requested, and for this reason the C. N. R. rails are being transferred to the N. T. R., whose rails are used to meet the requirements of the Allied army.

Family Friends

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

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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