

# The Union Advocate

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NEWCASTLE, NEW BRUNSWICK, TUESDAY, JUNE 7, 1921

FIVE CENTS PER COPY

## A. D. FARRAH and CO.

"The Advance House of the North Shore"

Our June Drive for 500 New Customers  
Brings Forth

## Jersey Suits \$15.

The Jersey Suit is here to stay. No woman's wardrobe is complete without one, and those we have been selling so many of, are as smart in appearance as they are serviceable in quality. They are light in weight yet warm enough to withstand the season's most unexpected weather changes.

A new lot has just been unpacked and will be on sale until Saturday. If any remain that long. They are in Tuxedo style and have two pockets with belt. There are also

## Jersey Coats \$15

with tricolette vestee, some plain, others embroidered. The colors are Taupe, Sand, Green, Grey, Brown and Navy, sizes 36 to 42. Our word for it that this is a very special bargain.

## A Contest for Wise People What Do You Say?

If You .....

You must get it at A. D. Farrah & Co.

Name .....

Address .....

Can you complete that first line? We will give \$20.00 in cash or a Florentine Linen Centre Piece for the best and most original finish to that line. \$10.00 in Cash or a voile dress for the second best—\$5.00 Cash or a man's hat for the third best.

Write your Idea of the best way to complete the line on the above contest blank, sign your name and address and bring it to our store.

### Contest Closes on Monday, July 4th

No mailed answers are accepted. No answers are accepted except written on the above blank or accompanied with this advertisement.

Talking about A. D. Farrah & Co., lots of nice things have been said about the Farrah Store such as

"A fine place to Trade", "Everything is so reasonably priced"

Now have you anything nice to say?

If so, you have a chance of winning one of these prizes. Be sure and fill in that line and bring this advertisement to the store, Your Store, Farrah Store.

Judges for this contest will be announced later.

## A. D. FARRAH and CO.

### HAPPY HOUR ON WEDNESDAY

Followers of the fistic art in America were astounded when Georges Carpentier, who as heavyweight champion of Europe may soon meet Jack Dempsey in a world's championship battle, admitted that he smoked cigarettes or cigars while training for his fights. The famous Frenchman will be seen in action in "The Wonder Man," the Robertson-Cole special, at the Happy Hour Theatre, on Wednesday June 15.

"There are no hard and fast rules about training," the idol of France smiled when interviewed by a special representative of the sporting page. "What is food for one is poison for another. I am not a heavy smoker and I do not smoke enough out of training to injure my throat membranes or my lungs.

"When in strict training if I feel the need of a cigarette, why, I light one. I find it quieting and soothing to the nerves. I don't believe it is wise to smoke immediately upon arising nor just before a meal, but frankly I admit I don't know what I would do without my after dinner weed.

"I wonder if it has ever occurred to you that it is infinitely more wearing on the nerves to combat the craving for a smoke than it is to satisfy the longing. After a person has become addicted to the habit the strain of refraining from smoking is far more injurious, in my opinion, than over-indulgence."

Naturally, at this point, the interviewer inquired if the French pugilist would discuss his methods of training. "Why not?" Carpentier's brilliant Million Dollar Smile, it has been called—flashed back.

"I am adverse to long periods of training," Carpentier said in answer to another question. "When a man is as active physically as I am, six weeks is plenty of time to fit him for a world's championship contest. To get the best results from training the period should bring a feeling of buoyancy and exhilaration."

Carpentier is out of sympathy with the old-fashioned methods which strictly prescribed a fighter's diet and his general living conditions. Road work, he believes was over emphasized.

"Boxers no longer have the same ideas about dieting," he said. "They have ceased to punish themselves with some of the rigors of old time training. A boxer now eats that which he feels will do him the most good. As far as I am concerned I am very fond of greens and vegetables, meat I eat but once a day. Of course, when training, I see that solids make up the bulk of my diet.

"As for road work, I believe it is a detriment instead of a help unless it is strictly regulated. Old time fighters left their speed on the road, yet they wondered what was the matter with their footwork in the ring. Nowadays boxers realize that the long runs only are for the start of the training and that as soon as the wind is good and the muscles are hardened too long runs do more harm than good."

Jack Warwick thinks women will have to throw more sincerity in their handshaking if they are to succeed in politics. Oh, no Jack. A woman does not capture by pumping the human wing. She plays us, with her irresistible smile and the soft glow of her incomparable lamps.

Mr. Harry McLean of Campbellton, sent Monday in town the guest of his sister, Mrs. G. E. McGrath.

### C. G. MERCHANT MARINE ANNOYS SHIPPING RING

If Sir John Macdonald was right in saying that the best tree in the orchard is the one with the most sticks under it, then Hon. C. C. Ballantyne, Minister of Marine and Fisheries, is one of the best members of the Meighen Government. The Liberal party is throwing clubs at him. So is the Farmers' Party, which has degenerated into a mere "copy-cat" for the Opposition. The Steamship Companies, the privately owned railway Companies, and the Shipping Ring, are also throwing clubs at him, and they are influencing some journalistic supporters of the Government. The objection is not to Mr. Ballantyne personally, who is conceded to be a first-class business man and whose honesty is beyond question, but to the National Merchant Marine.

Friends of public ownership everywhere acclaim the National Marine. Its establishment is necessary for the efficient working of the National Railway system. It shows no operating deficit. Even last year, a most trying one for shipping business, the Canadian Merchant Marine paid all operating expenses, set apart \$667,000 for reserve and depreciation, and netted the country over 2 per cent on capital invested. Few transportation companies on the American continent, whether on land or water, made a record like this.

It is said that the cost of building ships has gone down since these Government ships were constructed, and therefore they could be replaced by less than their actual construction cost. That would apply to most every thing bought or built in the flush times following the war. A lot of people paid more for bread and butter milk and eggs two years ago than they do now, but they could not go hungry for two years awaiting a fall in prices. The ships had to be built the time they urgently were needed and also because we had thousands of returned soldiers in search of employment. They also had to be built in Canada as everyone agreed that is the proper policy, even though it might cost more to build them here than it would cost in England or Japan.

### VICTORIAN ORDER TRAINING SCHOOL

A decided step forward was made on Thursday afternoon in the improvement of Public Health of the province when five nurses, who have been training at the Victorian Order Training school graduated as district health nurses.

The training of these nurses has been made possible through the Red Cross which furnished necessary funds and the Victorian Order which provided instruction. Friends of both organizations interested in health were invited to be present at the exercises which were held at the G. W. V. A. rooms, and which were of a most interesting character, marked by fine addresses delivered by prominent officials.

His Honor Governor Pugsley presided. On the platform were Mrs. George F. Smith, first vice-president of the Victorian Order; R. T. Hayes, M. L. A., president of the N. B. division of the Red Cross; Chancellor Jones, of the University of New Brunswick; Hon. Dr. Roberts, minister of public health, and Miss Cotes, superintendent of the V. O. N.

The five young ladies who were graduating looked very attractive in their neat uniforms of blue with the regulation black straw hats worn by the Order. They are Miss Elizabeth Aylward, Five Islands, N. S.; Miss Marion Maloney, Rogersville, N. B.; Miss Greta Ferris, Miss Ethel Armstrong and Miss Jessie Murray, St. John.

### Rheumatism Neuritis, Sciatica, Neuralgia.

#### Templeton's Rheumatic Capsules

Have brought good health to half-a-million sufferers.

A healthful, money-saving remedy, well known for fifteen years, prescribed by doctors, sold by druggists, \$1.00 a box. Agents or write for a free package. Templeton's, Toronto

For Sale By  
DICKISON & TROY

### Special Super-production

COMING to THE  
HAPPY HOUR

Wednesday June 15th

## GEORGES CARPENTIER

### in The Wonder Man

ROBERTSON-COLE

He's the Man with the Punch and the Smile

He Has It in the Ring  
He Puts It On the Screen



# Pool Canadian Railroads Into One Big System

**LORD SHAUGHNESSY'S PRACTICAL REMEDY FOR GRAVE PROBLEM—OPERATION BY C.P.R. UNDER CONTRACT—DEFICITS OVERCOME BY ECONOMIES**

Lord Shaughnessy has prepared and given to the public his personal view of the railway problem in Canada, prefacing his statement with the following letter addressed to the Prime Minister:

Montreal, April 6th 1921.  
Dear Mr. Meighen,—National railway affairs are, I am sure, to you a source of constant anxiety. To my mind the railway question, involving as it does such an enormous shift on the annual revenue of the country with no prospect of any improvement in the near future, is the most momentous problem before our country at this time that the Grand Trunk transaction will prove disappointing and expensive, and if it were my case I would go a long way to secure the consent of the Grand Trunk shareholders to the abrogation of their contract. I am enclosing a memorandum giving in rough outline my opinion as to the only process through which the atmosphere can be cleared. Some people, whether they believe it or not, will find in my suggestions a selfish desire on the part of the Canadian Pacific to control the railway situation. The Canadian Pacific has served its turn on every occasion in the past thirty-five years, when schemes were promoted with disregard of the cost to the country.

The Canadian Pacific has no fish to fry, and I am not sure that my plan would be viewed with favor by the executive, the directors or the shareholders. Everybody connected with the company would prefer to see its status undisturbed, but it is impossible to accept with equanimity a situation which makes a demand on the public treasury of about \$200,000 per day, without any compensating advantage, if there be any possibility of improving it.

My memorandum, as you will observe, merely brings up to date and very much the same lines a similar paper that I prepared about the end of 1917 and sent to Sir Robert Borden. He feared, I imagine, that as a plan would apparently create a Canadian Pacific monopoly in transportation it would not be acceptable to the country. Even if there were foundation for that theory at the time, the current of events since 1917 may be regarded in a decided change of sentiment.

I am submitting the memorandum to you with the best intentions in the world for such consideration as you may think it deserves.

Yours faithfully,  
(Sgd.) SHAUGHNESSY.  
Rt. Hon. Arthur Meighen, P.C.  
Premier, Ottawa, Ont.

## ONE NATIONAL SYSTEM Lord Shaughnessy's Plan for Canadian Railways

In 1917 I prepared a memorandum analyzing the railway situation in Canada as it then existed and suggesting a plan of dealing with it, which I read to our Directors and subsequently forwarded to Sir Robert Borden for the consideration of himself and his Cabinet. Evidently my views did not appeal to the Government nor to the advisers from whom the Government at that time received its inspiration on railway affairs.

Meantime, conditions have substantially changed. Capital expenditures of considerable amount that might have been avoided have been incurred, and the deficits resulting from the operation of the weaker lines have increased by leaps and bounds, so that the suggestions contained in the memorandum of 1917 would not now be available.

It was not my purpose then, nor is it now, to discuss the railway policy of successive Governments, Federal and provincial, during the past thirty-five years. In most cases the legislation defining the policy received the approval of the electorate at the polls, and therefore if serious and expensive blunders were made we should be prepared to pocket our chagrin and foot the bills with equanimity. We have, however, the obligation to try to discover and develop plans that may serve to relieve the Canadian people from some part of the distressing and dangerous financial results now in evidence and which threaten the future.

Canada has now about 40,000 miles of railway lines. Of the lines included in this mileage approximately 37 per cent. earn annually sufficient money to pay all interest charges and to give a return on the share capital; 54 per cent. fail to earn enough to pay their working expenses and are consequently operated at a loss; and 9 per cent. earn interest on some of their major securities but have nothing to apply as dividend on the share capital.

Grand Trunk System. Included in the last mentioned is the Grand Trunk Railway System which is international in character, owning or controlling important railways in the United States with termini at Chicago, Portland and elsewhere. Serving considerable portions of the Provinces of Ontario and Quebec, the Grand Trunk System enjoys a substantial

volume of Canadian traffic, but its international business yields the greater part of its gross revenue. Relieved of the handicap that was imposed by the Grand Trunk Pacific the parent company should, in normal times, be in a position to pay the annual interest on most of its securities that take precedence of the common stock, but a return on the common stock would appear to be exceedingly remote in any circumstances. This railway system is, however, of national importance, and it would be unfortunate from our Canadian standpoint if, hampered by the methods and ambitions of previous managements, the company should be kept in a state of embarrassment and should be prevented from carrying out plans for increased efficiency and economy. It would be still more unfortunate if the Grand Trunk should be placed in a position that would have the effect of destroying, either on sentimental grounds or others, the movement through Canada of international traffic to and from its feeders in United States territory.

Even at this advanced stage it would be wise for the Dominion Government to drop all measures looking to the acquisition or control of the Grand Trunk, relieve that company of all obligations in connection with the Grand Trunk Pacific and to grant easy terms covering a period of years for the repayment of any amounts advanced by the Government to the Grand Trunk or secured on the credit of the Government in the last two years.

The Transcontinental Line. The National Transcontinental-Grand Trunk Pacific scheme of a line from Moncton to Prince Rupert was a deplorable blunder in its inception and execution. Doubtless the Grand Trunk objected to the line from Cochrane east and only yielded under pressure, but the eastern and western termini of the line having been once determined, the Government was, I know, guided by the advice and wishes of the Grand Trunk management that day in fixing the location and standard of construction. It was pointed out that four-tenths grades and light curvature would be necessary for the operation, because of the increased weight of the train that could be hauled over the line by a single engine. The theory was all right, but the basic essential was ignored. The traffic was not available for a long period of time to furnish loads for these heavy trains, and therefore the advantages could not be utilized unless the practice were pursued of holding traffic until sufficient amount was accumulated, with the consequent delay and expense and the dissatisfaction of patrons. A railway quite sufficient to handle the traffic likely to develop for many years could have been built in less than half the time and at a saving of 50 per cent. to 60 per cent. in cost, and as business increased and revenue improved the requisite changes to meet new demands could be carried out in the case of the Canadian Pacific.

Recognizing the National Transcontinental portion of the route as a national incubus the Borden Government soon after coming into power relieved the Grand Trunk Company from financial responsibility with reference to it, and the burden fell on the country.

Grand Trunk Pacific. The extravagantly constructed Grand Trunk Pacific with its terminal at Prince Rupert proved a most disappointing enterprise, because over most of the route there was no traffic to yield revenue sufficient to meet the interest charges on its mandatory securities, or, indeed, to cover the cost of maintenance and operation, meantime these interest charges, as well as any operating deficits, had to be met at regularly recurring periods, and the Grand Trunk Company could not have shouldered the burden without incurring financial disaster.

It was apparent that in the circumstances it would be necessary for the Dominion Government to give relief even to the extent of taking over the Grand Trunk Pacific. This was finally determined upon, but coupled with it was the decision of the Dominion Government to acquire the Grand Trunk Railway System as well. Clearly this was a mistake, as all the advantages that would result to the Grand Trunk Pacific and other portions of the Canadian National Railway could have been secured by a traffic agreement.

By its Grand Trunk policy the Government is unnecessarily adding to its burdens, and the Grand Trunk System, as I have stated before, would now and hereafter be a much greater asset to Canada if privately owned and operated than it can possibly be if merged into the National System.

While the transfer of the Grand Trunk Pacific to the Government of Canada and the consequent relief of the Grand Trunk Railway Company would appear to be a judiciously handled transaction, it is not without its justification, because when the Dominion Government was framing its policy with reference to the route and character of the line the objections and, indeed, dangers of the policy were frequently pointed out to the Government by those who had the requisite knowledge of the country and the technical experience to entitle their opinion and advice to more consideration than they received. The Government cannot escape its share of the blame.

The Canadian Northern System was by over-expansion made a hopeless business proposition. Without wishing to criticize the policy pursued by the company, it is evident that the future of the property was founded on the assumption that the prosperity and expansion which Canada enjoyed for a period of eight or ten years would continue to be exceeding in the mileage of the system was increased year by year until the annual interest charges of the company reached a sum out of all proportion to present or prospective revenue. Had the promoters confined themselves to the territory between Lake Superior and Edmonton their venture would have been of advantage to the country and profitable to themselves. Their exploits east of Port Arthur and their expansion were untimely and disastrous.

It became clear that the company must collapse unless kept alive by very large grants from the public treasury. This there could be no justification, and the only other alternatives for the Government were to permit default and liquidation or to take the property over under the terms of the Act of 1914. The Dominion Government, having become a partner in the enterprise by accepting 40 per cent. of the share capital at a cost to the country of \$57,000,000 in subsidies and guarantees, and being guarantor of the repayment of the principal amount, default and liquidation would have had their disadvantages. While it is probable that in the circumstances the country's interests were best served by the acquisition of the property, it strikes one that the legislation relating to the transaction would have been the subject of less criticism had provision been made for the payment of a very substantial honorarium to the promoters and devoted nearly twenty years of the lives to the establishment and development of the enterprise instead of the creation of a tribunal to determine the value of something that in the minds of the promoters and the public was valueless.

With the ownership or control of the Intercolonial, National Transcontinental, Canadian Northern, and Grand Trunk Pacific lines vested in the Dominion Government, the Canadian people are now the proprietors of about 17,000 miles of railway, with a capital investment of say \$250,000,000, and an annual interest charge of approximately \$34,000,000. In the annual interest charges nothing is included for the Intercolonial and Prince Edward Island Railways, because these have been with us for a period as unproductive and expensive property, the National Transcontinental absorbed in the Consolidated Fund.

There is no rolling stock equipment nor are there terminal yards, freight facilities, repair shops or other requirements commensurate with a system of this magnitude, and the cost of providing them will be very great indeed.

Operating Revenues. According to the brief return submitted to Parliament a few days ago the operating revenue of the Canadian National Railways, including the Grand Trunk Pacific, for the year 1920 was as follows: From passenger traffic, \$23,713,834; from freight, \$90,982,332. The train mileage run to earn this money was as follows: Passenger trains, 13,322,587 miles; freight trains, 24,485,286 miles. In the same period Canadian National earned \$49,696,166, and the Grand Trunk, \$125,738; and from carriage of freight, \$145,303,399; with passenger train mileage 20,538,038, and freight train mileage 26,281,627.

It will be gathered from these figures that the Canadian National System is out of the question. Were it possible to effect a reduction in train mileage on the National System to earnings same as that on the Canadian Pacific, the saving in transportation alone would represent upwards of \$22,000,000 per annum. This, however, is out of the question, because no such thing is possible without serious public inconvenience, the great mileage of the National System to be served and the limited traffic available prevent a proper relation between traffic and train miles.

It is to be observed, however, that the Canadian Pacific handled traffic representing revenue 71 per cent. in excess of the Canadian National, with an additional cost of transportation of only 13 per cent. This is accounted for to some extent by the greater expense per train mile for transport on the National System. In this unit of operating expenses there would have been a saving of about \$6,500,000 if the Canadian Pacific basis had been reached.

Maintenance Costs. Maintenance of way and structures on the Canadian National about \$43,000,000 for 17,000 miles of railway, or an average of \$2,520 per mile. On the same account the Canadian Pacific expended \$32,574,000 on 13,402 miles of railway, an average of about \$2,430 per mile. Doubtless considerable expenses were involved in bringing to a higher standard main lines of the National System that had been permitted to run down, but so large a percentage of the system consists of unimportant branches with light traffic where maintenance charges should be comparatively low that the average for the whole system would appear to be rather excessive. If it be assumed that destroyed and obsolete cars and locomotives were replaced in accordance with the Canadian Pacific practice, the expenditure for maintenance of equipment was not excessive based on the Canadian Pacific average cost in the same year per locomotive and per car. Taking into account the extent of the System, the traffic and general expense of the Canadian National Railways are not excessive.

If the very large annual deficit resulting from bringing to a higher standard main lines of the National System that had been permitted to run down, but so large a percentage of the system consists of unimportant branches with light traffic where maintenance charges should be comparatively low that the average for the whole system would appear to be rather excessive. If it be assumed that destroyed and obsolete cars and locomotives were replaced in accordance with the Canadian Pacific practice, the expenditure for maintenance of equipment was not excessive based on the Canadian Pacific average cost in the same year per locomotive and per car. Taking into account the extent of the System, the traffic and general expense of the Canadian National Railways are not excessive.

Reduction of Rates. I have made no reference to the economies that would result from a revision of the schedule of wages and working conditions, which are on a fictitious basis and must be amended, because concurrent with this will be a reduction in the rates for the carriage of commodities that are essential if the country's basic industries are to be stimulated or indeed kept alive.

The situation is a serious one and almost hopeless unless some plan can be devised that will promptly and effectively bring to this National Railway System additional financial strength and sustenance. With but one set of shareholders, the Canadian Pacific Railway Company, it is really the Canadian Pacific. The shareholders have their railways constituting the Canadian system of over 14,000 miles, with Lake, River and Pacific Coast Steamship Lines, express and other accessories whose income in last year's total of \$216,000,000, and the net revenue of \$33,000,000. And then they have their other assets that are dealt with in a separate account, consisting of their ownership in railway companies in the United States that are under separate management but that interchange traffic with the Company at the frontier, the ocean steamship lines, and other interests, all representing a substantial sum from which revenue is derived to supplement the distribution to the shareholders from the proceeds of the railway operations.

If by some arrangement with the Company these assets could be segregated and the railway property added to the Government System that I have just described, the System would comprise 31,000 miles of railway with a considerable amount of parallel lines unimportant or useless.

Price to be Paid C. P. R. The consideration to be given the shareholders of the Canadian Pacific Railway Company in exchange for the properties above defined would, I imagine, be in the nature of an undertaking by the Government of Canada to pay to the shareholders in perpetuity a fixed annual dividend on the share capital, to be supplemented by a further payment when the whole property was yielding a specified return.

The extraneous assets of the Canadian Pacific would be transferred to and administered by Trustees or by a subsidiary Company with another Board of Directors, so that the Directors of the Railway Company would be interested only in the administration of the trust placed in their hands by the people of Canada. There would be no motive for selfishness, if such a thing were possible in the circumstances. The income on their shares being fixed and unchangeable, excepting as above provided, the Canadian Pacific shareholders could receive no advantage from preferential treatment of the Railway System. The Directorate would have every incentive for wise, prudent and business-like administration.

Of course there are many details that would have to be worked out, but it is not necessary to refer to them here. Now, having brought these properties together, we are faced with the most serious problem of all, namely, that of administration and operation. Political management would be impossible, because among other reasons policy and management must have the elements of continuity and could not be changed with

each change of Government without ruinous results. While I have great regard for the opinion of my friends, Sir Henry Drayton and Mr. Acworth, I do not agree that their plan of management would eliminate the danger of political interference, because it could be changed at any session of Parliament. My suggestion would be that if an agreement with the Canadian Pacific Railway Company on the lines that I have indicated were found feasible, that Company would be used under the terms of a contract approaching perpetuity in its duration to administer and operate the whole property for account of the Canadian people. I mention the Canadian Pacific because the magnitude, scope and variety of its operations compel a comprehensive organization, and this could be supplemented by judicious selections from the staffs of the other companies to meet the demands of the larger work.

Savings to be Effected. On the returns for the year 1920, the gross earnings of the combined system would be \$342,283,000 and the operating expenses \$345,978,000, a deficit in operation of approximately \$3,700,000. The annual fixed charges of the whole system, including the dividend on Canadian Pacific Preference Stock, would be \$49,000,000 or a total deficit of about \$51,190,000.

Essential expenditures on capital account from time to time will tend to swell these charges, but by the addition of the Canadian Pacific with its rolling stock equipment, its splendid terminals and other facilities, in the use of which the whole system would participate, important expenditures which could not be avoided in other circumstances would be rendered unnecessary.

To this amount of \$51,190,000 per annum, of course it would be necessary to add the guaranteed dividend on Canadian Pacific common stock hereafter to be determined, but if we set aside an estimated amount for that purpose the total deficit, including everything, would be approximately \$80,000,000. In the light of these figures present conditions brought about by the consolidation we must take into account the saving that would result from the consolidation by the elimination of unnecessary train service and of duplicate work at important terminals and at other points, the restriction of maintenance work on unnecessary duplicate lines; the decrease in general as well as traffic and agency expenditures; the common use of track and locomotives, reducing to a minimum capital expenditures on that account with greater economy in the maintenance of equipment and the stoppage of outlay in many other directions.

In 1920 the operating cost of the combined system was about 101 per cent. of the gross earnings. The Canadian Pacific cost was 84.7 per cent. of its gross earnings. If the average for the combined system could be brought down to the Canadian Pacific level it would represent a saving in the cost of operating of about \$56,000,000 per annum. There would still be a deficit of \$24,000,000 per annum, but for a number of reasons this would not be an expensive year and see no reason why the operating ratio should not be brought as low as 80 per cent. at most, which would reduce the total deficit to eleven or twelve million dollars. To catch up with this a growing volume of traffic would have to be relied upon, but with immigration settlement and development this should come in gradual stages, and the saving to the country in the meantime would be very large.

In connection with these transportation matters there are sure to be miscalculations and disappointments, but the consolidation that I have outlined above would appear to be the most logical and economical policy. Besides the National Railways, Canada would then have an Intercolonial system consisting of the Grand Trunk, Canada Southern, Toronto, Hamilton & Buffalo, and Pere Marquette Railways of 4,600 miles, and other lines of local or provincial character. These latter lines may well be sold to the provinces for their own salvation, and if they require aid, the provinces, having been relieved of their major liabilities under their guarantees, can well afford to give it.

I am not giving expression to these views as chairman, director or shareholder of the Canadian Pacific Railway Company, and it is quite possible that neither my fellow-directors nor the shareholders would be in accord with the Canadian Pacific, with its low capitalization and capacity for securing and handling a vast volume of traffic, should as time passes yield a larger return to its owners than at any time in the past. I am advised, however, that there is little room for doubt, but with a satisfactory annual dividend guaranteed in perpetuity by the Canadian Government the shareholders could probably be induced to forego their speculative benefits, as their shares would then have the security and stability of Government bonds.

It is my sole purpose to assist if I can in the solution of what is beyond doubt the most serious and menacing problem that faces our country, and to frankly outline the policy that I would adopt and carry into effect if the responsibility were upon me to act as the representative and trustee of the Canadian people in safeguarding the present and future railway transportation interests of the Dominion, and in endeavoring to stop, or at any rate minimize the vast demands on the treasury and the credit of the country that are pretty sure to be made yearly if the present policy is continued.

little damage was done to apple or strawberry blossoms. Conditions for fertilization of fruit blossoms have been very favorable. The total area sown to grain especially oats was particularly large. A considerable quantity of commercial fertilizer unloaded since May 10th has had the effect of bringing the total acreage planted to potatoes well up

to the general average. Hay and pastures made good growth, though rain would now help the upland pastures. Live stock were out to graze on good pastures by May 20th, and the supply of milk to dairies and factories as a sequence has been abundant.

"BUY AT HOME"

# THIS WOMAN'S RECOVERY

**Shows Remarkable Restorative Power of Lydia E. Pinkham's Vegetable Compound.**

Chesley, Ont.—"Before using Lydia E. Pinkham's Vegetable Compound I was a total wreck. I had terrible pains in my sides and was not regular. Finally I got so weak I could not go up stairs without stopping to rest half way up the steps. I tried two doctors but they did me no good. I saw your medicine advertised in the newspapers and thought I would give it a trial. I bought four bottles of the Vegetable Compound and was restored to health. I am married, am the mother of two children, and do all my housework, milk eight cows, and do a hired man's work and enjoy the best of health. I also found Vegetable Compound a great help for my weak back before my babies were born. I recommend it to all my friends who are in need of medicine, and you may print this letter if you wish."  
Mrs. HENRY JANKE, R. R. No. 4, Chesley, Ontario.

It hardly seems possible that there is a woman in this country who will continue to suffer without giving Lydia E. Pinkham's Vegetable Compound a trial after all the evidence that is continually being published, proving beyond contradiction that this grand old medicine has relieved more suffering among women than any other medicine in the world.

## SUNNY CORNER

Sunny Corner, June 4—Mrs. Frank McFarlane, Chatham spent the weekend here.

Miss Ida Mullin has gone to Red Bank for a few weeks.

The many friends of Miss. M. A. McDonald will be sorry to hear that she is seriously ill.

Miss B. Mullin was in Chatham on the 27th.

Mrs. Miles McAllister and little son Gerald were the guests of the former's mother on Sunday.

Miss Verna Hare, Curventon is spending a few weeks at the Corner.

Mrs. W. Matchett was in St. John for a few days last week.

Mr. Perley Mullin is erecting a trim little cottage quite near the Blacksmith shop.

## A Desire To Eat What You Want

**Stomachs Can be Restored to a Healthy Condition.**

Not to be limited in diet, but to eat whatever he pleases is the dream of every man. No one can honestly promise to restore any stomach to this happy condition, because all people cannot eat the same things with equal satisfactory results. But it is possible to so tone up the digestive organs that a pleasing diet may be selected from articles of food that cause no discomfort.

When the stomach lacks tone there is no quicker way to restore it than to build up the blood. Good digestion without rich, red blood is impossible and Dr. Williams' Pink Pills offer the best way to enrich the blood. For this reason these pills are especially good in stomach trouble attended by thin blood, and in attacks of nervous dyspepsia. Proof of the value of Dr. Williams' Pink Pills in cases of indigestion is given by Mr. John A. McDonald, Tarbot, N. S., who says: "Every sufferer from indigestion has my heartfelt sympathy, as I was once myself a bond slave to it. Eating at all became a trial, and as time went on I became a mere skeleton of my former self. I took all sorts of recommended medicines, doctors' and advertised, but to no avail. Then a friend said to try Dr. Williams' Pink Pills. I got a box and I thought before they were done I could feel a change. Then I got six boxes more, and by the time they were used I was eating my meals with regularity and enjoyment. My general health is now good, and it is no wonder that I am an enthusiastic advocate of Dr. Williams' Pink Pills."

You can procure Dr. Williams' Pink Pills through any dealer in medicine or they will be sent you by mail for \$50 cents a box or six boxes for \$2.50 by writing direct to The Dr. Williams Medicine Co., Brockville, Ont.

**CASTORIA**  
For Infants and Children  
Use For Over 30 Years  
Always bears the signature of *Chas. H. Watson*

## CROP REPORT OF PROVINCE OF N.B.

Ideal weather for seeding prevailed during the month of May and farm work proceeded very rapidly. Planting of potatoes was quite generally

completed by the 28th, and the sowing of coarse grains, with the exception of buckwheat, by the 31st. Sowing of turnips, buckwheat, corn and soiling crops will be completed by mid-June.

The rainfall was very light, being only 0.88 (ninetenths) inches at the University Observatory. Frost was recorded on several nights, though

little damage was done to apple or strawberry blossoms. Conditions for fertilization of fruit blossoms have been very favorable. The total area sown to grain especially oats was particularly large. A considerable quantity of commercial fertilizer unloaded since May 10th has had the effect of bringing the total acreage planted to potatoes well up

to the general average.





### Too Many Men and Women

who suffer from indigestion, —do not realize what a dangerous illness this can develop into.

By taking right precautions you prevent developments and also relieve the ailment.

### HAWKERS' DYSPEPSIA REMEDY

gives prompt relief to those suffering from indigestion, Dyspepsia, Acid Fermentation, Flatulency (or gas) and all other stomach troubles. It is a remedy you can depend upon to restore your health to normal condition.

Sold at all Drug and General Stores.  
Price 50 cents  
THE CANADIAN DRUG CO. LIMITED,  
ST. JOHN, N.B.

## INDUSTRIAL RELATIONS

In the United States there seems to be a general movement among employers to establish the "American plan" as against the "English plan" in dealing with labor. Behind Whitley Councils and all collective bargaining in Great Britain lies the assumption that employers will contract with labor unions. In the United States many employers refuse to recognize unions and yet do not directly oppose collective bargaining. They take the position that the right to labor is a fundamental right of American citizenship, and that employers may not discriminate between workmen who join unions and workmen who refuse to do so. They agree that it would be unjust to deny employment to any worker because he may belong to a union, but they insist as strongly that employers are under no greater obligation to organized labor than they are to unorganized labor.

Collective bargaining in Great Britain means generally that labor must be unionized before any contract can be made. Collective bargaining in the United States means dealing between

## ASTHMA USE RAZ-MAH

NO Smoking—No Spraying—No Snuff  
Just Swallow a Capsule  
RAZ-MAH Is Guaranteed  
to restore normal breathing, stop mucus  
gatherings in the bronchial tubes, give  
long nights of quiet sleep; contains no  
habit-forming drug. \$1.00 at your drug-  
gist's. Trial free at our agencies or write  
Templetons, 142 King W., Toronto.

For Sale By  
DICKISON & TROY

a company and its employees free from any recognition of unions or any interference by the leaders of labor organizations. Those who defend the American system contend that the supreme consideration in industry is the human relation between employers and workers, and that industrial harmony can best be obtained by close co-operation between directors and employees within a particular industry and by the exclusion of outsiders whose business may be agitation and conflict rather than compromise and agreement. Hence, while unionism does not seem to be making headway in the United States, there is much evidence of increasing co-operation between employers and workers. Reduction of wages has been far more general and radical in the adjoining country than in Canada. In most cases, however, the employers have sought to effect reduction by consultation with the workers and by revealing facts and conditions which establish the necessity for a lower scale of wages if the industry is to continue and increase of unemployment be prevented.

Unquestionably, however, there is a less happy feeling between employers and workers in the United States than exists in Canada. But one feels that in all countries, notwithstanding the perplexities and controversies of the moment, there will be in the future a better relation between the two essential partners in industry and production than there has been in the past. We shall not have a new world, but we shall have a more human world than we have ever had before. Nor can we afford to forget the long struggle of leaders of labor to improve the position of the class to which they belong, or ever again deny the right of workers to bargain on terms of human equality with those who manage and direct.

What is needed supremely is less of the spirit of conflict and more of the spirit of cooperation and confidence. Wage demands that are industrially impossible cannot be granted, but it is infinitely worth while for employers to yield without struggle to reasonable demands when yielding is possible and to show by the frankest disclosure of facts and conditions why and when demands cannot be granted without disaster alike to employers and workers. Probably we have all been thinking too much about rights and too little about duties, and have been too easily swayed by phrases and catchwords. When all is said the world owes none of us a living. If we all recognize that fact we will need no one's favor and will have no one's patronage.

One is impressed by some sentences in The New York Financial and Commercial Chronicle: "Possibly it is in the plan of Providence that suffering shall move us to less reliance on governments and more on individual initiative and liberty. At least, this is a clear lesson of the situation. Brace up. Rally courage and manhood, and if you seem short on either look for their roots and try to start their growth. Think less of your own share in the world's burdens and more of others, especially of the more silent ones. Turn away from self-chosen leaders who repeat falsehoods which they have found are pleasant to hear. Seek the bare, uncompromising truth, and pay heed to it. Change quarreling into co-operation, and all pull together to smooth obstacles and increase abundance. Take your share, and carry it uncomplainingly until it gradually lightens (as it will, if you do not hinder), and meanwhile lend a hand to some other's load, which will surely make yours seem a little less grievous."

## FAMOUS MUSICIAN DEAD IN U. S. A.

Frederick O. Currier, who passed away Tuesday in New York city, is well remembered by Lewiston and Auburn people who were prominent in musical circles 25 or more years ago. When only thirteen he showed decided talent as a cornetist. Two years or later he was pronounced an accomplished musician. From that time on he rose steadily in his profession, and he has been called by critics one of the best, if not the best, trumpet players in New York city.

Mr. Currier was born in Lewiston nearly 49 years ago, the son of Otis and Jimma (Haines) Currier, and was educated in the schools of this city. He studied the cornet with Dana Holt and Charles Johnson, and later with Mr. Burnham of Portland. He was soloist in the Lewiston Brigade band and played in the Main Festival chorus in its earliest days.

He left Lewiston about 25 years ago and went to Miami, Fla. After remaining there a short time, he went to New York, where he has since made his home. Most musicians in New York city tell stories of discouragements at the outset of their careers, of futile attempts to secure engagements, of applying again and again for positions, only to turn away disappointed. Mr. Currier never had any of these incidents to relate, because he never had any such experiences. From the time he first landed in New York, until the day of his death, he was never without an engagement.

Mr. Currier has played in practically all the leading theatres in New York city, and for years was at the Hippodrome under Mr. Klein. Occasionally he made trips south and has played at Palm Beach and at Hot Springs in Virginia. He was soloist in the Knapp Millionaire band, when it appeared in Lewiston some 12 years ago.

Last summer Mr. Currier went to Colorado Hot Springs for his health, but received no noticeable benefit and returned to New York. He played last Monday evening, as usual, and rose at his usual hour the following morning. Shortly afterwards he complained of a severe pain in the region of the heart, and passed away before a physician could reach him.

Mr. Currier married Miss Alice Bateman of Calais, who survives him. He also leaves a brother, A. E. Currier of Sabatis, and a sister, Mrs. Henry Gifford of Portland. The body was brought to Lewiston for burial and the funeral was held Thursday afternoon.

The late Mr. Currier was a brother-in-law of Mr. H. S. Bateman, Lower Derby, N. B.

## A Smile In Every Dose Of Baby's Own Tablets

Baby's Own Tablets are a regular joy giver to the little ones—they never fail to make the cross baby happy. When baby is cross and fretful the mother may be sure something is the matter for it is not baby's nature to be cross unless he is ailing. Mothers, if your baby is cross; if he cries a great deal and needs your constant attention day and night, give him a dose of Baby's Own Tablets. They are a mild but thorough laxative which will quickly regulate the bowels and stomach and thus relieve constipation and indigestion, colds and simple fevers and make baby happy—there surely is a smile in every dose of the Tablets. Baby's Own Tablets are sold by medicine dealers or by mail at 25 cents a box from the Dr. Williams' Medicine Co., Brockville, Ont.

APPOINTED A JUDGE  
Charlottetown, P. E. I., May 30—It has been announced here that Hon. A. E. Arsenault, leader of the provincial opposition and ex-premier, has been appointed a judge of the supreme court of the province in succession to the late Judge Fitzgerald. Mr. Arsenault is fifty years of age and has been in the provincial legislature since 1908



## "At Forty-Five"

"YES, at my age I suppose I should expect a change in my condition. But I am nervous and irritable, so easily excited and worried, that I cannot understand what is wrong."

"I know just how you feel, my dear, for I have gone through exactly what you are experiencing now."

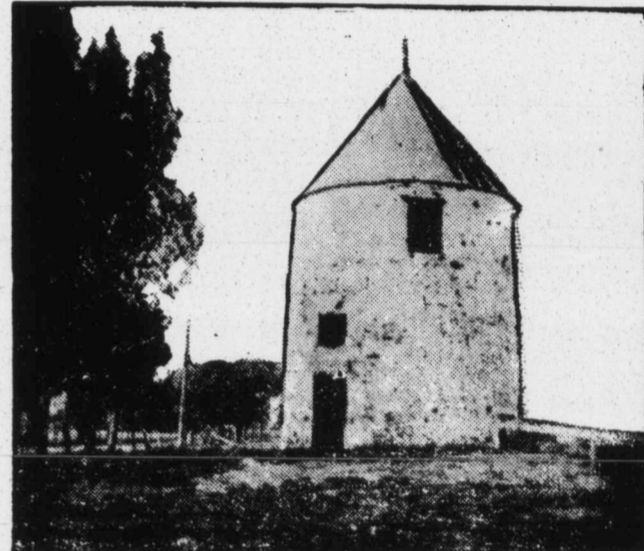
"But you are not nervous."  
"No, not now, but I was in a far worse condition than you are, when a friend advised the use of Dr. Chase's Nerve Food. I need not tell you more, for you know how well I have been for the last few years."

Mrs. H. Alchorn, 23 Gerald St., Charlottetown, P. E. I., writes: "Dr. Chase's

Nerve Food's recommendation to me by my aunt who used it while passing through the change of life and was completely built up by its use. From my experience as a wife and mother I find that the majority of users are women, especially women passing through the change of life; next by young mothers to regain strength after baby comes, and also by mothers for their young daughters entering their womanhood. While it is good for all classes of humanity, I am sure it is especially so for women, as they seem to be troubled most by nervous diseases."

Dr. Chase's Nerve Food, 50 cents a box. All dealers, or Edmanson, Bates & Co., Ltd., Toronto.

## Old Windmills of the Quebec Roadside



Old Grist Mill, near Varennes, Province of Quebec.

Landmarks of the Quebec road-sides, everywhere hold one with fascinated interest on account of their connection with the past, and because as a rule they are such as occur nowhere else this side the Atlantic.

Shrines, large and small, elaborate and simple, erected by communities or by some Société or by private persons. Large "Crosses" marking off the miles and cross-roads; and along these roads, at somewhat frequent intervals, one happens on old mills driven by water-power, or possessed of wind-driven sails, or standing like storm-swept ships-at-sea when gales have licked away their canvas. The "gales of time" have in many instances made mere "playthings" out of these old mills erected in olden days of the grand seigneurs.

An especially well-preserved old mill of "the towered wind-mill type" is to be seen on the Varennes road. It arises on the level meadow-lands of the south shore of the St. Lawrence as naturally as its forbears arise on the landscape back in old Normandy. There is an air about this old tower built so solidly of rude field-stones as to make you think it at one time a tower of defence, as it might easily have been against the plundering savages who no doubt frequently came this way when the tower was built. Sometimes I think we do not realize the value which such old buildings and bits of architecture from another age mean to us as an illuminated page of the country's history. This mill is more surely than as "a landmark," of interest only, to voyageurs on the

Varennes road! Out of it our present-day architects might very well find many a suggestion for producing a distinct and all-Canadian type of architecture. We have grown too much in the habit of thinking these old mills belong only to the past and that their day is entirely over except as historic wayside landmarks. Our landscape gardeners in particular might very well take heart in "effect" from their old lines! "Irrigation works" might even find suggestions from these old Norman-French mills and granaries, for "pumping stations." A stronger appeal to the public would be made were real beauty added to usefulness. One sometimes hears complaints that artisan well "take from the beauty of the landscape, and so, directly, from the value of property, otherwise in the happy possession of charming views."

"The Round Tower" of the old days, such as this one at Varennes, appears full of suggestion for all sorts of uses, but of course the original use as its forbears use the countryside brought its grain to the ground into flour, has in most instances passed away, even in Quebec; while the old mills driven by water-power are, in many instances, still in constant use after centuries of faithful service.

Certainly none of these old towers should be allowed to fall into decay or be torn down for any purpose whatsoever. These first posts in the history of the country's milling, even now, are as precious old manuscripts, in our library of accomplishment.—V. L.

# WRIGLEYS

"AFTER EVERY MEAL"

The gum with the lasting flavor—wrapped in the hygienic sealed package.

A goody that's good for you. Aids appetite and digestion.

Keeps teeth clean and breath sweet.

A boon to smokers, with its cooling, soothing, effect on mouth and throat.



SEALED TIGHT—KEPT RIGHT

## JUST ARRIVED

### New Perfection Oil Stoves

Prepare for the summer by purchasing one of these.

Clearing out of all Washing Machines in stock. This is an opportunity that should not be missed.

Aluminum, Enamelled and Galvanized Ware  
A large and complete range always on hand.

Tin Pails at the ridiculous low price of 3 for \$1.  
Look up your catalogue and compare

Milk Strainer Pails 65c each.  
These are real bargains

STOVES RANGES PLUMBING

B. F. MALTBY,

Phone 121

Newcastle, N. B.

## PROTECT YOUR VALUABLES

If kept in your home, fire or thieves may rob you of them.

Our Managers will be pleased to tell you about the protection afforded by a SAFETY DEPOSIT BOX.

## THE ROYAL BANK OF CANADA



**THE UNION ADVOCATE**  
A WEEKLY NEWSPAPER

Established 1867  
Published every Tuesday afternoon,  
at Newcastle, New Brunswick, by the  
Miramichi Publishing Co., Limited.

Subscription price in Canada and  
Great Britain \$2.00 a year; in the Un-  
ited States and other foreign coun-  
tries, \$2.50. All subscriptions are  
payable in advance. Single copies 5  
cents each.

**ADVERTISING RATES**  
The Rates for Transient Advertising  
in The Union Advocate, Effective  
January 1st 1921 are as follows

Per inch, first insertion ..... 75c.  
Per inch, second insertion ..... 40c.  
Per inch, third insertion ..... 35c.  
Per inch, each subsequent insert. 25c.  
Per inch, Card of Thanks ..... 75c.  
Per inch, Engagement Announce-  
ment ..... 75c.  
Per line, Reading Notices ..... 10c.  
with minimum charge of 50c.  
Births, Deaths or Marriages ..... 75c.  
in Memoriam ..... 75c.  
Poetry, per line ..... 10c.  
Caps and Black Face Readers 15c per  
line minimum charge 60c.  
Persons having no account with  
this paper will oblige by a remittan-  
ce with the copy of advertisements.  
Contract Display Rates on applica-  
tion.

All prices above are for Cash.  
All kinds of Job Printing.  
Address all communications to  
**MIRAMICHI PUBLISHING CO. LTD.**  
NEWCASTLE, N. B.

TUESDAY, JUNE 7th, 1921

**EDITORS MAIL**

We are not responsible for opinions  
expressed by writers under this head-  
ing. Correspondents would oblige by  
writing legibly, and on one side of  
the paper only, name and address  
(not necessarily for publication)  
must always be sent. Correspondence  
should be as concise as possible.

To Editor of "The Union Advocate"  
Newcastle, N. B., June 3rd

Dear Sir:—  
Would you kindly give the  
following letter, space in your valu-  
able publication?

To the Mayor, Councillors and  
Citizens of the Town of Newcastle:  
Gentlemen:—

While the tax bill is still fresh  
in the mind of every citizen—while  
everyone is dazzled from the blow,  
wondering at the steep ascent and  
looking from the height of his em-  
bankment at the precipice below, and  
how his safety is depending on a

**PILES**

Do not see another day with  
itching, bleeding, or protrud-  
ing Piles. No surgical oper-  
ation required.  
Dr. Chase's Ointment will relieve you at once  
and afford lasting benefit. See a box, all  
dealers, or Edmanston, Bates & Co., Limited,  
Toronto. Sample box free if you mention this  
paper and enclose 2c. stamp to pay postage.

very small hold that might give  
away any moment. While we have  
time to strengthen our position—  
while we are at the beginning of our  
New Year, I would like to call the  
attention of all the citizens and  
more particularly to the officers of  
the town to a few facts, which are  
written with all sincerity—without  
any prejudice or criticism, and are  
meant for the prosperity and success  
of the town of Newcastle, and every  
individual citizen. To begin with  
it is the duty of every citizen, no  
matter what his station in life,—a  
working man, a merchant, a financi-  
er or a professional, to give part of  
his time and thoughts to the wel-  
fare of his community and must co-  
operate with his fellow citizens. We  
must not lay the bulk of the burden  
on the town officers alone; we must  
assist them in all our power. The  
officers of the town must have more  
of the confidence of the public, with  
them and more public meetings should  
be held to discuss civic matters, so  
that we might find the best method  
for the government of our town. To  
mow down our evil we must begin  
at the bottom of things and search  
for the real cause of our failure and  
the best way for overcoming our ills.  
This can not be done without a sacri-  
fice of time, study and money, it can  
not be done by looking at our Tax  
Bill and mourning over it; it cannot  
be done by crying at every other  
man you meet—What advantage do  
I get for this tax? One would say "I  
have seen the old watering cart but  
once this year"—Another would say  
"Our fire protection is poor", another  
would say, Oh! "what sidewalks and  
streets," cannot get satisfactory  
lighting service, "Police protection  
is bad," another would say, "can see  
nothing but gasoline tanks all over  
the principal streets." Every depart-

ment it criticised and there every-  
thing-ends. This is not the true  
spirit of citizenship. Do not waste  
time in criticism; let us do real work.  
Let us do something that will help  
us to cross the precipice on which we  
are hanging with very thin rope that  
is wearing gradually every year

It is not the deficit of the Power  
House alone that is making the rate  
of taxation high, everything else is  
combined and the main reason is—  
the capital expenditure compared  
per capita is large—; with the same  
expenditure or with a very slight in-  
crease we can give service to twice  
the number of citizens of the town.  
We must increase our population, to  
do so, we must encourage industry;  
we must learn to give before we  
can receive; we must spend nine  
before we can get ten. If we have  
natural resources around us that,  
can be developed and bring us more  
income, it should be done; if we have  
not the capital to do it with we  
should call the attention of outside  
capitalists. We must tell the world  
about ourselves, otherwise the world  
will ignore us. Millions of people in  
Canada and the United States need  
our natural resources, which will be  
of mutual benefit to both,—if they  
only knew,—we must find mediums  
of telling them so. Our Council  
should always be in touch with other  
councils in successful towns. Let us  
learn about others and acquaint other  
people with ourselves. It is time for  
work; it is an age of aggressiveness  
and energy. It will pay the citizens  
of the town of Newcastle to allot a  
sum of money as an expenditure for  
one or two councillors or citizens to  
be sent to visit successful towns in  
other parts of the Dominion and U. S.  
to study their system of management,  
adopt their progressive methods and  
apply those suitable to our town. It  
pays any citizen to give his time to this  
task. We are all dependent on one  
another; we serve ourselves by serv-  
ing others. It would pay the town of  
Newcastle to bring efficiency experts  
to plan methods for the government  
of our town; for the betterment of

**Do  
You  
Need  
Linens?**



For over 45 years we have upheld our reputation for sterling qualities in pure  
Linens—Imported direct from the Emerald Isle from reputable manufacturers.  
We are able to give values that are hard to match elsewhere. At present we  
have a large showing of

**Table Cloths, Napkins and Sets, Linen Towelling, Plain Linen**

Beautiful Cloths from ..... **\$4.00 to \$14.00**  
Napkins from ..... **.25 to .95 ea.**  
Linen Sets with Table Cloth and Napkins to Match large size **21.00 set**

**Do You Intend to Take a Trip this Summer?**—If so, call here and see the  
big assortment of BAGGAGE. All sizes and styles of Trunks and a fine variety of  
Leather Bags and Suit Cases.



our condition; for increasing our  
population, and for decreasing our  
taxes. The present rate of taxation is  
a barrier which prohibits us from  
being able to compete with other  
towns. It is increasing our cost of  
manufacture; it is increasing the  
cost of our sales, and eventually it  
will decrease the amount of our out-  
put. It is a very serious condition to  
be in. We must start now. We must  
get to work and do something tangi-  
ble. We must forget all trivial mat-  
ters. We must look to all the leaks  
in our town management, and above  
all we must not be blinded by false  
economy. It is worse than no econ-  
omy. Remember that a stitch in time  
saves nine. Now is the time to act,  
work, to produce and we must all co-  
operate both officers and citizens—and  
do real honest work of which we shall  
be proud in the future. Look at the  
towns that are flourishing around  
us and which have not our water  
ways, our fisheries, our forests, our

farming land, or our railroad facili-  
ties. Wealth is all around us, await-  
ing the hand of the workman, the  
skill of the artist, and the money of  
the capitalist. Let us all begin today.  
C. G. COUDSI

No man wants to go back to the lit-  
tle old town and hang on the front  
gate where he hung of yore. Why  
Because the girl who used to hang  
there with him is now the mother of  
another man's seven children.

**JUNE  
FURNITURE SALE!**

*Of all lines of merchandise, Furniture has been one of the last to  
show a reduction in cost, lumber and all material used in the  
manufacture of Furniture are still high in price, but in putting  
on this sale we are passing along to our customers and giving  
them the full benefit of any decline which has taken place since  
the readjustment period commenced.*

**ALL LINES WILL BE REDUCED 25%**

*Some lines including Buffets, Dining Tables, Diners, Chesterfields, etc., will be sold  
at cost. Do not miss this opportunity for furnishing that room which you have  
put off doing for some time.*


**The LOUNSBURY COMPANY, Ltd.**

DOAKTOWN

NEWCASTLE

BLACKVILLE





To make larger loaves from the same quantity of flour, and more loaves per barrel, use Purity Flour, the flour with the full strength of Western Canada Wheat.

Just as good for cakes and pastry as it is for bread.

## PURITY FLOUR

"More Bread and Better Bread"

### One Reason Why Our Glasses Are so Satisfactory

is because we have installed up-to-date instruments to enable us to give the best service possible.

"WE LOOK RIGHT INTO YOUR EYES"

THE FITS-U OPTICAL SHOP  
A. B. WILLISTON, Optometrist  
With H. Williston & Co., Newcastle, N. B.

### Men's Good Quality Calf Leather Boots

Made in Blucher pattern in broad and medium round toes.

Prices \$4.95 and upwards

### Good Values in Womens Patent and Kid Oxfords

in spool heel

We have reduced these lines and we invite your inspection of these goods

MacMillan's Cash Shoe Store

### WEDDINGS

WILLIAMSON—LODGE

A very pretty event took place on Wednesday evening at the residence of Mrs. W. W. Lodge, Sr., North street Moncton, N. B. when her youngest daughter, Marie Alexandra, became the bride of Mr. G. Winsell Williamson of St. John, son of Mr. and Mrs. John Williamson, Newcastle. The ceremony was solemnized by Rev. W. H. Barraclough, in the presence of immediate family connections. The bride, looking very pretty in white satin with bridal veil and lilies of the valley, and carrying a bouquet of bride's roses, was given in marriage by her senior brother, Mr. Wilson W. Lodge. The bride and groom were

unattended. The bride's nieces, Harriet and Mary Gates, acted as flower girls, and her nephews, Masters Jack and Wilson Lodge were pages.

The drawing room was tastefully decorated with palms, plants in bloom and cut flowers. Miss Olive Williamson, sister of the groom, played the wedding march, as the bridal party entered the room. After the ceremony Mrs. W. K. C. Parlee pleasingly rendered "A Perfect Day" and "Just a Whispering for You." After the ceremony and congratulations a dainty luncheon was partaken of.

The bride is a charming young lady with many friends in Moncton and at various other points in New Brunswick and Prince Edward Island, where her father, the late Rev. W. W. Lodge held pastorates, and her friends did not forget her on the auspicious occasion.

The guests from out-of-town included Mr. and Mrs. John Williamson, of Newcastle, parents of the groom; Miss Olive Williamson, Mrs. (Dr.) McMillan, of Newcastle, and Miss Evelyn Williamson, of St. John, sisters of the groom; Mr. J. S. Williamson, of St. John, a brother.

During the evening congratulatory telegrams were received, among them one from friends in Calgary where the groom was located prior to his coming to St. John at the beginning of the present year.

Mr. and Mrs. Williamson took the midnight express for St. John, whence they will sail for Digby and Yarmouth, and from the latter place go by boat to Boston and continue their honeymoon in several American cities. On their return they will reside in St.



### MINARD'S LINIMENT

"KING OF PAIN"

The old reliable remedy for rheumatism, neuralgia, sore throat and sprains.

Best Liniment Made

Mrs. A. S. LAUNDY, Edmonton writes: "I fell from a building and received what the doctor called a very bad sprained ankle, and told me I must not walk on it for three weeks. I got MINARD'S LINIMENT and in six days I was out to work again. I think it the best Liniment made."

Minard's Liniment always gives satisfaction. For any ache or pain, it gives instant relief.

Minard's Liniment Co., Limited  
Yarmouth, N.S.

## PERSONALS. OBITUARY

Mr. J. P. Whelan of Bathurst visited friends in town on Friday.

Mr. H. H. Stuart of Sunny Brae spent the King's birthday in town.

Mrs. J.F.R. McMichael spent a few days of last week in Moncton.

Mr. Charles Robinson of St. John, N.B. was a visitor to town yesterday.

Mrs. Blackstock Matheson spent Sunday with friends in Strathadam.

Rev. W. D. Wilson of Fredericton was a visitor to town on Thursday.

Sir. John C. Eaton and party spent a few days of last week fishing at Doaktown.

Mrs. Grimmer of St. Andrew's is the guest of her daughter, Mrs. L.D. Murray.

Mr. Wm. J. McNeil of the C. N. R. Car Dept. Campbellton spent Saturday in town.

Mr. Edward Menzie left on Monday morning for a week's visit on business in Tracadie.

Mrs. Hamilton and daughter of Ireland are visiting Mrs. Charles Sargeant, Nelson, N. B.

Mr. Spurgeon Amos returned on Thursday from Edmundston, N. B. where he spent a few days with his mother Mrs. Malcolm Amos.

Mr. Richard Hutchison of Boston, Mass. arrived in town, by motor, yesterday afternoon, and will spend this week fishing on Miramichi River waters.

Howard Atkinson of the Royal Bank of Canada staff, Halifax spent the holiday with his parents Mr. and Mrs. H. D. Atkinson, returning to Halifax on Sunday.

Mrs. W. A. Park was in St. John last week, attending the graduation ceremony of the five nurses who have been training at the Victorian Order Training School, and who will now act as district health nurses.

Mrs. Stotnart of Ferry Road was accidentally tripped on the sidewalk in front of the Bank of Nova Scotia last Thursday and received a severe shaking up. She was removed to her son's residence Mr. D. W. Stothart where she is resting comfortably.

Lord and Lady Beaverbrook were present at a dinner party given at Crewe House week before last by the Marquis and Marchioness of Crewe. The twenty guests included such interesting members of London society as the Spanish Ambassador and Madame Merry de Val, the Duke of Marlborough, Mrs. Asquith, Lord Dalmeny and the Earl and Countess of Bessborough.

Rev. L. H. MacLeon, of Newcastle (N. B.) writes a letter in last week's Presbyterian Witness, in which he earnestly advocates some measure of consolidation of the theological colleges of the Presbyterian church in Canada. There are in all eight of these, located at Halifax, Montreal, Kingston, Toronto, Winnipeg, Saskatoon, Edmonton and Vancouver.

John, where Mr. Williamson is accountant in the Bank of Nova Scotia.

On Tuesday evening the manager and staff of the Bank of Nova Scotia at St. John, presented Mr. Williamson with a silver tea service and tray.

### MIRAMICHI GIRL GRADUATES WITH HONORS

Miss Agnes Parker, daughter of Mr. and Mrs. D. D. Parker of Derby, was among the graduates of the Rhode Island Hospital, Providence, on Wednesday May 25th. Miss Parker has made exceptionally high marks on her final examinations and her many friends are pleased to hear of her success.

### "I HAVE PROVED"

Zam-Buk invaluable for eczema, both in the case of my baby and myself," says Mrs. L. Bonin of West Arichat, N.S. She adds: "Baby's skin was badly broken out, but repeated applications of Zam-Buk entirely cured it."

"In my own case, I had eczema on my hands, which made it very inconvenient for me to do my housework. Particularly was this so, as it aggravated the trouble so to put my hands in water. By using Zam-Buk, however, I soon got relief, and it was not very long before every trace of the trouble had disappeared. I really think no home should be without Zam-Buk."

Zam-Buk is equally good for all skin injuries. All dealers 50c. box.



### THOS. BAYLE

The death of Thomas Bayle, Sr., one of the best known residents of this county, occurred at his home here on June 3rd after a short illness.

Deceased was seventy years of age and leaves a widow, three sons and two daughters, Thomas Jr., of Newcastle, Garrett of Creston, E. C. Edward of Taunton, Mass., and Margaret P. (Mrs. Dr. B. J. McBride) of Nashua, N. H., and Mary at home.

The funeral took place Sunday afternoon at three o'clock and was largely attended. Interment in St. Mary's cemetery. The pall-bearers were— Messrs. Edward Menzies, Horace Kethro, Wm. McGinnis, Wm. Condron, James Murphy and James Ryan.

### LEONARD J. MACLEAN

The sad news has been received of the death of Leonard J. eldest son of Mr. and Mrs. Angus MacLean of Medicine Hat, Alta., at Calgary, on Sunday, May 22nd. Deceased was born in Newcastle, N. B. and was 41 years of age at the time of his death.

He left Newcastle with his parents and family 20 years ago, and after a short residence in Boston, Mass. went to Medicine Hat, where the family have since lived. The deceased, whose illness has been of long duration, had been spending some time in British Columbia, but went to Calgary about three weeks before his death, where the end came suddenly, due to heart failure. At the time he was taken ill he was manager of the Red-cliff Rolling Mills. He served as alderman on the Medicine Hat City Council, some years ago and at one time was connected with several business concerns in Medicine Hat. Mr. MacLean was an accountant and had studied law for several years. He was a highly respected citizen of Medicine Hat and was well thought of both in business and social circles, being an energetic and capable young man. During his seven years of illness he visited the best resorts of United States and Canada, seeking to recover his health, but death came peacefully and quietly in Calgary on Sunday morning, May 22nd.

The funeral which was largely attended was held May 24th at 2:30 p. m. from Notts' funeral chapel, interment being made at Hillside Cemetery. The funeral chapel, interment being made at Hillside cemetery. The funeral service was conducted by Rev. J. W. Morrow and the burial service by the I. O. O. F. Lodge, of which deceased had been a member.

The pall-bearers were Mr. F. J. Marshall, Calgary; Ald. Bullivant, Ald. Boyd, Mr. Wm. Crawford, Mr. Bryce Mitchell and Mr. E. L. Cope.

The floral tributes, which were beautiful, were as follows:

Pillow—Father and Mother  
Anchor—Brother  
Heart—Sister  
Roses—G. Wolfe, Bethlehem, Penn  
Wreath—Medicine Hat Lodge I. O. O. F.  
Sprays—Ruth Rebeka Lodge  
Mr. and Mrs. F. J. Marshall, Mr. and Mrs. Yuill, Mr. and Mrs. Bryce Mitchell, Mr. and Mrs. J. Curran, Rev. and Mrs. C. S. Shaver, Mr. and Mrs. J. C. Kent, Mr. and Mrs. W. E. Hatcher, Mr. Milton Cory.

### BOOM ROAD NOTES

Mrs. Thomas O'Shea and two children of Sunny Corner visited Mrs. James O'Shea last Tuesday.

Mrs. Edward Forsythe spent last week with her sister Mrs. Stanley Hill of Williamstown.

Mr. and Mrs. John Harris were the guests of their daughter Mrs. James Brander of Strathadam last Sunday.

Mr. Robert Tushie of Quarryville visited friends here last week.

Mrs. Charles Mullen visited relatives at Sunny Corner last Sunday.

Miss Priscilla Sherard who has spent the past few months in town has returned home.

Messrs. Freddie Allison and Theodore Howe spent Wednesday in Millerton.

Miss George Tozer spent last week with her cousin Miss Jessie Jardine.

Mr. and Mrs. Robert Sherard and three children visited relatives in Whitneyville last Sunday.

### HARKIN'S ACADEMY SCHOOL STANDING

Miss Hill's Dept  
Grade II.—Mary Graham 1; Joe Farrah 2; Audrey Fogan 3.

Grade I.—Avide Haug 1; Randolph Millar, Martin Ryan 2; Nicholas O'Neil 3.

Miss Atchison's Dept  
Grade II.—Leonard Thibideau 1; Hector Stewart 2; Thomas Kingston, Dorothy Bowsa 3.

Grade I.—Helen Williams, Charles Gillis 1; Alard Burke 2; Henry Muiso 3.

## Have You Tried "SALADA" TEA

(BROWN LABEL)

### Your Grocer sells it for 55c per pound.

Miss Craig's Dept  
Grade II.—Helen McKenzie, Arthur Stothart 1; Tom Troy 2; Margaret Kethro 3.

Grade I.—George Belyea 1; Chris. Craig, Arthur Malthy 2; Morrison Malthy 3.

Miss Lawlor's Dept  
Grade 3.—Jack Fenelon, Ambury Jarvis 1; Sadie Whitney, Helen Wood 2; Dorothy Stothart 3.

Miss McMaster's Dept  
Grade IV.—Elsie Bjurstrom 1; Margorie Ferguson 2; Arnold Fogan 3.

Miss Urquhart's Dept  
Grade IV.—Robert Reid 1; Brian Dunn, Percy McCullam 2; Willis Taylor 3.

Grade V.—Frank Park 1; Willie McKeen 2; Henry Donovan, Reta Amos 3rd.

Miss McCoomb's Dept  
Grade VI.—Donalda Putnam, Elizabeth Stothart, Gwyneth Belyea 1; Dora Palmer, Nina White 2; Geraldine MacMichael 3.

Miss Callahan's Dept.  
Grade VII.—Margaret Clarke 1; Margaret Stables 2; Cora Weldon 3.

Miss Bransfield's Dept  
Grade VIII.—Lillian Crammond, Melbourne Stothart 1; Anna Palmer 2; Clive Lindon 3.

D. J. Gulliver's Dept  
Pupils making 75% or over in order of merit.

Grade IX.—Wm. Campbell 1; Margaret McCurdy 2; Elizabeth Craig 3; Bert Smallwood 4.

## Books!

After many months absence, there have again appeared on the market, Paper Covered

### Novels

in the following Series:

Alger's Merriwell's  
Carter's Far West  
and New Eagle (love stories)

Late MAGAZINES Always on Our Stand

### FOLLANSBEE & Co.

## Happy Hour WEDNESDAY NAZIMOVA

Creates her greatest characterization, that of Sally, in A Dramatic and Romantic Masterpiece of the Screen.

### "THE HEART OF A CHILD"

Sally was dancing in the street to a hand-organ when someone shouted to her: "Wot a lark, Sal! Yer father's bashed yer mother's 'ead in!"

After this tragedy that orphaned her—what? Was the girl's inborn goodness proof against the world's glamorous tempting?

## NOTICE

A meeting of the Commercial club will be held

—IN THE—

### TOWN HALL

—ON—

### Thur. June 9th.


at 8 o'clock sharp

All members are requested to be present.

## LOST

Between owners residence on Regent Street, and Miramichi Hospital, by the back way, open faced gold watch, monogram, H.C.G. on back. Reward on return to Advocate Office, Bank of Nova Scotia, or Miss L. D. Murray.

1wk



"If you can't—

—keep sprightly, and full of pep—you must have something the matter with your physical condition. You are probably—much run-down! Try a bottle of

### Dr. Wilson's HERBINE BITTERS

A harmless tonic, made from the principles of Nature's herbs. It has a wonderful, curative power, which tends to relieve those suffering from Kidney or Liver Trouble, Dyspepsia Constipation, Jaundice, etc. It removes all impurities of the blood, and protects the system against further disorders."

Get a bottle to-day.

50c. a bottle. Family size, 4 times larger, \$1.

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



## Children Cry for Fletcher's CASTORIA

Fletcher's Castoria is strictly a remedy for Infants and Children. Foods are specially prepared for babies. A baby's medicine is even more essential for Baby. Remedies primarily prepared for grown-ups are not interchangeable. It was the need of a remedy for the common ailments of Infants and Children that brought Castoria before the public after years of research, and no claim has been made for it that its use for over 30 years has not proven.

### 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. For more than thirty years it has been in constant use for the relief of Constipation, Flatulency, Wind Colic and Diarrhoea; allaying Feverishness arising therefrom, and by regulating the Stomach and Bowels, aids the assimilation of Food; giving healthy and natural sleep. The Children's Comfort—The Mother's Friend.

### GENUINE CASTORIA ALWAYS

Bears the Signature of

*Chas. H. Fletcher.*

In Use For Over 30 Years

THE CENTAUR COMPANY, NEW YORK CITY

### Hall's Catarrh Medicine

Those who are in a "run down" condition will notice that Catarrh bothers them much more than when they are in good health. This fact proves that while Catarrh is a local disease, it is greatly influenced by constitutional conditions. HALL'S CATARRH MEDICINE is a Tonic and Blood Purifier, and acts through the blood upon the mucous surfaces, of the body, thus reducing the inflammation and restoring normal conditions.

All druggists. Circulars free.  
F. J. Cheney & Co., Toledo, Ohio.

### SUMMER WORK IN THE ORCHARD

Summer work in the orchard may be divided among four different headings; spraying, cultivation, cover crops, and thinning, with possibly pruning in some instances.

The first is a spring operation which it is usually necessary to carry on into the summer, as at least one spray should be put on after the fruit is well set on the trees, this would be about two or three weeks after the bloom is off, and may consist of Bordeaux or lime sulphur mixture with some arsenical poison added for killing insects and nicotine sulphate added for aphid control, if they are present at that time. For fuller particulars re spraying write your nearest Experimental Farm Superintendent.

Cultivation in orchards, except those in sod mulch, should be practised continually until about July first. By maintaining a good dust mulch during early summer the trees can be helped through that trying time in late June when the heavy drops of fruit are so discouraging. Especially in districts where winter injury is a factor, cultivation is discontinued about the first week of July and the orchard sowed to some cover crop, such as rape, vetch, clover, or field peas, the selection largely depending upon the cheapness of the seed. The following rates of seeding per acre are recommended; buckwheat 1 bus.; rape 2 pounds; crimson clover 15 pounds; red clover 12 pounds; summer vetch 1 1/2 bus.; field peas 1 1/2 bus.; rye 1 1/2 bus. Where there is much danger of loss of plant food during winter, the winter rye makes an excellent cover crop, but is of little value in stopping tree growth during August, as at that time it makes but little growth itself.

Thinning is an operation which will

amply repay the orchardist; if judiciously applied.

After the June drop has removed its quota, all trees should be gone over and, where there is a heavy crop, some of the fruit should be removed, leaving not more than two to a cluster, and, if a really high class product is desired, leave only one fruit to a cluster.

Where thinning is practised, there is a smaller percentage of No. 3 and waste fruit, which means higher prices per acre for the crop. The orchardist who adopts thinning as a regular orchard practice is bound to be in the front line when it comes to the pack-out returns.

Summer pruning is now generally conceded a place in most young orchards, as it is difficult to do much pruning when there is a crop on the trees. Mid-June is a good time to go over the non-bearing trees and shape up those straggly fellows. Where they are inclined to produce a long, willowy growth with few laterals, nip off the terminal bud, which will induce a later growth, probably that season, instead of continuing a long, barren branch which it would be necessary to head back severely in later years.

In fiction marriage is the end of a story. In real life it is the beginning.



### HOME MADE BREAD

ROYAL YEAST CAKES have been the standard yeast of Canada for over fifty years. The quality is always maintained at the highest point of perfection.

### ROYAL YEAST CAKES

MADE IN CANADA

### THE OUTDOOR LIFE OF THE SCOUT

The great increase of the number of Scoutmasters and other Scout Officers during 1920 means a great stimulus to the outdoor activities of Canadian boys. It is probable that throughout the past year more boys have spent days and nights in the open than ever before in the history of Canada since pioneer days; and because Boy Scouts have taken this message of the outdoors into their homes, have conducted open-window campaigns and fresh-air crusades, it is likely that more grown-ups have breathed pure air during 1920 than has been the case since the time of our great grandfathers.

Boys have been taught to care for forests and to fight forest fires. They have gathered information for numerous departments of forestry. They have engaged in fights against insect pests and have made notes on different varieties of birds.

Thousands of Canadian boys who a year ago or so were absolutely helpless in the open, can now be depended upon to find their way about, to cook their own meals, to choose a proper Camp site and to erect a comfortable shelter. Thousands of Canadian Boys who formerly knew little or nothing of nature can now recognize different kinds of trees, and give the name of dozens of wild flowers; can easily recognize the more common birds, and know enough about mushrooms to avoid being poisoned.

As a result of Boy Scout training, the energy of the Canadian Boy has come a force of great value to the Dominion. More and more are recognizing its value, are taking advantage of it to reduce loss of fire, control crowds and to teach the people the laws of safety and sanitation. Many lives are saved by Scouts who, because of their special training, because they carry a first aid kit or a safety first rope, are prepared to act when no one else is. The good which is accomplished by boys of this type, and the good done to the boys themselves through their activities can hardly be over estimated.

### SPRING WORK IN FLOWER GARDEN

No doubt most gardens have been cleaned up by this time, even though nothing has yet been sown in many parts of Canada.

The covering is often left on roses too long in the spring with the result that a disease of the stem sets in and the plants are badly injured. It is desirable to get the stems of roses dry as soon as possible; hence, even if the covering is not removed altogether it should, at least, be loosened up so that air will get through, and in our experience it is better to uncover very early rather than to leave it until late.

Among the first seeds to sow in the garden are those of the sweet pea, and the sooner they are sown now the better, many having planted them this year early in April. The object of planting early is to ensure the roots getting down into the cooler subsoil before the hot weather sets in, as the sweet pea needs a cool soil for best results. Instead of sowing in a trench as is often recommended, sow seed on the level from one to two inches deep and firm the soil so that seed will get sufficient moisture.

Among other hardy plants, the seed of which can be sown very early in the open are Sweet Alyssum, Candytuft, Cosmos, Summer Cypress, Lupine, Zinnia, Snapdragon, Poppy, Phlox Drummondii, Lobelia, Gattardia, Forget-Me-Not, Pansy, and Cornflower.

The mistake is often made of sowing flower seeds deeply. None of the above seeds should be sown more than half an inch deep, and for most of them one-quarter inch is often too much. If seed is sown too deeply the young shoots will not reach the surface, and the seedsman is often unjustly blamed.

Although the above mentioned plants are among the hardiest, it will be time almost immediately to sow

any other seeds as danger of frost after the seedlings are up will soon be over and the ground will have warmed up soon. Warm soil is just as important for some seeds as prevention of injury from frost, as certain seeds will not germinate in cold soil and if it is moist they will rot instead.

There is often a temptation to put plants which have been growing in the house outside as soon as there are a few fine, warm days. While it will not hurt to set the pots out on such days, if they are taken in at night, the plants should not be set in the open ground until the last week of May or early in June. Too often plants which have been nursed all winter are killed or badly injured by spring frosts outside. The geranium is a very popular flower, and too often considerable money is spent for plants for a bed only to have them badly injured, if not destroyed, by a hard frost. In most parts of Canada the last week of May or even the first

### NERVES ALL GONE TO PIECES

#### "Fruit-a-tives" Conquered Nervous Prostration

R. R. No. 4, GILBERT PLAINS, MAN.  
"In the year 1910, I had Nervous Prostration in its worst form; dropping from 170 to 115 pounds.

The doctors had no hope of my recovery, and every medicine I tried proved useless until a friend induced me to take "Fruit-a-tives".

I began to mend almost at once, and never had such good health as I have enjoyed the past eight years. I am never without "Fruit-a-tives" in the house". JAS. S. DELGATY.

50c. a box, 6 for \$2.50, trial size 25c. At all dealers or sent postpaid by Fruit-a-tives Limited, Ottawa.

week of June is the best time to set out bedding plants that are liable to be injured by frost.

### CHATHAM HEAD SCHOOL REPORT

Grade V.—Helen Jarvis 1st; Marguerite Wilson 2nd; Leo Willette 3rd.

Grade IV—Gorgina Gould 1st; Cecelia Willette 2nd; Addie Gould 3rd.

Grade III—Janet McAndrew 1st; Mayme Gould 2nd; Joseph Losier 3rd.

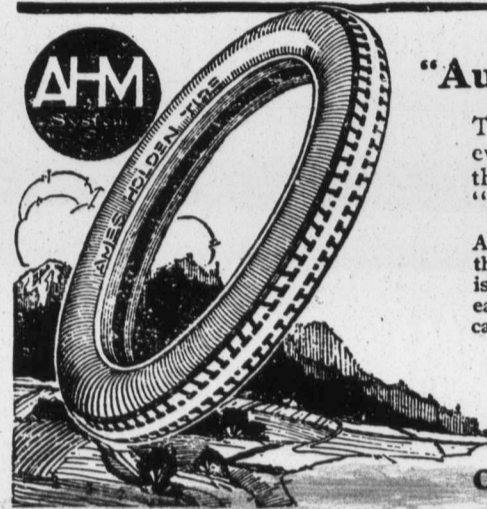
Grade II—Odell Furlotte 1st; Ruth McAndrew 2nd; Katie Blackmore 3rd.

Primary Department Grade II Susie Martin 1st; Annie Savoy 2nd; Hazel Kennedy 3rd.

Grade I (b) Elsie Malley 1st; Mary McCombs, Eliza Blackmore 2nd; Josie Ramsey 3rd.

Grade I (a) Evelyn Thereault 1st; Richard Whyte 2nd; Bugene Furlotte 3rd.

One good thing about a nickel cigar is that it's usually fireproof.



### "Auto-Shoes" Mean Mileage

The mileage given by the best tire you ever used would just about approximate the average given by Ames Holden "Auto-Shoes" year after year.

Ames Holden "Auto-Shoes" are miles better than ordinary tires. The name "Auto-Shoes" is to help you to remember that—to make it easy for you to get the cheapest mileage you can buy.

### AMES HOLDEN "AUTO-SHOES"

Cord and Fabric Tires in all Standard Sizes

For Sale By

"Grey Sox" Tubes

CHAS. M. McLAUGHLIN,  
Newcastle, N. B.  
Phone 128

"Red Sox" Tubes

LAWLOR & BARRY  
Newcastle, N. B.  
Phone 255

### The NEW EDISON "The Phonograph with a Soul"

I will pay \$10,000



Accept our 3 day offer and try for Mr. Edison's \$10,000

MR. EDISON will pay \$10,000 for the 23 phrases which best distinguish the New Edison from ordinary talking-machines. Get your instructions out of the folder of information we are supplying free. Get your ideas by experimenting with the New Edison in your own home,—and experiencing its power to bring you the full benefits of music.

#### Three Days of Music Free

If you don't own a New Edison, bring or mail the coupon below. We will lend you a New Edison for three days, without charge or obligation. Act at once,—we have only a few instruments to send out in this way.

#### What will Daddy give for Graduation?

Don't you think good music is the finest, most appropriate gift for this day of days? Let daddy know you'd be satisfied with a New Edison.

Chas. M. McLaughlin,  
Newcastle, N. B.

#### \$10,000 in Prizes

Three Day Experiment Coupon  
With the proviso that I incur no expense or obligation, I accept your offer to lend me a New Edison and program of REC-REATIONS in order that I may experiment with it in my own home.

Name \_\_\_\_\_  
Address \_\_\_\_\_



## Classified Advertisements

### PROFESSIONAL

**J. A. CREAGHAN, LL.B.**  
Bar. Ister, Solicitor, Notary  
91-9 MONEY TO LOAN  
Morrison Bldg, Newcastle

**DR. J. D. MacMILLAN**  
DENTIST  
Over H. S. Miller's Store  
Telephone 73

**DR. J. E. PARK, MD. CM.**  
Physician and Surgeon  
Office at Residence, formerly the R. R. Call Property  
Office Phone 188

**LAND SURVEYOR AND TIMBER CRUISER**  
**R. MELROSE, D. L. S.**  
Care Moody & Co., Ltd. Tel. 7

### No Summer Vacation

Make such use of our courses of training during your summer months as will enable you to be ready for the good times business men tell us are coming. Students may enter at any time. Send for new Rate Card.

**S. KERR**  
Principal

**IF A YOUNG MAN OR YOUNG WOMAN** when applying for a position as Book-Keeper or Stenographer, can say—"I am a graduate of the

### FREDERICTON BUSINESS COLLEGE"

it is about all the recommendation that is required, so high is the standing of the Institution. For full particulars apply to Lt. Col. W. J. Osborne, Prin. Fredericton, N.B.

### E. A. McCURDY Insurance Agency.

Over Advocate Office  
Newcastle, N. B.  
**Fire, Life, Accident and Automobile Insurance**  
Promptly placed with A-1 Companies on attractive terms



**Chas. Sargeant**  
First Class Livery  
Horses for Sale at all times.

Public Wharf Phone 61

### On Public Wharf

Lime, Cement, Fire-Clay, Land Plaster, Hard Wall Plaster, Fertilizer, Slag, Sewer Pipe, Hay, Straw and Coal.  
Orders taken at store and promptly delivered.  
**STOUGHTON MERCANTILE CO., Ltd.**  
Phone 45

**Insist on Getting BURLEY'S Bread from your Grocer**  
Take no Substitute

## NOTICE

**Good Horse Hay**  
**Bale Straw**  
**Hard Wheat Flour in bags** (Also Flour in wood)  
**Western Oats**  
**Cracked Corn**  
**Corn Meal**  
**Shorts**  
**Bran**

We handle stock of A 1 quality and the prices are right.

Stove, Furnace and Blacksmith  
**COAL**  
SYDNEY MINES  
enough said

**E. E. BENSON**  
Phone 162

## FERTILIZER

One that has proved its worth. "Sydney Basic Slag" on hand now.

**STOUGHTON MERCANTILE Co. Ltd**

**GEO. M. McDADE, LL.B.**  
Barrister-at-Law  
Solicitor, Conveyance, Etc.  
OFFICE  
Above Bank of Nova Scotia  
Chatham, N. B.



## NOTICE

Notice is hereby given that I have received the Assessment List of the Town of Newcastle for the year 1921.

All persons paying their taxes on or before June 6th are entitled to a discount of Five per cent. and all taxes paid between June 6th and 16th are entitled to a discount of Two and one half per cent.

All taxes must be paid on or before June 27th.  
**J. E. T. LINDON,**  
Town Treasurer.

## THE KING CAFE

—ON—  
**HENRY STREET**  
at rear of Post Office will open on **Saturday June 4th**  
Open Day and Night  
European Plan  
Special attention given to Parties. Private Dining Room for Ladies and Gentlemen.

### Business Men's Dinner and Supper 45 Cents.

### Wanted To Purchase

Cull Railway Sleepers.  
**Miramichi Quarry Co. Ltd.**  
Quarryville, N. B.

Fellows who look good in straw hats are the ones who find them comfortable.

It's self determination when the small boy decides to go barefooted without first obtaining his mother's consent.

When a backyard gardener finally finishes his spading he feels so joyful he wants to treat his wife to a banana split immediately.

## FROM REMOTEST PARTS OF GLOBE

### Tanlac Elements Come From Many Lands Far Away From Here

The ingredients from which the celebrated medicine Tanlac is made, come from remote sections of the earth, and are transported thousands of miles over land and sea to the great Tanlac Laboratories at Dayton, Ohio, and Walkerville, Canada.

The Alps, Appenines, Pyrenees, Russian-Asia, Brazil West Indies, Rocky Mountains, Asia Minor, Persia, India, Mexico, Columbia and Peru are among the far away points from which the principal properties of this remarkable preparation are obtained.

What is said to be the largest pharmaceutical laboratory in the United States has been completed at Dayton, Ohio, for the manufacture of Tanlac which, according to recent reports, is now having the largest sale of any medicine of its kind in the world; over 20,000,000 bottles having been sold in six years.

The new plant occupies 60,000 square feet of floor space and has a daily capacity of 50,000 bottles. Uniform quality is guaranteed by a series of careful inspections by expert chemists from the time the roots, herbs, bark and flowers are received to their rough state from all parts of the globe until their medicinal properties have been extracted by the most approved processes. The finished medicine is then bottled, labeled and shipped out to tens of thousands of druggists throughout the United States and Canada to supply a demand never before equalled by this, or any other medicine.

## Experimental Work In Agriculture

Suggestions have been made in parliament that the splendid work being performed by the Experimental Farm system of the Dominion is not as widely understood and appreciated as it should be. Personal of the report for the year ending March 31, 1921, prepared by the Director, Mr. E. S. Archibald, will reveal far reaching results and a remarkably wide range of activities. In this report details and particulars are given of the operations carried on by all the divisions, branches, sub-stations, and illustration stations scattered from one end of the Dominion to the other. In fact from this report can be formed an excellent idea of the prospects and probabilities in agriculture of practically every district in Canada. Nor is it only in this direction that the valuable results that are being established are being revealed. Since the war, expansion has been possible in nearly every branch, the number of illustration Stations has been increased, and progress owing to increased facilities, has been most marked. At the Central Farm at Ottawa, a much-needed modern dairy building has been added, herds of cattle have been strengthened, and extended work in poultry improvement and disease investigation has been entered upon.

In short, release from emergency work necessitated by the war has made possible new and renewed effort in every line of agriculture of national and domestic importance. An especially interesting feature of the report is the attention given to weather conditions. By these it would appear that Canada revels in sunshine. At Ottawa, for instance, in the year under mention, there were 2,005 hours of sunshine, at Fort Vermillion in the Peace River District, Alta., there were 1,930 hours, at Charlottetown, P. E. I., 1,658, at Nap-an' N. S., 1,654, at Fredericton, N. B., 1,733, at Lennoxville, Que., 1,715, at Kapuskasing, Ont., 1,670, at Brandon, Man., 2,000, at Indian Head, Sask., 1,924, at Rothern, Sask., 2,355, at Lethbridge, 2,333, and at Vancouver, B. C., 2,106.

There is no convenient place to have a cold.

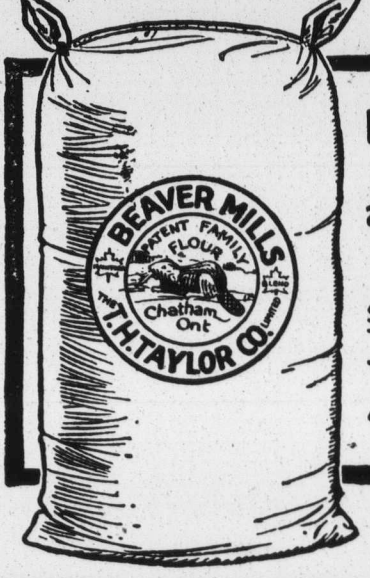
## AFRAID OF HIS OWN MOTION

Not long ago Hon. W. E. Knowles resigned as a member of the Martin Government to run as a Liberal candidate for the Dominion Parliament. About the same time J. A. Maharg resigned his seat in the Dominion Parliament as Member for Maple Creek, in order to enter the Martin Government. No doubt both Mr. Knowles and Mr. Maharg will turn up later on as candidates for the House of Commons in opposition to the Meighen Government.

This may argue a friendly understanding between Mr. Knowles of the Liberal party and Mr. Maharg of the Farmer's Party. If, however, they see eye to eye on the tariff question, the tariff question, the western farmers cannot look to them for much tariff reduction. During his service in Parliament Mr. Maharg has never moved to reduce the duty upon a single agricultural implement. Mr. Knowles did make such a motion when he was in Parliament and then ran away from it. In 1909 he moved a resolution in favor of reducing the duty upon agricultural implements but never pressed it to debate, much less to a vote. Whenever there was any danger of the motion being reached he absented himself from the chamber.

Knowles got to be shown on Parliament Hill as "Man afraid of his motion," being a sort of second cousin to the Indian who was called "Man afraid of his horse."

## For Successful Baking BEAVER FLOUR



**Unexcelled for Flavor and Baking Qualities**  
Sold by your Grocer  
**T. H. TAYLOR CO. LIMITED**  
CHATHAM, ONT.

## EASTERN STEAMSHIP LINES, Inc.

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

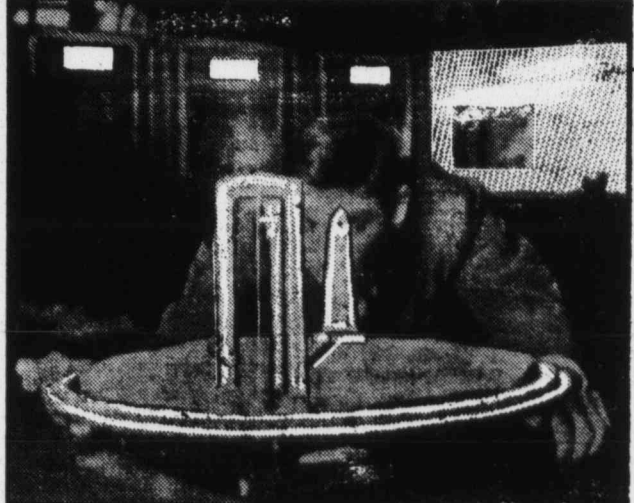
## ENCOURAGING CANADIAN FORESTRY



Scene of a Forest Fire.

It was only during recent years that the public of Canada began to fully realize the value of the trees of the country, and the necessity for protecting them. One never knows the worth of a tree until its shade is gone. Canada was so rich in forests that the people imagined that their forests were inexhaustible. But year after year devastating fires swept over the wooded areas to such an alarming extent that the people at last realized that steps would have to be taken to save the trees. Twenty years ago the Canadian Forestry Association was inaugurated. To-day under the presidency of Mr. C. E. E. Usher, passenger traffic manager of the Canadian Pacific Railway, it is one of the most flourishing organizations in the Dominion.

The produce of the forests is one of the greatest assets of Canada. The pulp and paper business and the lumber business supply tens of thousands with profitable employment. The object of the Canadian Forestry Association is to preserve existing forests, to encourage tree planting, and provide the most up to date forestry administration. The Association has now 12,500 members, the majority of whom are not financially interested in timber limits, saw mills or paper mills. It is completely independent of government departments and commercial bodies and has the more easily, on that account, won public confidence and attained great influence through its aggressive educational campaign. From the beginning the association has aimed to encourage a spirit of intelligent partnership between the federal and provincial governments and the wood-using industries in connection with the protection and management of the forests. To diminish much more than in the past the destruction of the forests by fire is considered by the association to be by far the most important problem. After that it gives due consideration to replanting and general forest management. The very effective results of its educational campaign are due to the variety of practical methods that are followed. These include public work through the newspapers; a speaker's bureau of three hundred voluntary workers; travelling lecture cars in the East and in the West; the preparation of travelling



The new Forest Fire Finder, an instrument recently invented to locate a fire quickly. It is expected to reduce the danger and loss from fires to a minimum. The instrument has been installed in the look-out towers in California forests and a fire can be detected 50 miles away.

lecture sets of lantern slides, and lecture manuscripts; an illustrated forestry magazine; the placing of "sermonettes" on the menu cards in railway dining-cars, and little warnings in cigarette packages, etc. Tree planting in the Prairie Provinces is making rapid headway at present. On April 10th, 1921, a tree planting campaign was started. There are now more than 50,000 plantations of trees in the three prairie provinces, and more than 60,000,000 seedlings have been furnished from the Dominion Government nursery at Indian Head, to prairie farmers. Fully 90 per cent. of them have been successfully grown. A railway car equipped as an auditorium with motion picture machines visits many districts, and lecturers explain the object of the tree planting campaign. It is expected that 200 prairie communities will be covered before the present year closes. The primary object is to enlist the personal interest of settlers in constructing a shelter built of trees by showing them exactly how to proceed and supplying complete data to ensure success. "The economic importance of constructing windbreaks of trees," said Mr. Robson Black, executive secretary of the Canadian Forestry Association "cannot be overstated. Thick shelter belts are a powerful preventive of soil drift, and of wind damage to crops. A thick growth of trees protects the land to a distance equal to ten times the height of the trees. There is also to be considered the need of every farmer for fence posts and fuel and small construction timber. He may very easily and cheaply produce such necessities on his own property. "Our tree planting campaigns are heartily endorsed by agriculturists and foresters for they are thoroughly practical. They have the financial backing of one of the prairie provinces, Saskatchewan, and of the railways, land companies, and several wholesale houses in Winnipeg."



## Local and General News.

**MAKING REPAIRS**  
Mr. James Stables has a number of men employed making repairs to his residence on the King's Highway.

**SERVICES IN SCHOOL**  
The Sunday Services of St. Andrew's Church were held in the Sunday School building, owing to repairs being made at the church.

**ANNUAL MEETING**  
The general annual meeting of the Miramichi Hospital was held last night in the hospital and officers for the ensuing year were elected.

**UNITED SERVICES**  
The Methodist and Presbyterian Congregations held united services last Sunday with Rev. J. B. Champion as minister at both services. The morning service was held in the Presbyterian Church and the evening service in the Methodist Church.

**CIRCUS COMING**  
The Sells-Floto Circus, one of the largest shows, is coming to Newcastle on July 2nd. This is the first time the show has been east of Montreal in Canada.

**TAX DISCOUNT**  
The Town Clerk reports that the 5 p.c. Tax Discount which expired yesterday was taken advantage of by a considerable number of ratepayers, and the amount collected was quite satisfactory.

**NEW GOVERNOR GENERAL**  
The appointment of Lord Byng of Vimy as governor general of Canada in succession to the Duke of Devonshire was announced officially last Friday. The Duke of Devonshire sails for England on June 15th.

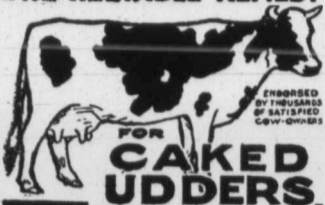
**ENUMERATORS**  
The Census enumerators report that they are getting along nicely with their work and state that they are meeting with satisfactory receptions from all persons they have called on. They expect to complete their work within the prescribed time.

**CONTRACT AWARDED**  
The Bridge Contract for Jones's Brook, Parish of Newcastle, has been awarded to James E. Walsh & Sons, Strathadam, Northumberland County, the price being in the vicinity of \$12,000.00. The bridge is to be a twenty foot reinforced concrete slab with concrete abutments.

**LABOR MEETING**  
A meeting of the local longshoremen called by the organizers of Northumberland county Independent Labor Party, which was launched at Newcastle March 20th last, was held on Friday night in the I.L.A. Hall. Douglas, local I.L.A. president, R.S. Wood in the chair. The speakers were the chairman, I. L. P. organizer H. H. Stuart, of Sunny Brae; Thomas J. Barrett, William Kirkpatrick and H. Spenser and others.

The platform of the Westmorland and Northumberland I. L. P.'s was explained and the whole labor situation reviewed by Mr. Stuart and the other speakers, and the I. L. P. platform warmly endorsed. A committee of eight was chosen to take charge of the work of furthering the political labor movement of this district.

**THE RELIABLE REMEDY**



**DOUGLAS' EGYPTIAN LINIMENT**

"I have now used Douglas' Egyptian Liniment for 2 years, and find it gives the best satisfaction for man and beast. I tried the liniment on 4 cows during the winter for lumps in legs, and a sample bottle cured each case in 24 hours. I also found it good for muscular rheumatism and lameness." (Signed) Allen Schiele, New Hamburg, Ont.

This Liniment will also stop bleeding at once and prevent blood poisoning.

SOLD BY ALL DEALERS  
DOUGLAS & CO., Manufacturers, NAPANEE.

**MILL STARTED**  
The Miramichi Lumber Co. mill at Douglastown started sawing lumber on Thursday.

**CARD OF THANKS**  
The family of the late Thos. Bayle wish to thank their friends for kindness and sympathy shown them during their recent sad bereavement.

**RED CROSS**  
The local Red Cross Society is being highly congratulated on their splendid work for the Red Cross membership campaign. A large number of new members have been secured.

**AMERICAN SPORTSMEN WELL PLEASED**  
With Arrangements for Their Comfort Made by Canadian National Railways

Fishing parties on the Cain's River seem pretty popular, and Guide Harry Allen who conducts the early salmon and trout fishing on this famous stream, is having a busy time of it.

A party of Cleveland sportsmen who recently took the canoe trip from Cain's River Bridge to the mouth of the river where it empties into the Miramichi, are enthusiastic in their praise of the wonderful outing they enjoyed. They also have words of praise for the efficient arrangements made by the Canadian National Railways for their comfort from the time the party left Cleveland, until they returned. Especially pleased were they because of the personal attention shown them by railway representatives, and the anticipation of every wish that added to their travel comfort.

**WILL CLOSE STORES DURING SUMMER**

The following merchants of the Town of Newcastle have subscribed their names to a petition, to close their respective places of business during the season of 1921 at 12 o'clock noon every Wednesday afternoon from June 15th to Sept. 30th:—The Lounsbury Co., Ltd. Retail, Mrs. S. A. Demers, John Morrissy, J. D. Creaghan & Co., Ltd., E. O'Donnell, John Brander, Mrs. E. A. McMillan, H. S. Miller, L. A. Mitchell, D. W. Stothart, Jas. O'Donnell, Jas. Stables, J. D. Paulin, Maritime Produce Co., Thos. Russell, A. D. Farrah & Co., F. V. Dalton, R. H. Armstrong, G. M. Lake, LeRoy White, H. Williston & Co., J. G. Waterbury, Moody & Co., Ltd., Gordon Davidson, B. F. Maltby, D. & J. Ritchie & Co., W. W. Cormier, A. H. Mackay. The firms of John Ferguson & Sons Ltd., and A. J. Bell & Co., have subscribed to close from June 15th to Sept. 15th.

**IN MEMORIAM**

In loving memory of James A. Langan who died June 9th, 1920.

Home is sad without the father,  
Through the house and every spot  
Oh our hearts are sad and weary,  
For a voice that we hear not.  
Gone from earth, yes gone forever  
Tear dimmed eyes shall look in vain  
We shall hear thy footsteps never,  
Never more on earth again.  
Gone from earth without a murmur,  
How we miss that sweetest voice;  
And that look so tired and loving,  
Always made our hearts rejoice.  
And his sufferings now are o'er,  
And he's watching for us:  
On the grand celestial shore.

Wife and Family

a husband chuckles softly to himself when his wife threatens to serve carrots for dinner despite his distaste for them and then finds she doesn't like them herself.

Lima Beane says the motto, "Do it Now," means tomorrow.

**GOOD PROGRESS**  
Good progress is being made by the N. B. Telephone Co. Ltd. in installing the new telephone line on the Chaplin Island Road.

**KING'S BIRTHDAY**  
Friday, June 3rd, was the King's Birthday, but it was not observed as a Public Holiday by the citizens. The Banks and Government Offices however, were closed.

**COW KILLED**  
A valuable cow owned by Mr. Charles Cassidy of Northwest Bridge broke out of pasture last Sunday, and getting on the railway track was killed by being struck by a locomotive.

**PROPOSED ENTERTAINMENT**  
It is thought that the entertainment to be given by the G.W.V.A. and Newcastle Band will be staged some night next week. Everything is now about completed and the members are putting on the finishing touches. Further particulars will be announced later.

**FRASER'S PLANTS ALL IN OPERATION**

All the lumber and pulp plants of the Fraser Companies, Ltd., consisting of twelve lumber mills and two pulp mills in New Brunswick and Quebec, will be operating at full capacity this week, according to a statement made by Donald Fraser. Mr. Fraser said that orders of sufficient size although at greatly reduced prices, had been secured to warrant commencing operation of all the plants.

Reduced production costs were necessary he said, to get orders, the pulp which the company was now to make being sold at approximately one-third former prices.

In order to make possible the reduced production costs, the Fraser Companies, he said, were taking action to bring the costs of necessities lower for their employees by opening their own retail stores, which would be conducted without profit. One of these stores, he said, was now already fitted up at Chatham and would be opened, if necessary, and similar action was under consideration for Fredericton.

Upwards of 3,000 men are directly affected by the re-opening of all the Fraser Companies industries. The daily output of the companies' plants amount to approximately 230 tons of pulp 1,380,000 feet of long lumber as well as shingles, lath, boxwood etc. All the lumber mills are being operated on 10-hour day, the wood rooms of the pulp mills are working nine hours and the pulpmakers eight hours; wage reduction ranging from 10 to 30 per cent. have been made effective.

The Fraser Companies' mills on the Miramichi, where there has been a strike against the 10-hour day, commenced operations last week.

June cannot produce anything rarer than a sweet May day. Yours for the truth, regardless of poetry.

**GENUINE ASPIRIN HAS "BAYER CROSS"**  
Tablets without "Bayer Cross" are not Aspirin at all



Get genuine "Bayer Tablets of Aspirin" in a "Bayer" package, plainly marked with the safety "Bayer Cross."

The "Bayer Cross" is your only way of knowing that you are getting genuine Aspirin, prescribed by physicians for nineteen years and proved safe by millions for Headache, Neuralgia, Colds, Rheumatism, Lumbago, Neuritis, and for Pain generally. Made in Canada.

Handy tin boxes of 12 tablets—also larger sized "Bayer" packages.

Aspirin is the trade mark (registered in Canada), of Bayer Manufacture of Monoaceticacidester of Salicylicacid.

While it is well known that Aspirin means Bayer manufacture, to assist the public against imitations, the Tablets of Bayer Company, Ltd., will be stamped with their general trade mark, the "Bayer Cross."

**THE WATERING CART**  
The "Dear Thing," made its first appearance of the season on the town streets last Thursday afternoon, and

was a cure for sore eyes. It received a great welcome from the citizens, who hope they will see it frequently during the summer months. Consider ing its long rest during the winter months it did its work well, and it is to be hoped that it will not become tired and refrain from performing similar work throughout the summer.

**Extra Good Western Beef and Fresh Fish**

ALWAYS ON HAND

We carry a nice line of Groceries as well, and are prepared to compete with any store in the Maritime Provinces.

**City Meat Market** LeROY WHITE, Prop.

Phone 208—Newcastle, N. B.

**Blue Ribbon Driving Harness**

MADE THROUGHOUT BY OURSELVES DIRECT FACTORY TO FARM Price \$35.00

Expertly cut from finest No. 1 select oak-tanned leather, finished to a slick velvety black satin gloss, and trimmed with choice English solid nickel mounting. A Harness you'll be proud of at a price you can afford to pay. Come and see it.

**G. M. LAKE, The Harness & Shoe Pack Man, Newcastle, N. B.**

AT LAST OUR OLD FRIEND

**Pears** Has ARRIVED

As "Julia Marlowe" says:—Beauty Demands Most of all

**Pure Pears Soap**

Pears Dental Paste, Pears Toilet Cream, Pears Lip Salve, Pears Solid Brilliantine, Pears Talcum Powder, Pears Dental Cream.

Come in and Look These Lines Over—At

**MORRIS' PHARMACY**

A Smile of Satisfaction Follows the Use of

**Penlar Rheumatic Compound**

This splendid remedy has done more to relieve Rheumatic pain. Muscular Swellings and Stiff Joints than any other rheumatism remedy we have ever known. Even in the most acute forms of rheumatism, Penlar Rheumatic Compound has been used with marked success.

It is a combination of ingredients strictly in keeping with medical standards and we know you can use it with excellent results. For your information and protection the formula is plainly printed on the label.

With this remedy we also suggest that you keep your Liver active with Penlar Liver Saline, a splendid cleanser of the blood. Sold in two sizes 25c and 50c.

Penlar Rheumatic Compound is sold at \$1.00 per bottle

DRUGGISTS **C. M. DICKISON & SONS** OPTICIANS  
The Penlar Drug Store—Phone 27

Quality **STABLE'S GROCERY** Service.

**Bedding Out Plants**

This is the week to put out your Tomatoes, Cabbage, Cauliflower, Celery and Cucumber Plants, we have them now good strong healthy plants.

In Flowers we have Pansies, Asters, Alyssiums, Balsam, Sweet William, Hollyhocks, Geraniums and others.

CALL AND GET OUR PRICE LIST.

**Fresh Fruits And Vegetables**

Oranges, Apples, Bananas, Grape Fruit, Pine Apple, Lemons, Ripe Tomatoes, Cucumbers, Cabbage, Lettuce and Rhubarb

We receive a shipment every week of Cottage Rolls, Breakfast Bacon, Roll Bacon, Picnic Ham, Bologna and pressed Ham, Pickled Pigs feet, Cooked Ham, Davis and Fraser Sausages. This week prices are away down.

**JAMES STABLES**

Everything in Groceries **NEWCASTLE, N. B.** Phone 8