



Save the Soil Moisture

There are still some farmers who have learned nothing from the people who farm in semi-arid countries...

Cow and Soil Fertility

An article recently published in a western paper stated that the dairy cow was valuable not only because she furnishes a means whereby ready money can be made from the sale of her products...

One Man Poultry Farm

A one man poultry farm is being established by the Missouri State Experimental Station at Mountain Grove. Five acres have been set aside and a model poultry demonstration farm has been planned...

It is well known to all thinking farmers that when water falls it either goes into the ground or runs off. That which goes into the soil is useful, and to use this to best advantage is the problem of all farmers who live in sections where droughts are liable to come.

Destroying Wild Mustard

Bulletin 129 of the Minnesota Experiment Station gives the following directions for the eradication of wild mustard: "Where fields are infested the land should be worked up with a disc or spring tooth harrow after the grain is harvested to cover the seeds and induce germination."

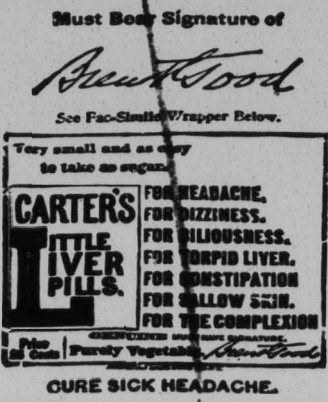
For Buttermakers

- 1. Study your patrons' problems so as to be able to advise intelligently. 2. Read the Government bulletins on dairying and call the attention of your patrons to the good ones. 3. Teach your patrons how to produce good cream and show them why you must have it.

Improving the Pastures

Grass land and pastures may be considered as requiring the three constituents, although phosphate of lime and potash are perhaps the most absolutely necessary—and here one would like to remark that there is more room for improvement in the grass lands of the country than any other crop.

ABSOLUTE SECURITY. Genuine Carter's Little Liver Pills.



THE MONTHS OF THE YEAR

"January" is of Latin origin, from the word Janarius, and was named by the ancient Romans in honor of the god Janus, to whom the season of the year was sacred.

"February" comes also from the Latin Februarius, derived from februm, which in the Sabine tongue meant to purge, and signified the Roman festival of expiation.

"March" is named for Mars, the Roman god of war. "April" comes from Aprilis, which in turn came from aperire, which means to open.

"May" is named for the Roman Maia, who was the mother of Mercury and the daughter of Atlas.

"June" is named for Juno, who, by all accounts, was greatly worshipped during this month by the Romans.

"July" is named for the greatest Roman of them all, Caius Julius Caesar, who was born at this time of the year.

"August" was also called for a great Roman, the Emperor Augustus Caesar.

"September" was the seventh month of the Roman year, as they commenced with March, and consequently derived its name from the Latin septem, meaning seven.

"October" being the eighth month derives its name from octo, which means eight.

"November" is from novem, meaning nine.

"December" also derives its name from a number, decem, meaning ten, it being the tenth month of the Roman year.

THE AUTO-HORN CODE

The mayor of a distant city says if something isn't done the chauffeurs of that city will be getting up a horn code for the pedestrians to learn to obey—a code something like this:— One toot—Throw a quick backward spring for the sidewalk.

WOMAN SUFFERED TEN YEARS

From Female Ills—Restored to Health by Lydia E. Pinkham's Vegetable Compound.

Belleville, N.S., Canada.—"I doctored for ten years for female troubles and did not get well. I read in the paper about Lydia E. Pinkham's Vegetable Compound and decided to try it. I write now to tell you that I am cured. You can publish my letter as a testimonial."

Another Woman Recovers. Auburn, N.Y.—"I suffered from nervousness for ten years, and had such organic pains that sometimes I would lie in bed four days at a time, could not eat or sleep and did not want anyone to talk to me or bother me at all. Sometimes I would suffer for seven hours at a time. Different doctors did the best they could for me until four months ago I began giving Lydia E. Pinkham's Vegetable Compound a trial and now I am in good health."

The above are only two of the thousands of grateful letters which are constantly being received by the Pinkham Medicine Company of Lynn, Mass., which show clearly what great things Lydia E. Pinkham's Vegetable Compound does for those who suffer from woman's ills.

If you want special advice write to Lydia E. Pinkham Medicine Co. (consulting) Lynn, Mass. Your letter will be opened, read and answered by a woman and held in strict confidence.

INHUMAN TREATMENT OF YOUNG GIRL

Kept Her Pinned up in a Box with Snakes

James Ford and Charles Cox, of London, Ont., were sentenced to a fine of \$60 each or to spend six months in Central prison for exposing Hazel Ford, James Ford's eight-year-old child, to public view in a canvas pit with ten big snakes at Aylmer on August 4 and 5. The snakes included rattlers, gophers, etc.

Judge Hunt, of the Juvenile Court in passing sentence declared the man or woman pretty low down who would expose a child with snakes in order to make a living out of the public. Such people are as bad as those who maim children for the same purpose. He hoped the sentence would be a warning all over Canada to people tempted to use children in such a manner.

This is the third case of the kind under the revised Children's Protective Act. Ford, the aged father, is well connected and paid his fine. Friends of Cox are trying to raise the money.

THE BIBLE TINKERS

The critics of the so-called "Higher Criticism" will be interested in the following Aristophanic verse, written sixty years ago at the expense of the biblical iconoclasts and quoted recently by Rev. Dr. Wace in the course of a discussion on theological degrees at Oxford, England. The song is meant to represent "a chorus of theologians."

Deep thinkers and free, From the land of the new Divinity; Whose critics hunt for the sense sublime.

Hidden in texts of the olden time, Which none but the sage can see, Where Strauss shall teach you how Martyrs died.

For a moral idea personified, A Myth and a symbol, which vulgar sense Received for historic evidence; Where Bauer shall teach you how true Theology.

Is special and general Anthropology, And the essence of worship is only to find The realized God in the human mind.

The conclusion of this piece of clerical satire has the lyrical dexterity of a modern musical comedy:— Presbyters bend! Bishops attend!

The Bible's a myth from beginning to end. With a bug, bug, bug, And a hum, hum, hum, Hither the true Theologians come.

With a bug, bug, bug, And a hum, hum, hum, Hither the true Theologians come.

Advertisement for Zam-Buk, a relief for summer sores.

Advertisement for Frederickson Business College, W.J. Osborne Principal.

Advertisement for The Fall Term, opening on Tuesday, Sept. Second.

Advertisement for The First Week in September, with a catalogue request.

Advertisement for Patents, 60 years' experience.

Advertisement for Scientific American, published by Munn & Co.

Children Cry for Fletcher's CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of Dr. J.C. Fletcher and has been made under his personal supervision since its infancy.

What is CASTORIA? Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee.

Advertisement for GENUINE CASTORIA ALWAYS, featuring the signature of Dr. J.C. Fletcher.

Advertisement for SWEDISH CANADIAN LUMBER CO., Ltd., offering plane lumber, dry sheathing, and flooring.

Advertisement for P. A. FORSYTH, BUILDER AND CONTRACTOR, located in Whitney, N. B.

Large advertisement for Miramichi Publishing Co. Ltd., featuring the headline 'Just To Remind You' and details about their printing plant and services.

Advertisement for Ayer's Cherry Pectoral, a cough remedy.

It's easy for the man with a candid opinion to eliminate friends.

"It can be fed as hay to all kinds of animals, and has no superior as a hog pasture."

The Union Advocate
A WEEKLY NEWSPAPER
Established 1867

Printed and published every Wednesday by the proprietors, the Miramichi Publishing Company, Limited at their office, Castle Street, Newcastle, N. B.

Subscription \$1.00 per year. To the United States \$1.50 in advance.

G. BIDLAKE,
Managing Editor

Phone 23

WEDNESDAY, AUGUST 27, 1913.

AN IMPORTANT SUBJECT

Many subjects of interest and importance occupied the attention of the delegates to the Maritime Board of Trade which met here last week, and in the course of the proceedings some very instructive addresses were delivered. Probably the most interesting and instructive of them all was that delivered by Captain Read of Summerside on the subject of the intercolonial and P. E. Island Railways and the manner in which they were usually regarded by the people residing in other parts of this great Dominion. Captain Read's address was so full of information which should be known to every man, woman and child in the Maritime Provinces, that we deem it worthy of the prominence commonly afforded by the editorial columns.

The resolution down for discussion was:—

THAT WHEREAS the intercolonial and the Prince Edward Island Railways were a sine qua non of the Act of Confederation and were not intended to be commercially revenue producing roads.

BE IT THEREFORE RESOLVED That this Maritime Board views with distrust the attempt to raise rates unduly on the Government Railways.

Captain Read said:—

In introducing this question and making this motion for the consideration of this great body of business men, I want to impress upon you the fact that I am not finding fault with any Government or any Board of Management or even with the people of Middle and Western Canada who are primarily responsible for the attempt to make the Government Railways, Commercial Roads and Revenue Producing Properties for the benefit of the Federal Treasury. These governments and these people—and indeed our own younger people—do not seem to know—and I am sorry to say that even many of our own Maritime Representatives have forgotten—the great fact that the P. E. Island Railway and the intercolonial Railway were originally and are now public properties which were acquired and built for the benefit, not of the Dominion as a whole, but for the Maritime Provinces, to be operated, not for the purpose of raising a revenue for the Dominion, but as part of the quid pro quo—the compensation for the surrender of the right of indirect taxation by the Maritime Provinces, to the Dominion, as an offset in part for the cost of the Canal System of the larger provinces, which at the time of the Confederation had produced a great debt which these provinces were assuming in part by joining the Dominion, and as an inducement to the Maritime Provinces to join the Upper Provinces with whom they had no material connections. In short, these railroads were given to these Maritime Provinces as part of the terms—in fact the sine qua non of Confederation. So long as the Fathers of Confederation lived and retained their memories, there was no kick coming from the Federal Government about deficits on these roads, for they knew that the extra value of indirect taxation yielded by the Maritime Provinces more than paid the deficits, as well as the interest, on the cost of these railroads.

Forty-five years have passed since the Confederation Pact was made between Nova Scotia, New Brunswick, Quebec and Ontario and gradually the body politic, and especially the people of Upper Canada and the West, have forgotten these terms, and the reasons for the terms, and it is to remind our Maritime people and to inform the people of Quebec and Ontario and especially to impress upon the Representatives of these Maritime Provinces, that these properties are the People's Railways—our railways—Maritime Province Railways to be operated by the whole Canadian people for the benefit of the Maritime Province people and not as an instrument of further tribute from this section. That we have ourselves paid for the railways and that the Federal authorities only hold them in trust for our benefit—not our

curse. Understand Mr. President and Gentlemen these railways cost these provinces very dear. Apart from the question of mere sentiment, they have cost us very dear in cash and contributions. In order to give you a concrete illustration I will recite to you the case of my own province of Prince Edward Island, and what is true of Prince Edward Island is more or less true of our sister provinces of Nova Scotia and New Brunswick.

First, then our railway was built as the result of a conspiracy of the home government, i. e. the Imperial Government and the Dominion Government. It was built to put our province into the Confederation. Prior to that period our country was prosperous and had all the revenue it needed. With a tariff of 10 per cent. Ad Valorem on imported goods we had no provincial debt—we had the cheapest governed community in the civilized world—we were asked to join a Dominion with a debt, in round numbers, of \$249,000,000, the one-fourth of which we were to assume. Under the general terms of Union, there would have been placed to our credit, as a province, at Ottawa \$6,000,000, on which for all future time we would receive \$300,000, as for interest, but for this railway. Instead of so doing they only gave us \$2,000,000 and paid out \$4,000,000 of this our money, but kept the railway and called it their own. If they gave the railway back to our province as a local government road they would have to place to our credit at Ottawa \$4,000,000, at 5 per cent. for all time, and we could afford to have a deficit of \$200,000 per year, on our road which would go into the pockets of our people because freight is a tax the same as any other.

If at a time when all the Public Services, both local and federal, in our provinces including education, Local Public Works, Police, etc., were paid by a 10 per cent Ad Valorem duty on imported goods and no debt accrued, how much must the value to the Dominion be of the right of indirect taxation, which we surrendered, when the Import Duties on imported goods are twice and three times as high? It only requires a moment's consideration to see that we are being held white in these Maritime Provinces, when you see the fairest province in all Canada losing her population—a country above all others endowed by Nature with those qualities which make the struggle for existence the easiest, with a natural drained pulverulent fertile soil which only requires to be tickled to yield in great abundance—where climatic conditions are the most rigorous—where home life is the purest—where social life is highest—where civility is strongest—in short, where every prospect pleases and only governmental conditions are vile. When I say, you see such a province lose, not only the natural increase of its population, but 10 per cent above that in one decade, don't you think there is a nigger in the woodpile somewhere?

We have been sacrificing ourselves for Canada these forty years, the intense Canadian patriotism of our people have led them on to build up this young nation and we have entirely lost sight of the good maxim that "Charity should begin at home." The time has now at last arrived when our people must wake up and fight for and protect our rights and privileges, for our fellow Canadians of the West and Middle of Canada have begun to look upon our sacrifices as their right in fee.

Let me give you a concrete example of our contributions to Quebec and the West.

A few years ago—speaking from memory, nine or ten years ago—the Board of Trade of Ontario set up an agitation to have the Dominion Government make the Canals—public works that cost this country \$100,000,000—free.

They sent out circular letters to all our Boards of Trade. The Summerside Board, of which I was a member, after discussing the matter, authorized me to reply to that circular on behalf of our community. I had for some years lived and done business in Baltimore, Md. U. S., as a ship broker, and that at a time when Baltimore was taking and had already largely taken the export trade from the great city of New York.

The New York people saw with consternation their trade gradually and surely leaving them and going to Baltimore. President Garret of the Baltimore and Ohio Railroad had put down the freight rates on that great line to a very low rate. The New York Central and other roads feeding New York were unable to compete,

but her financiers and merchants determined to restore the traffic and relieve their lost prestige. First they through the New York Board of Underwriters raised a discriminating insurance rate against the Baltimore and especially against Canadian vessels, which at that time were mostly engaged in the Baltimore trade. This had some effect but not enough. They were working to make the Erie Canal free, at last they succeeded and Baltimore trade fell off like a flash. Nearly every ship brokerage firm, including my own, had to pull up their stakes, for like Othello, our occupation was gone. The freedom of the Erie Canal had done the trick.

I wrote the Kingston, Ontario Board in reply to their letter giving them a full account of the causes and effects of the rivalry between these great American cities and pointing out to them that if Canada was to obtain and retain the trade of the Canadian West and the American West it would be necessary to make the canals of Canada free, and I added that I knew the Maritime Commissioners and Senators had enough Canadian patriotism to hold up both hands in order that our nation might secure this trade.

The Kingston Board of Trade had our Summerside letter engraved and embossed, sending a copy to each member of the House of Commons and each Senator.

The Canadian canals were made free, Canada today, as a result, has the great American and Northwest grain trade.

This is only a very small indirect benefit to these Maritime Provinces, but do you not think that the surrender by our provinces so freely of their interests in such a large block of Public Property to the use of the Western Provinces should and would not be recognized by the Western men in such a spirit of fair play as will put a stop to this unjust imposition on our people, through our Government Railways as we have noticed to be the policies of both Liberal and Conservative Governments?

In my opinion all that is necessary to do is to get the facts of the case before Parliament. We want all our representatives and senators to study the facts, and having become seized of them, there is little doubt that the freight rates will be again reduced.

What we want in connection with these Government Roads is good sane management and strict economy. Let us have the best men possible at the head of them and if this Board does its duty there is no fear of results.

I may be permitted to repeat, our representatives must from this out, irrespective of party affiliations stand shoulder to shoulder and fight for our rights so dearly purchased. Long enough have these Maritime Provinces been the mitch-cow of the Dominion. Our Canadian patriotism must give some of its exuberant intensity to a sane and intelligent Maritime civism, and so it may come about that though the raising of the freight rates on the Government Road was an Act quite aside from the public good, that Act by its irresistible injustice may be a reminder to our people of the terms of Confederation and a cause of teaching the Western people what they owe us.

NEWCASTLE BOY

(Continued from page 1)

soldiers arrived in time to hinder this calamity.

It is generally supposed now that since so many buildings in connection with the mines have been destroyed, that the work will be closed down for good which spells RUIN for the town. In view of this taking place, I will be sent somewhere else to work and hope it may be a little nearer home, at least to some more peaceful quarter.

The Provincial Farm Settlement Board has received word that A. W. Day had made arrangements for the sale of six farms in Restigouche and Gloucester counties. A farm near Bathurst formerly owned by A. T. Hinton was sold to Alex. W. Fraser. Another farm taken over by the Settlement Board from James Currey of Jacques River, in Restigouche County, was sold to Jeffrey Driscoll, a farmer who came from Maine. A farm at Archibald Station, Restigouche County, taken over from Martin Smearn was sold to Robert Archibald, a native farmer. Another farm in Restigouche, formerly belonging to the Murray estate, was sold by Mr. Hay to E. E. and E. W. Hayward. Guy S. Connor's farm at Bathurst, Gloucester County, was sold to Mirus Bateman, and another farm taken over from A. T. Hinton, of Bathurst, was sold to Henry Good. All the purchasers made the first payment of 25 per cent. of the price on their farms.

BOARD OF TRADE

(Continued from page 1)

in regard to the double tracking of the Intercolonial Railway or a new route from Amherst to Halifax so that Transcontinental grades would maintain from Moncton to the Atlantic Seaboard.

In an interview recently given in Halifax by Mr. Gutelius the present General Manager of the Intercolonial Railway, he fully confirmed the above statement, but Mr. Gutelius is of the opinion that the grades can be obtained along the present route of the I. C. R. from Moncton to Halifax. We feel satisfied that when Mr. Gutelius has made careful examination by his engineers he will discover that this is impracticable.

We beg to call your attention to the fact that our resolution also embodied a better connection of the Transcontinental Railway from Moncton or some other point on that road, to St. John. We believe the St. John Board of Trade has taken this matter up on their own account.

While some progress has been made during the past year in connection with this transportation problem, we trust that in the incoming year the matter will be followed up closely so that all the Transcontinental Lines may have outlets on the Atlantic Seaboard. The Western Provinces are not looking after themselves with regard to transportation facilities, but the Federal and Provincial Governments are expending large sums of money in opening up the remote and uninhabited parts of our Western Country. There is no possibility of any immediate return from the Railways going into the far Northwest. However, they are quite necessary in carrying out the development of this great country. How much more necessary is it that every Transcontinental Railway should be immediately put in connection with some port on the Atlantic Seaboard where navigation is open the year around so that the products of these far western provinces may find an outlet through Canadian ports?

Recent Western papers devote a great deal of space to the Railway that is being built to some port on the Hudson Bay. This road, I am informed, runs for the greater portion of the line through a perfectly barren country that will never produce anything.

We do not wish to criticize the policy of any Government in building lines to any port, but we know what St. John and Halifax are capable of, and we know that the railway facilities to these latter ports at the present time are inadequate, and therefore his Board of Trade of the Maritime Provinces should press upon the Federal Government the necessity of immediately completing all the Transcontinental roads leading to the above named ports. Why are Portland, Boston and Providence so active in seeking to provide facilities for the entrance of our three great Transcontinental Railways into their ports? Because they are alive to the fact of the great volume of trade from this Western Canada of ours that must seek an outlet on the Atlantic Seaboard. When these foreign cities are clamoring for our Railways to go to their ports, why should we sit by in our present apathetic mood and allow this great western trade to be carried through foreign outlets? Another summer has practically gone, and with the exception of surveying nothing tangible has been done to provide for the early conveyance of the western trade via our Atlantic ports.

When we say Atlantic ports we generally have in mind Halifax and St. John. Are these cities doing as much as they should to induce the Transcontinental Railways to complete their roads into their ports? Are they as active as their sister cities in the United States? If they are not, they should be, and they should be pulling together night and day to get all these Railways completed.

We would therefore urge that the Council of this Board for the coming year make this a part of their special work.

The Militia Act. This subject was presented by the delegates from Sydney and Glace Bay. The Minister of Justice stated that under the present Act it was quite impossible to give these towns the relief they sought, but he believed an Act could be passed that would correct this apparent injustice for the future, and we believe a bill was presented in the House, but owing to the rush of business during the Session was not passed this year. We have no doubt, however, that if the matter is followed up with the Minister of Justice it will be passed during the coming Session.

Tariff. Limiting the British Preference to goods imported to Canada through Canadian Seaports; presented by Mr. Rhodes, M. P.

This resolution though quite simple in appearance is international in construction and cannot be solved in a moment. While we believe it would be of great assistance to Maritime Province Ports to have the tariff so limited, it might possible work grievous harm to importers west of Montreal, and we are of the opinion that the Middle and far West would put up strong objections to the tariff being so constructed. Of the other hand, the United States Government might consider the Act one of discrimination.

We believe this covers what was done with regard to last year's resolution (Continued on page 5)



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NEWCASTLE STEAMBOAT COMPANY, LTD.

TIME TABLE "DOROTHY" N° 1913

Commencing on April 25th, the Str. "Dorothy N." will run on the Red Bank route, daily (Sunday excepted) calling at all intermediate points, as follows:—

Leave Newcastle for Redbank at 5.30 a. m. every Monday and will leave Redbank for Newcastle at 7.45 a. m. daily.

Leave Newcastle for Redbank every day at 3 p. m. except Saturdays when she will leave at 1.30 p. m., returning will leave Redbank for Millerton at 3.30 p. m.

Leave Millerton for Newcastle at 7 p. m., calling at all intermediate points. Returning leave Newcastle for Millerton at 10 p. m., returning to Newcastle same night.

Tuesdays will be excursion days from Redbank and intermediate points to Newcastle, return fare 35 cents.

Saturdays will be excursion days from Newcastle and intermediate points to Redbank and Millerton, return fare 35 cents.

Excursion tickets good for date of issue only.

Freight on Saturdays will be held over until early Monday morning trip.

Str. will be open for engagements for excursion parties every day, except Saturdays, from 10 a. m. until 2 p. m., and any evenings from 7 p. m.

FREIGHT RATES
100 lbs., 15c. 500 lbs., 60c. 1-2 tons, \$1.00, one ton, \$1.50.

Furniture and machinery charged by bulk.

FREIGHT AND PARCELS MUST BE PREPAID.

THE NEWCASTLE STEAMBOAT CO. LTD.
D. MORRISON,
Manager.

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On all orders coming in after August 15th to be delivered in September, we will make a reduction in price.

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THE WOMEN'S PAGE

HOW HEREDITY MAKES STAGE STARS



Representatives of Families Whose Forebears Have Been on the Stage Several Generations

IF THERE were a "400" of the footlights, quite a number of the "first families" of the American stage would be entitled to belong to it. For there is not a profession of the present day in which heredity has played so important a part as that of the actor.

FROM generation to generation the stage has held its own. The great tragedians and comedians—the Hamlets and the Falstaffs—of from 150 to 200 years ago are still represented by their kin, in various degrees of consanguinity, behind the footlights.

They are not playing the same roles, it is true, for they are moving along with the times, but they have not buried their talents, and, in fact, can draw as crowded houses as their illustrious forebears. Certainly the "leading ladies" of a century and less ago were not believers in race suicide and gave many children to the stage. In some cases, like the Kembles, all, or most of them, became famous.

Even in the American theatrical families of several generations back, the talents of fathers and mothers are passing from one generation down to another. The famous Junius Brutus Booths, followed by his equally noted son, Edwin Booth, and today the family is still represented by Sidney Booth, a son of Junius Brutus Booth.

PAID FATHER A FOREFIT
Miss May went on the stage after her marriage, despite the fact that her father, who was very much prejudiced against theaters, made Jefferson sign a deed that he would give him 500 pounds if she became an actress. The first Mrs. Jefferson died from exhaustion, and it is said that the late Joseph Jefferson experienced a severe pain at the base of the brain when he laughed heartily.

his casts were often composed almost entirely of his children and grandchildren, with the addition of his sister, Mrs. Jackson. Joseph Jefferson the first died in 1832.

GREAT-GRANDCHILD AN AMATEUR

Lauretta Jefferson played the part of Mennie, in "Rip Van Winkle," in her father's company for several seasons. One of Joseph Jefferson's great-grandchildren, while not adopting the stage, appeared in one of the children's parts with Thomas Jefferson. She is Josephine Rolfe, a granddaughter of Charles Burke.

Probably the best known of the American players, who are just as popular with the present generation as their forebears were in the early part of the last century, are the Drews and the Barrymores. Louise Drew is the only one of the Drews who bears the family name who represents the fourth generation on the stage. Her parents, John and Lionel Barrymore and Ethel Barrymore, were fortunate in having two gifted members of the stage, Maurice Barrymore and George Drew, for their parents.

THESE is a new use for the mother-in-law—for the prospective mother-in-law. It may be that the mother-in-law of the reality instead of the prospect may get along about as usual.

The Jeffersons continued acting together after the death of the father, and when the second to bear that name died in Mobile, Ala., in 1842, the theater had to be closed on account of the number of players absent. This Joseph Jefferson was only 28 years old, and he gave promise of a worthy career at the time of his death. He was the father of Joe Jefferson, or "Tip," as he was familiarly known.

Leah Bateman Hunter, a Fifth Generation Representative of Noted Families

Gladys Rankin, and both continued on the stage. They have one child, Sidney Rankin Drew, also an actor. John Drew, the only son, married Josephine Baker, an actress, and their daughter has often appeared before the public, sometimes in her father's company.

There is never any lack of material, although home and mother in order to give love's fond fancy but themselves to contemplate. Not generally, though; not as a regular thing; not as a rule—not by a long shot. Too many of them insist on clinging to their mother right on up to the limits of the grave, if the Kicks husbands register count for anything.

But the mother-in-law as a prospect is distinctly another story. She can serve a valuable turn as a lady to fall in love with, prospectively. Look her over and make up your mind whether she is all your fancy as painted for a wife, at her age.



Famous Stage Families and Their "Trees"

Thomas Jefferson (1774-1832) married Miss Mary, actress. Joseph Jefferson (1774-1832) married Euphemia Burke, actress. Joseph Jefferson (1804-1842) married Mrs. Thomas Burke, actress. Joseph Jefferson (1823-1905) married Margaret Clemons Lockyer, actress. Thomas Jefferson (1837-?) Lauretta Jefferson.

John Davenport had six children, all of whom faced the footlights. The best known of them was Fanny Davenport, the American creator of many of Sardou's heroines. The others were Harry Davenport, the husband of Phyllis Rankin; Edward Davenport; Blanche, an actress, who married William Seymour; and Florence Davenport, also an actress, who married Davenport Leftwich and has one child, Davenport Leftwich on the boards.

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