

SOME SPECIALS FOR CASH ONLY

MUSTARD PICKLES

Bottle 28c

20 lb. bag Rolled Oats ... \$1.00
15 lbs. Brown Sugar \$1.00
Pulverized Sugar, 2 lbs. 23c

21 rolls Toilet Paper \$1.00

4 lbs. Rice 30c
2 lbs. bulk Macaroni 25c
2 lbs. Alphabet Macaroni 25c

1 lb. Ceylon Bulk Tea ... 52c

3 lbs. bulk Cocoa 25c
3 lbs. Split Peas 25c
1 lb. Cream Tartar 25c

98 lb. BAG OF FLOUR
\$5.00

10 lbs. Sulphur 40c
5 lbs. Cow Salts 40c
1 can Condition Powder 35c
1 lb. bulk Orange Pekoe 58c

SHORTENING

3 lb. tin 54c
5 lb. tin 90c
10 lb. tin \$1.75
20 lb. tin \$3.40

SPECIAL

2 packages Chipso
10 cakes Gold or P. & G. Soap
4 cakes Guest Ivory Soap
1 WHITE ENAMEL DISH
PAN.

Sale Value \$1.49 Regular \$2.50

3 pkgs Corn Flakes 35c
1 lb. Fresh Ground Coffee 58c

WHEATZ, per pkg. 28c

10 lbs. Baking Soda 49c
5 lbs. Choice Prunes 58c

FISH FOR LENT

FRESH HALIBUT.
FRESH SALMON.
FRESH HADDOCK.
FRESH FILLET OF COD
FRESH HERRING
FRESH SMELTS.

—SMOKED—

FILLETS OF COD
FINNAN HADDIES
KIPPERS.
ALL KINDS OF SALT
FISH.

1 gal. MOLASSES 65c

6 cakes Polo Soap 25c
4 cakes Fairy Soap 25c
1 doz. Oxford Hand Soap 50c
3 pkgs Gold Dust 25c

ONE 4-STRING BROOM
45c

3 pkgs. Pearline 25c
3 pkgs. Soapade 25c
3 pkgs. Snowflake Ammonia 25c
3 pkgs. Union Hand Cleaner 25c

4 pkgs McLaren's Jelly Powder
25c

3 pkgs Classic Cleanser 25c
3 pkgs Drudge Cleanser 25c
3 pkgs. Solvine 25c
3 bottles Sun Ammonia 25c
9 lbs. Onions 25c

CRISCO, per lb 28c

PURE LARD

3 lb. tin 60c
5 lb. tin \$1.00
10 lb. tin \$2.00
20 lb. tin \$4.00

Phone
210

SMITH BROS.

Broad
St.

RATTER'S CORNER

March 22—Misses Bessie Henderson, Louise and Eileen Campbell spent Monday evening at A. Monahan's. Cecil Cripps spent Saturday evening at O. Anderson's.

Misses Henderson, Nellie and Kathleen Monahan and Mildred McGowan spent Wednesday evening with Mrs. T. M. Durham.

A number of the young people spent Friday evening at Mrs. N. O. Cripps'.



Economical!

WHETHER used on the table, for candymaking or for cooking, **Genuine Barbados Extra Fancy Molasses** is the most economical and most healthful of sweetenings.

Government guaranteed, it is the pure juice of the famous Barbados Sugar Cane.

No dilution, no adulteration!

Remember: Ask for the **Genuine Barbados Extra Fancy Molasses**.

GOOD GROCERS
SELL IT.



J. A. Cripps arrived home Friday accompanied by M. Ickett.

Heber Cripps spent Wednesday evening at R. J. McGowan's.

Mrs. N. O. Cripps and son Cecil and Mrs. R. J. McGowan spent Sunday with Mrs. A. H. Monahan.

Cecil Cripps and Harold Parlee spent Sunday at the home of J. R. Campbell.

Mrs. N. O. Cripps spent the week end with friends at Jeffries Corner.

Mrs. Frank Hachey, St. John, Robert Monahan and son Howard, Southfield, were guests of Mr. and Mrs. A. Monahan on Sunday.

Mrs. T. Durham is visiting a few days with her brother, P. McLaughlin and Mrs. McLaughlin.

W. E. Durham took a sleighing party to King Parlee's, Drury Cove, Monday evening, a very enjoyable evening was spent, cards and dancing being the chief amusements.

Miss Mildred McGowan, who has been spending the winter at her home here, returns to Rosethay today.

MYSTERIES OF THE DEEP SEAS

"Missing" is a terrible word, and yet it is the sole epitaph of many a well-remembered ship.

Eighty-five years ago the steam packet President, with many persons of prominence included among her passengers, sailed from New York for Liverpool. From that day to this no trace of her ever has been found and her fate is as much a mystery today as it was in 1841. The case of the President attracted world-wide attention because she was the first big steamer to be reported missing. Big steamers were then marvels in the eyes of the people of both the Old and the New World, and as a consequence the whole public in America and Europe thought of nothing but the missing vessel over a period of many weeks.

On April 13th—unlucky day—a letter was received by one of the family of a passenger on the President, saying that the missing ship had been driven to Maderia with a damaged rudder. Flags were hoisted and there was joy on both sides of the Atlantic, but the report proved to be only a cruel hoax.

Since that ill-starred day when the President left New York there have been many missing ships, and the story of the old American liner has been repeated again and again, with perhaps a slight variation in detail.

The United States Navy has been a heavy sufferer in the matter of missing ships. An official report issued not long ago showed that more than 1,000 American naval men have gone down to watery graves in a score of vessels that have disappeared from the seas without leaving a trace. From the brig Reprisal, lost in September 1777, to the tug conestoga, that disappeared in the Pacific in 1921, there is a chapter of naval history on which the Navy Department is able to throw but little light.

Outstanding among the unaccounted for craft in modern days is the naval collier Cyclops, concerning which there is a maze of fanciful theory, but no official fact.

During a wide stretch of years, from the Civil War period to nearly the World War era, naval annals are devoid of entries concerning lost ships. Three have vanished from the seas

since the beginning of the present century, however, in spite of the much vaunted safety to be found in modern apparatus of communication. Many of the lost ships were last heard of in the vicinity of the West Indies. Naval officers have searched the seas for tidings of those missing craft, but their fate remains a deep mystery.

Naval officers consider the case of the Cyclops unusually puzzling, for she was equipped with radio and apparently encountered no storms. The vessel, with 93 persons, comprising 15 officers, 221 men and 57 passengers, sailed March 4, 1919, from Barbados, West Indies. She was 542 feet long, 65 feet beam and of 19,000 tons. The last report from the captain reported all well and fair weather.

Theories exist that the Cyclops was improperly loaded and split in two; that her machinery was disabled and her radio put out of commission, and that she was scuttled, and that an enemy submarine destroyed her, but official information regarding her is wholly lacking.

Not only naval vessels but scores of commerce ships have sailed away, well built and in charge of skilful officers, but not a trace of them has ever been found—that fateful word "missing" has been their epitaph.

ANOTHER AMERICAN PLANT FOR ONTARIO

Definite assurance of the establishment of a plant of the American Cellulose & Chemical Co., one of the largest manufacturers of artificial fiber and sole maker of celanese, at Drummondville, Ontario, this spring, has been given, says a Canadian Pacific bulletin. It is estimated that \$7,000,000 will be spent for the buildings and equipment and \$2,000,000 set aside for working capital and early operating expenses.

The bulletin describes it as "the latest United States enterprise to swell a movement which has been under way from across the border since the war and which has transformed the eastern townships of Quebec into one of the most thriving and prosperous industrial areas on the American Continent," and says further:

"One of the richest farming areas of the Province of Quebec, with at the same time several building industrial centres, the Eastern Townships has always had two claims to world distinction—leading the entire globe in the production of asbestos and maple sugar. In the years since the end of the war, however, these have come to be considerably overshadowed by the industrial expansion effected through the establishment there of substantial manufacturing enterprises, so that gradually the territory is becoming more widely known as the

'New England of Canada.' In the past six years twenty-five major industries alone have found it advantageous to locate in the area. These had a joint capital of about \$25,000,000—gave employment to more than six thousand people, and are responsible for the distribution in the territory of an annual payroll in the neighborhood of \$5,000,000. Such establishment has been effected almost entirely at the hands of United States interests locating branch factories in the Dominion for engagement in the domestic trade.

"In particular this post-war development has brought the area to the fore as a centre of textile manufacturing industries, while new plants along this line are continually increasing its prestige in this regard. In merely the larger lines of manufacture noted, Sherbrooke has secured plants for the manufacture of tire fabrics and rubber goods; St. John's, hair felt boots, fur dressing, dyeing and clothing; St. Hyacinthe, tire fabric and stockette; Cowansville, broad silks; Drummondville, corsets, silk hosiery, tire fabric, wire goods, silk dyeing and finishing, glove silks, broad silk, wireless apparatus; Cookshire, Farman, rubber goods, rubber footwear, rubber rolls and builders' hardware, and Granby, artificial silk fabric and hardware.

"In reviewing post-war industrial expansion in Canada, the Eastern Townships of Quebec would appear to have been largely favored over other areas by United States interests desirous of locating in Canada. A combination of circumstances there has contributed to this attraction. The labor situation is peculiarly favorable for its high efficiency and freedom from strikes and labor disorders; the area is splendidly served by railway facilities, no less than 11 Canadian and United States railroads penetrating it, including the Canadian Pacific Railway. An adequate supply of power is available at rates which are very attractive to the manufacturer.

SOUTH AMERICA'S PROBLEM

No question facing South America today is more momentous than that of Asiatic immigration. Starting with 100,000 Japanese settlers in Latin America in less than two decades, Japanese emigration to that region, if unrestricted, may give rise to momentous consequences. The Japanese population at home grows at the rate of about a million a year, and Manchuria, Korea, Hawaii and other territories that have attracted Japanese emigrants heretofore do not offer an inducement comparable to that of tropical America. The influx is likely to increase in the latter direction now that Asia has discovered the new world.

HAMPTON HAPPENINGS

The Hampton Tennis Club held a very successful bridge at the home of Mrs. Elizabeth McInnis. Prizes were won by Miss Lole March and Mr. T. A. Peters. Those present were Mr. and Mrs. G. M. Wilson, Mr. and Mrs. Guy Humphrey, Mr. and Mrs. C. T. Wetmore, Mrs. Parlee, Mrs. Rankine, Mrs. R. A. March, Mrs. Howard Campbell, Mrs. Frank Compton, Mrs. H. Robb, Mrs. Dow Gay, Mrs. Hazen Folkins, Miss Katherine Earle, Miss Glen Sharp, Miss Gladys McMulkin, Miss May Smith, T. A. Peters, Ren Smith, Charles Sharp, Richard Bovard, Lorne Parlee, Gerald Smith, Robert Hallett, Arnold McInnis, Lewis Brittain, Paul McMulkin, Charles Burgess, Balney Smith.

Mrs. Fred DeForest is spending a few weeks with her family in St. John. Miss Marjorie Ross, of Fredericton, is the guest of her parents, Rev. G. A. Ross and Mrs. Ross.

Mrs. T. Wm. Barnes, of St. John, spent the week end in Hampton.

J. Wm. Smith, M.P.P., who has been in Fredericton, spent the week end at his home here.

Mrs. Allan McIntyre spent the week end in St. John.

Miss Rose Ritchie, who has been visiting relatives in Halifax, has returned home.

Mr. and Mrs. Myles McCready have moved to their new home which they recently purchased in Springfield on the Belleisle Bay. Mr. McCready's residence here has been purchased by Mr. Titus.

Miss Florence Coleman, of St. John, spent the week end with her parents, Mr. and Mrs. John E. Coleman.

Friends of Miss Agnes Keohan, daughter of Mr. and Mrs. John Keohan, congratulate her on being a member of the Trojan-Rovers basketball team who have won the championship for New Brunswick. Miss Keohan is the primary teacher in the Glen Falls school.

Martin Ryan, of Sussex, was a visitor here recently.

On Saturday afternoon the Hampton Womens Institute held a very successful pantry sale in Robb's drug store.

Mrs. M. H. Parlee and Mrs. Guy Keirstead were in charge.

On Thursday evening a very successful bridge was held by the Hampton Tennis Club at the Wayside Inn.

Prizes were won by Miss Marjorie Barnes and Mr. C. T. Wetmore. During the evening, on behalf of the Tennis Club, Mr. Robert Hallett presented Mr. Lorne Parlee with a pair of military brushes. Mr. Parlee is leaving this week for Moncton, where he has been transferred by the Royal Bank of Canada. Those present were Mr. and Mrs. C. T. Wetmore, Mr. and Mrs. McInnis, Mrs. F. M. Sproul, Mrs. R. A. March, Mrs. Guy Humphrey, Mrs. F. A. MacPherson, Mrs. Rankine, Mrs. Parlee, Mrs. Compton, Mrs. Robb, Mrs. C. J. Forrestell, Miss Glen Sharp, Miss Nina Burns, Miss Marjorie Barnes, Miss Estelle Wetmore, Miss Lole March, Miss Leah Frost, Miss Gilmore, T. A. Peters, Ren Smith, R. Dixon, Herbert Flewelling, Lorne Parlee, Robt. Hallett, Charles Sharpe, Richard Bovard, Arnold McInnis, Lewis Brittain, James Sproul, Paul McMulkin, Joe Bell, Fred Scribner, T. Wm. Barnes.

Mrs. Rodd, of Boston, is the guest of her mother, Mrs. Geo. Hutchings.

Misses Ina and Winnifred Wetmore of Clifton, spent the week end with Mr. and Mrs. Eddis Flewelling.

Rev. E. J. Conway, of Devon, was the guest last week of his parents, Mr. and Mrs. Thomas Conway.

On Friday, Mrs. C. T. Wetmore entertained very pleasantly in honor of the birthday of her daughter, Miss Constance. The guests present were Misses Marjorie Piers, Helen Piers, Juna Bannerman, Lois Wetmore, Daphne Flewelling, Jean Ryder, Mildred Campbell, Mildred Sharpe, Della Cheesman, Alma Jenkins, Harriet Smith, Isabelle Smith, Elizabeth Rankine, and Ronald Crawford, Ronald Sprague, Paul McMulkin, James Melick, Edmund Patrick, Ralph Hill.

On account of storms the annual meeting for prayer and intercession of the Hampton Womens Missionary Societies was held in the Sunday school of the United Church on Friday, March 19th at 3 p.m. Mrs. George Ross presided. There was an interesting programme, showing the several mission fields, followed by prayer for each. Special prayers were offered for the welfare and peace of China at this time of political and national strife, also that the peace of Locarno may be more than the memory of a dream of world peace. The collection was in aid of the maintenance fund of the Protestant Orphans Home.

Miss Eileen Beatty, who has been spending the past few months in Boston, returned home last week.

Miss Minnie Travis left on Thursday for Boston, where she will remain for a few weeks.

Mrs. Howard Campbell spent Thursday in St. John.

Allen Coster was in Fredericton last week, attending the bee keepers meeting which was held there.

Inspector Hetherington was a guest at the Wayside Inn last week.

Mrs. M. H. Parlee spent Wednesday at Apohaqui.

Mrs. E. S. Campbell entertained very pleasantly in honor of Miss Doris Fenwick's birthday. The children enjoyed a sleigh drive, after which supper was served by Mrs. Campbell.

Lorne Parlee left Tuesday morning for Moncton, where he has been transferred from the staff of the Royal Bank of Canada to Moncton.

Peru, the main point of penetration, has had another Asiatic immigration, that of Chinese, since the middle of the nineteenth century, and the Chinese are being assimilated by the brown masses. A Japanese mass immigration, however, would present an altogether different problem. Should the Japanese come by the hundreds of thousands to a country like Peru, there could hardly be assimilation by the native elements, but the reverse process may take place. The presence of a powerful Mongolian group may therefore tend to absorb the Indian and Indo-Iberian population.

In most large cities in Europe all repairs on busy streets are usually carried on at night.



Oh! If I'd Only INSURED!

How many men whose homes lay in ashes have uttered that sad cry?

A hundred policies signed after the fire don't equal the value of one made ready beforehand. Call for our representative.

ARNOLD & McLEOD
INSURANCE AGENCY

B. M. McAlary, Manager,
SUSSEX, N. B.

Shoe Repairing

It pays to advertise only when you can produce the goods. That is why

JOHNSTON
SHOE REPAIRER

Advertises

Practical Shoe Repairing.

NOTICE

Public Notice is hereby given that a bill will be presented for enactment at the next session of the Legislature of the Province of New Brunswick.

The nature of the bill is local, and applies to the Town of Sussex.

The object of the bill being to obtain authority for the Town of Sussex to issue debentures to an amount not exceeding \$5,000.00 to provide funds to build a new fire station in said Town of Sussex.

Dated at the Town of Sussex, March 3rd, 1926.

J. ARTHUR FREEZE,
Town Clerk.

Many Will Go to Chicago for Eucharistic Congress

Largest Special Passenger Traffic Movement in History of Canadian Railroads is Looked For.

According to advices received by Passenger Traffic Officials of the Canadian National Railways, one of the largest special passenger traffic movements in the history of Canadian Railroading will take place in June next in connection with the Eucharistic Congress at Chicago.

Preparations are being made in Chicago for the reception of more than a million pilgrims during the Congress, which will be held from June 20th to June 24th, and the problem of transport for this multitude is already engaging the close attention of both American and Canadian Railroad Officials.

The Canadian delegation will, of necessity, be a very large one, and will be thoroughly representative of the whole Dominion. Already the Canadian National Railways have contracted with various organizations for ten special trains from the Maritime Provinces as far west as Alberta. Most of these specials will be operated from Quebec and Ontario, but already enough travel is assured from the Maritime for a special train to leave Moncton at or about 2.30 p.m., on Friday, June 18th. This train will reach Chicago early Sunday morning. The train equipment will be of the very best, and standard C.N.R. diners will serve meals en route. The return trip will be made by special, leaving Chicago Thursday, June 24th, allowing side trips to Niagara Falls and Ste. Anne de Beaupre, reaching Moncton on Monday, June 28th. Delegates from Saint John and all Maritime Province points, outside of Moncton, will make their connection with the special train by the regular C.N.R. train services.

This tour includes five days in Chicago, and a half day side trip to Niagara Falls. There will be one whole day at Montreal, and one at Quebec or Ste. Anne de Beaupre. It will be a notable tour under the very best auspices, and in the Railway Service there will be nothing lacking.

All applications for transportation, fares and reservations on this special train should be made to Reverend Pilgrimage, care Bishop's Palace, J. E. Brown, Secretary of the Congress Saint John, N. B.

STOVINK

One application of STOVINK will keep hot iron on Auto, Stoves or Heaters black a month. ASK YOUR DEALER FOR STOVINK. STOVINK is a patented compound. Distributed by Emmerson & Fisher and W. H. Thorne, Saint John, N. B.

