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Beauty Winner of 1936!

Famous for Ruggedness, Dependability, Safety and Economy . . . New Dodge Hailed by Noted Auto Editors as Smartest and Most Handsomely Styled Car in Dodge History

Everyone knows Dodge as the car that has smashed all records for ruggedness . . . for dependability . . . for amazing gas and oil and upkeep economy. Everyone knows Dodge as the car that has survived the most rigorous safety tests that scientific ingenuity and human daring can invent. Now Dodge steps out ahead with breath-taking beauty . . . sets the pace for all 1936 cars with sensational new style and smartness.

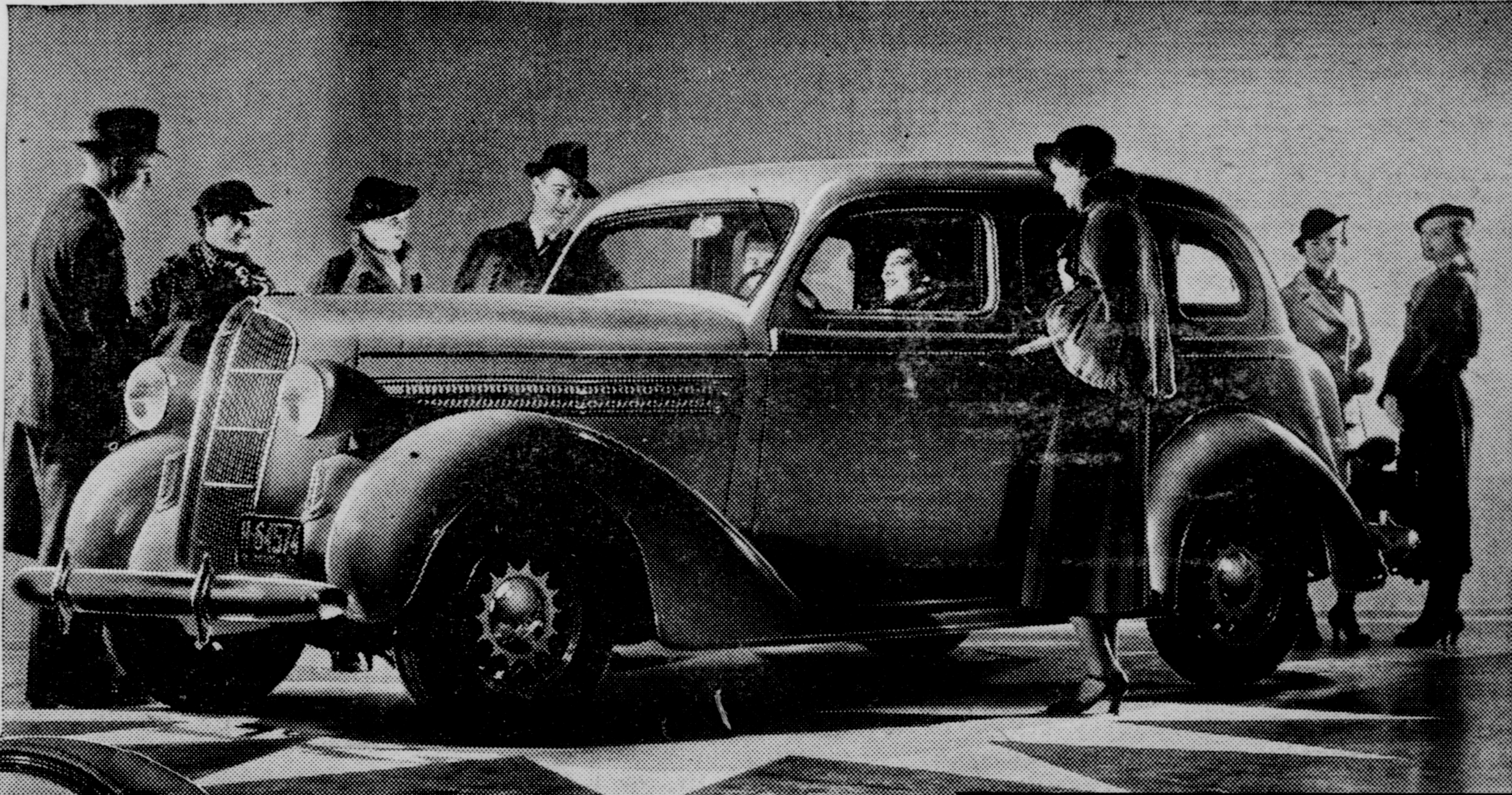
HAILED BY AUTO EDITORS

Canada's foremost automobile editors — men who know their motor cars, hail the new Dodge — its every stunning line and feature — its rich, new interiors. And no wonder they all enthuse. At very first sight you, too, will recognize the sheer beauty and luxury of this new Dodge. This "Beauty Winner" of 1936 gives you all the things you should demand of a motor car — the things you are entitled to. It gives you the kind of a ride

that would thrill you even in the most expensive cars, yet with the amazing economy of operation everyone knows Dodge provides.

SAFETY-STEEL BODIES

It gives you the time-proved safety of Dodge genuine hydraulic brakes . . . safety-steel bodies . . . the finger-tip, toe-tip handling ease of Balanced Driving Control . . . new, more spacious interiors, trimmed in richer, more expensive materials . . . and above all, it gives you the economy of the powerful Dodge engine which will save you money every mile you drive. See this brilliant new Dodge today. Drive it. See for yourself how much extra value this big Money-Saving Dodge gives you . . . yet it is priced right down among the lowest-priced cars!



Model shown Dodge D2 Four-Door Touring Sedan



YOU'LL FIND MORE COMFORT than ever in this new Dodge rear compartment. More spacious than before, it is trimmed in richer, more expensive materials and provides every luxury and convenience you could desire . . . "chair-height" seats . . . longer, more restful arm rests . . . handy ash receivers . . . and many other smart appointments.



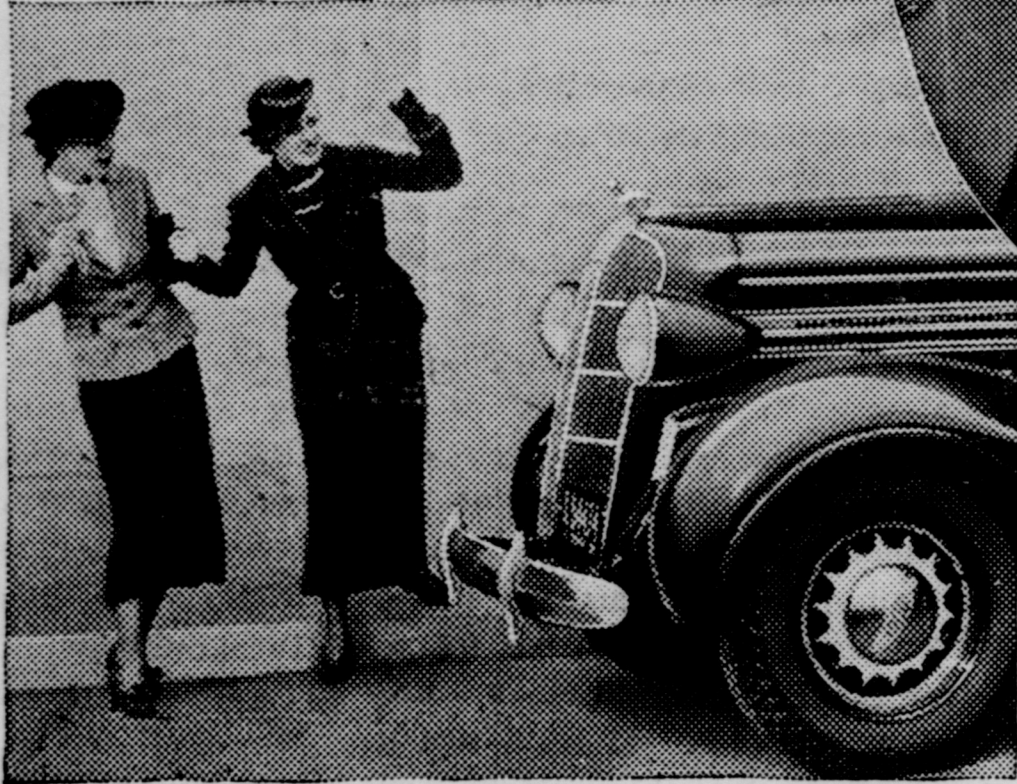
Warren B. Hastings, Editor of "Canadian Motorist." — "Style, beauty and comfort have found increasing expression in Dodge cars of relatively recent vintage. The 1936 Dodge eclipses its precursors in these and other features."

Harry Clarke, popular Automobile Editor, "Toronto Star Weekly." — "You'll learn a lot about next year's cars by looking at the new Dodge. For sheer style and beauty it's the smartest, handsomest, best looking car Dodge ever built."



PROTECT THEM IN THE DODGE SAFETY-STEEL BODY

Dodge pioneered in building the safety-steel body 21 years ago. Now the big, new, Money-Saving Dodge gives you a steel body that is even stronger, more rigid than ever before . . . steel reinforced with an even more sturdy framework of steel pillars, corner posts and side braces . . . all welded together into a rugged unit of steel. Safety glass in all windows of closed models.



GENUINE HYDRAULIC BRAKES were pioneered by Dodge — have been tried and proved in the toughest test of all — time! Always easy to operate, always equalized, Dodge genuine hydraulic brakes stop you quickly — surely — safely!

Big MONEY SAVING

DODGE

\$886

For Dodge D-3 Business Coupe Delivered in WOODSTOCK (License extra)

SMITH'S Electrical Service - King St., Woodstock, N. B.

Bedell's Tavern

By Margaret Campbell

In the eighteenth century villages were few along the Saint John River. At the mouth of the river Parrtown and Carleton had been recently united to form Saint John. At the same time the government was moved to Fredericton where it was thought there was less danger from Indians and pirates. Thirty-six miles above Fredericton was the fortified Indian village Medocetie. Between Medocetie and "The Creek", then consisting of two houses owned by Captain Richard Smith and his son Jacob, was Bedell's Tavern around which a small village had sprung up including a small tannery, a blacksmith's shop and a store or two.

The Tavern which was the largest building, was constructed of logs, roughly chisled and warmly padded with moss for the winters were not any milder in those days than now. Above the door was a large sign with "Bedell's Tavern" painted in crooked letters. In the winter the people within could always tell by the squeak of the hinges which way the wind was blowing and sometimes a more experienced person could guess at the temperature. The large front door with its old wooden latch and sturdy hinges could be bolted from the inside. It opened into the largest room of the tavern the diningroom and sittingroom both in one.

The floor of rough boards was covered with many skins, for hunting was good in the surrounding woods. Over the fireplace hung a large surveyor's map drawn by John Bedell showing where the Madunakeek enters the Saint John River. On either side of the door were two large windows with small panes. Below were large, deep window sills often used for seats, as chairs were few. At the back of this room was a long counter to the kitchen where many plain but filling meals had been prepared. On the right side a stairway, close to the wall led upstairs to small bedrooms.

The Tavern, with its free and easy manner, was the best gathering place in the village for the old men, young men, travellers, traders and occasionally an Indian. News invariably was heard at the Tavern first, the

mailman on his monthly journey from Fredericton to Quebec stopped there, and sometimes a really distinguished person from Saint John or Fredericton would spend the night there.

One night as the usual number were gathered at the inn talking, joking and smoking a canoe from down river brought two men with great news. The DeLancy Regiment had been granted a large tract of land around the Medunikeek. A city might even spring up. They would have plenty of neighbors and certainly the place would be famous because hadn't that been the Regiment that had withstood a siege at Fort 96 near Camden for over a month? Hadn't they been cut off from food and water supplies for over a week? Many stories had been told of them, daring and exciting stories they were, and now they were coming to live near them as neighbors! The news spread over all the countryside and all summer plans were growing fast. In the autumn one rainy afternoon towards five o'clock a knock was heard on the Tavern door. A messenger from Fredericton with news, news that would crush their hopes in an instant. The sad story of the wreck of "The Martha" and the drowning of about one hundred men. The lucky men who did reach land settled for the most part near Saint John, so Bedell's Tavern remained a small village with only a few new colonists at Woodstock.

In 1787 a large box was left at the Tavern addressed to Rev. Frederick Dibblee. Curiosity was high for there had been a rumor that the Church in England had planned a splendid gift to help Mr. Dibblee in his missionary work. When the box was opened it was found to contain Bibles for the Indians. Unfortunately the Bibles were in the Mohawk dialect which the Micmac Indians of these parts could neither read nor understand. None of the Indians would touch the Bibles as they were bitter enemies of the Mohawk and were afraid of bringing bad luck to their own tribes.

Another scene which was remembered at the Tavern for many years was the night the soldiers arrived overland from Fredericton on their

way to Quebec. That night the Tavern was full, the candles were more numerous and brighter than usual. Merriment herself ruled inside while the snow blown by a strong north wind drifted higher and higher, almost covering the building. The men told of their hard march through drifted snows, sometimes dense woods, over ice, up hill and down to the King at Quebec. They also told of sleeping in barns along the way, of the frostbites so many suffered from and of the many privations. But these stories were in turn replaced by brighter ones, of happy times.

About this same time a lengthy discussion was taking place about the road from Fredericton to the Canada line. As first planned it would have crossed the river above Fredericton a short distance and came up the east side as far as Phillips' Flats, three miles above Woodstock where it again crossed. This plan was however abandoned and in 1816 the road was built as first planned, crossing over the west side five miles below Woodstock. This put Bedell's Tavern on the main road.

There was one more exciting time at Bedell's Tavern, before it passed out of existence. That was the year the first bridge was built across the Medunikeek. At first it seemed an almost endless task, the current in the river being so swift. The men including the Irish immigrants, who were working on the bridge would gather at the Tavern every night and talk about their work or tell stories. One warm summer evening the door of the Tavern stood open, smudges were burning near and the men were standing in groups talking.

"Three piers ought to make that bridge strong enough," said a large, red faced man sarcastically.

"Three piers is right," said another, "But 'twill take a mighty long time to build and the money may not hang out."

"From what I hear 'tis needed pretty badly in these parts; the only doctor on one side, and people having to ford the 'Creek' in order to get to church. I think its about time somebody got one built," continued the first.

"Who put it over any way?" asked a new-comer from the back of the group.

"Why it was two pretty powerful men up here, one they call Richard

Ketchum and the other Thomas Phillips.

After two years of hard work, the many difficulties were overcome and where once only wooded hills and a swift stream had been a useful new bridge now stood bringing closer together the people of the settlement. The bridge was considered a great improvement by the people at Bedell's Tavern, but little did they realize then that it would make Woodstock the centre of trade and ruin the Tavern's business.

Woodstock has grown slowly. There have been fires and floods to check its progress but it has survived them all. Now Woodstock has schools re-organized throughout the province, Churches, good stores and fine old houses. Yet the name of Bedell's has not disappeared entirely. It is not a town as it might have been had the "Martha" not been wrecked but many people from different countries have slept under the name Bedell's.

CANADIAN BACON WELL RECEIVED IN INDIA

The consumption of bacon and ham in India is confined almost entirely to Europeans and Anglo-Indians, the native not entering into the picture, principally on account of religious scruples. Trial shipments of Canadian bacon were well received in India but transportation costs and shipping difficulties operate against any extension of the trade being looked for at this time. The great bulk of the supplies come from Great Britain, according to the Agricultural Department of the Canadian National Railways.

NEW FACTORIES OPENED IN GREAT BRITAIN

New factories to the number of 478 were put into operation in Great Britain last year, employing 37,200 workers. In addition 144 existing factories were enlarged, 75 of the new establishments represented transfers from other areas, 59 of these going to London. 71 of the 478 new factories were branch establishments, an increase over the year previous of which 69 out of the total 467 consisted of branches. As against the number of new factories opened last year, 515 were closed.

Use Minard's for Cuts and Sores

HOW BATTLE CREEK WAS NAMED

Many travellers wonder as to the origin of the warlike name of this important centre on Canadian National lines, today so busy and thriving on peaceful industry. Some one recently delved into the archives and unearthed a letter from Col. John Mullet, who directed a survey of Calhoun County in 1825, and whose staff named the creek. "While making the survey we were bothered by begging Indians. Our party was camped upon a creek in Penn-Township in Calhoun County with two men left in charge of the camp. They had been instructed not to give the Indians anything. Two Indians appeared and, when refused food, tried to help themselves. In the fight which followed one of the Indians was knocked down and both fled. That night, as an account of the fight was given, one surveyor suggested that the creek be called Battle Creek. It was given that name and later when Battle Creek was settled it took the name," Col. Mullet wrote. — Canadian National Rail-

ways Magazine.

WHEN JUNK BECOMES DOLLARS

More than \$2,250,000 were realized from the sale of scrap material by the railway last year and, in addition, \$800,000 worth of material was made available for further use, according to an article by L. C. Thomson, Manager of Stores, in the November issue of the Canadian National Railways Magazine. At the present time an average of 400 obsolete box cars a week are being scrapped and thus "junk" becomes dollars for the railway. The classifying, salvaging and sale of scrap has grown to gigantic proportions on railways and in large industries the article states.

NEW LOW LEVEL FOR CANADA'S MEANEST MAN

A new low level for Canada's meanest man has been set. A traffic solicitor for the Canadian National Telegraph reports that he was crossing the intersection of Yonge and St. Clair, Toronto, when he saw a wallet lying on the street-car

PEOPLE OF MARITIMES TRAVEL CONSIDERABLY

Montreal, Que., Nov. 13—A train of coaches almost 60 miles in length would be required to accommodate the throng of passengers carried by the Canadian National Railways on their low fare week-end excursions during the first eight months of this year, according to A. A. Gardiner, assistant general traffic manager of the company. The numerous economy excursions operated by the Canadian National Railways have provided opportunities for visiting numerous points across Canada, stated Mr. Gardiner, including attractive places in the west as far as the Pacific Coast and in the east such centres as Montreal, Ottawa, Toronto, Niagara Falls, Quebec City, Lower St. Lawrence areas and the Maritimes, not to mention the many inviting places and beautiful territory comparatively near at hand.

Hundreds of excursions between points in Canada have been operated so far this year by the Canadian National Railways, conveying, during the first eight months, a total of 301,266 passengers from station to station throughout various parts of the Dominion. Of these, 231,746 were carried in the Central Region, 41,843 in the Western Region, 17,287 in the Atlantic Region, and 654 on the Grand Trunk Western lines of the company, extending from the Ontario border to Chicago. Figures show that people in the Maritimes travel considerably, for excursions operated from those points to Montreal, Ottawa and Toronto conveyed 4,612 passengers, most of whom choose the Metropolitan, as their centre of attraction. Coach excursions from Montreal to the Gaspé Peninsula and the Maritimes, in addition to other tourist excursions, carried a total of 2,155 passengers.

Providing a very low fare and generous return limit, the coach excursions have been the means of encouraging interchange of visits between relatives and friends, a recent survey showing that 85 per cent of this travel was for that purpose, rather than strangers going to another city to stay at hotels. Another feature which has developed in connection with these excursions is the interchange of visits between service clubs and fraternal societies, numbers finding that the low fares provide an excellent opportunity to visit members of the same club or society in other cities at economy railway fares. The coach excursions have also been used during the past season by honeymooners, a considerable number of newlyweds having been carried to various cities and summer resorts for their nuptial celebration.

"The policy of the railways in conducting these low fare excursions of approximately one cent a mile, or even less, for both short and long distances, has demonstrated that the public will travel by train under favorable conditions and this traffic has brought the railways many thousands of passengers who were not likely to have travelled otherwise, the intention being to create the urge to greater travel on the part of the general public rather than to carry business men and other 'regulars' on these excursions at the expense of regular passenger traffic," stated Mr. Gardiner.

He picked it up and found negotiable bonds amounting to several hundreds of dollars and currency to more than a hundred. He just crossed to the sidewalk when a man came dashing over and asked if that was his wallet. He accurately described the contents and the telegraph man handed it over to him. The man hesitated a second, then said, "Come into the drug store and we'll talk it over." They did so, the man ordering two five-cent drinks. When they were placed on the soda counter he jumped to his feet, saying, "I must move my car. Back in a second." He never returned. The Telegraph solicitor paid for the two drinks.

- For the Thrifty Buyer -

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