

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

CUSTOM TAILORED SUITS

OF THE LATEST STYLE AT

WALKER BROS.

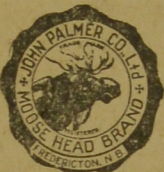
Merchant Tailors

Our Prices for Suits Made of Scotch, English and Canadian Tweeds at \$45, \$50 and \$60.

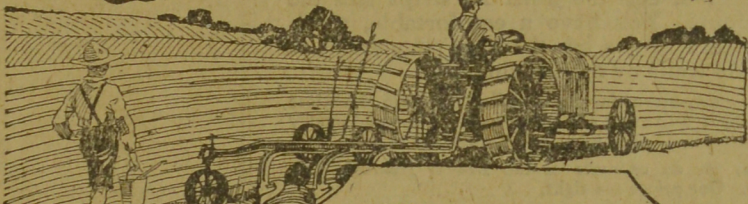
These Suits are Excellent Value

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Advertise in the Mail



PALMER'S Moose Head Brand Summer Packs & Plow Shoes



SLIP on a pair of Palmer's

Summer Packs or Plow Boots, and you will realize what Firm, Soft Comfort really means. Added to that, you have strength and durability, making a combination of good features seldom found in one pair of boots.

Palmer's Summer Packs and Plow Boots are hand made and hand sewed by expert workmen. The bottoms and uppers are made from Palmer's Famous Skowhegan Waterproof Leather, rich dark brown in color, very soft and pliable. Bottom part of uppers runs clean under, a great advantage over the lasted under boot.

Soles are attached by special clincher nailing process or sewed by lock stitch process.

A splendid boot for plowing or any kind of hard outdoor work.

Get a pair from your dealer, or order direct from us. Write us for our catalogue No. 43.

JOHN PALMER COMPANY
Limited
Fredericton, N. B., Canada

Do Your Christmas Cooking With

Goldie's Star Flour

The old reliable Pastry Flour

Barrels, 98 lb bags, 24 lb bags.

For Sale by

G. W. HODGE.

OF INTEREST TO THE WOMEN

LITTLE PARAGRAPHS OF MUCH IMPORTANCE TO SMART WOMEN.

A fringed collar and cuff set is made of heavy white linen. The fringe is formed by pulling threads as we used to do in tea napkins years ago.

The smartest bracelet of the moment is of bone or ivory painted with vague Oriental figures in bright colors—red and green and gold and yellow. It is worn well up toward the elbow.

Girdles with long fringes hanging at the sides are good. So are those that consist of a wide band about the hips laced together loosely at the front in a decorative manner.

Panel collars those square tabs that hang down back and front from the oval neck line are in good style. They are really exceedingly attractive as they present a fairly large space for lace and embroidery tucks and openwork. They should not be too wide for if they extend to the shoulders they wrinkle when the arms are moved. Yet they must not be too narrow lest they make one appear narrow chested.

For little boys for dress up occasions black silk socks and black kid-strapped pumps are in good style with white linen, serge satin or silk suits. This for the very small boy from 3 to 6. He may also wear trousers of heavy white silk and a blouse of voile or crepe de chine. These soft clinging fabrics for little boys are new, in good taste and very attractive—for blouses—for of course the trousers had best be of something more substantial.

ORANGE JUMBLES.

Put six tablespoons of butter and the grated rind of two oranges into a bowl and work them until of a creamy consistency using a wooden spoon. Add gradually one and one third cups of sugar and continue stirring; add a few grains of salt and the juice of two and one half cups of pastry flour. Turn on a light floured board and roll to one eighth inch thickness. Shape with a small jumble cutter measuring two inches in diameter. Lift each tiny jumble with a spatula to a baking sheet covered smoothly with a buttered paper. Sprinkle the tops lightly with finely chopped crystallized orange peel and bake in a moderate oven to a delicate straw color. These too will prove an added attraction to the Christmas baskets.

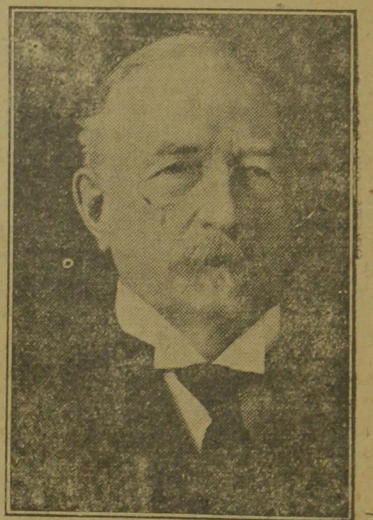
DATE HERMITS.

Beat two eggs until thick and lemon tinted. Gradually add one cup of sugar while beating constantly. Add one half cup of melted butter or substitute and continue beating; then add one and three fourths squares of unsweetened chocolate melted one and one-fourth cups of dates previously cleaned stoned and each date cut in four pieces one cup of English walnut meats broken in pieces. Flour walnut meats and dates with one fourth cup of flour. Sift one and one half cups of bread flour with one fourth teaspoon of salt and one half teaspoon of soda. Add to the first mixture alternately with one half cup of sour milk. Flavor with one teaspoon of vanilla. Mix thoroughly and drop from the tip of a teaspoon on buttered inverted dripping pans one and one half inches apart and in drops the size of a small English walnut; sprinkle each drop with granulated sugar. Bake in a hot oven from twelve to fifteen minutes. If the hermits are baked on flat baking sheets they will run together and flatten out like cookies. The recipe makes fifty eight hermits.



Canada Needs Immigration Now Is the View of Lord Shaughnessy

Canadian Pacific Chairman Urges Aggressive Campaign to Bring Desirable New Citizens —Suggests Appointment of Minister of Immigration.



Lord Shaughnessy, K.C.V.O., Chairman Canadian Pacific Railway.

THE predominant importance of a sound and aggressive immigration policy for Canada was vigorously put forward by Lord Shaughnessy, Chairman of the Canadian Pacific Railway in an address to the Kiwanis Club of Montreal on November 16th. Lord Shaughnessy endorsed the Kiwanis idea of selected and directed immigration as a remedy for Canada's railway and other troubles and amongst other things urged the appointment of an enterprising Minister of Immigration and Colonization. He said in part:

Practically nothing has been done during the past eight years to attract population. Of course, the war interfered, and during the period of the war it would have been impossible to bring people here, but four years have elapsed since the Armistice and much might have been accomplished in those four years, were it not for unwise immigration laws, the practical abandonment of publicity work, and the withdrawal of agents. We have been hiding our light under a bushel, with the result that we have lost to other countries thousands of excellent settlers who should have come to us. Indeed, it is worse than that, because the census returns show that in 1911, Canada had a population of 7,200,000, and the census returns for 1921 show a total population of 8,700,000. But in that period the vital statistics show that there was a natural increase of 1,336,000, and immigration into Canada from other countries of 1,975,000. Had we received no immigrants at all, the natural increase should have given a population of 9,000,000.

When we take into account the fact that our National Debt which was \$335,000,000 in 1914, has now reached the staggering sum of \$2,340,000,000, or approximately the equivalent of \$270 per capita of our population, a National Railway System (acquired for reasons that are more or less defensible) that with its annual deficits absorbs the greater portion of our rather burdensome income tax, with no prospect of immediate improvement, we must realize that the burden is too great for a population of 8,700,000 people.

Plainly stated we have on one side these enormous national liabilities and a sparse population. On the other side we have vast areas of agricultural land in the Western Provinces within fifteen miles of existing railway lines, only awaiting settlers to establish homes for themselves and their families, and to make these lands productive for their own advantage and for the general financial advantage of Canada, and in Ontario, Quebec and the Lower Provinces there is still room for a great many thousands of settlers.

The mineral districts of our country thus far exploited are a mere patch on the great mineralized area of the Dominion, and our forests utilized in a sensible way will be a source of incalculable wealth. Clearly our policy must be to bring these matters under the notice not only of the people of Great Britain and the United States, but of many of the continental countries as well, and say to them: We expect you to become citizens of Canada, and to

take active intelligent interest in Canadian affairs; to see that your children are not only educated, but by your example encouraged to lead clean moral lives. It is not our intention when you land on our shores to turn you loose to shift for yourselves. We shall have Bureaus or Departments to take you in hand and advise and guide you until you have reached your destination.

Notwithstanding the war, Great Britain can furnish a very large number of settlers of the right class, and for the first time, I think, in history, the British Government is prepared to lend its assistance, financially and otherwise, to help these people to become established in one of the Dominions.

Norway, Sweden, Belgium, Denmark, Holland and other continental countries can furnish us with thousands of rugged, splendid people who are weary of the struggle at home, and wish to seek their fortunes in a new land.

To begin with there should be some amendments to our immigration laws and regulations. The requirement of continuous passage from country of origin is surrounded by many difficulties. There can be no good reason why an Englishman temporarily living in Oregon, who had bought a ranch in Alberta, should under our regulations be denied admission as a settler, because he came to us from Oregon instead of direct from England. Nor should we be prevented from getting any settlers from the United States, who, not being naturalized United States citizens, would be required under our law to return to their own country and come from there direct to Canada to ensure admission.

I am only referring briefly to one or two out of many instances in the last couple of years that were brought to my notice. It is true that the regulations have recently been amended with reference to British settlers, but the barrier against others still remains.

There should be urged upon the Government the appointment without delay of a thoroughly capable, enterprising Minister of Immigration and Colonization. I think that my friend, Hon. Mr. Stewart, who is with us to-day, will bear me out in the statement that the Department of the Interior is now over-burdened with work, and that this additional load should not be placed on it. The Minister in charge of Immigration will be a very busy man, and should be able to give his whole time and thought to this work. Heretofore it has been a sort of tradition that the Cabinet Minister or Deputy in charge of Immigration should come from the West. There would appear to be no good reason for this. While naturally the main efforts of the Department will be directed to the West, there is room for considerable energy in Eastern Canada, and after all, it makes but very little difference whether the Minister comes from the East or the West provided he be just the right man.

The Minister should have a most capable staff of assistant and representatives in the Department at headquarters in Great Britain, the United States, and on the Continent of Europe, to permit of this most important matter being dealt with aggressively. He should have a

strong and intelligent advertising and publicity organization in Great Britain, the United States, Scandinavian Countries and certain other selected countries of Central Europe, through which an invitation will be extended to every colonist of the class we need, to give consideration to the opportunities offered by Canada for settlement.

I am confident that in all this the Government would have the active co-operation of the Canadian Pacific and other transportation companies, who expended such vast sums of money in co-operation with the Government to secure colonists a few years ago.

I know that many of our fellow-citizens are imbued with the conviction that immigration should, in a very large measure, be confined to people of British origin. This view is based on the idea that our future as a British people will be best safeguarded by populating our country with those of our own race. It strikes me that in this instance policy rather than idealism must prevail. Britain could not furnish us with the required population of the desirable type within reasonable time. We must get settlers where we can without exposing the country to the dangers of a defective and disastrous melting pot. We shall not be damaged by an intermixture of new blood and new thought.

Selected and directed immigration—the slogan of the Kiwanians—describes tersely and clearly what would seem to be necessary. Selection will ensure the right class of settlers to meet the requirements of the country, and direction will not only lessen the worry and uncertainty of the newly landed immigrant, but he will be a reasonable surety that he will be properly allocated.

The comparative gross earnings of the railway companies in any country may be taken as a rather reliable index of the growth of business activity in the country within a given period. In 1920 the gross revenue of the railways of Canada were about six times as large as they were in 1900, after making due allowance for any difference in tariff rates. During that period our population had increased by about 3,000,000 people. Think of what a difference it would make to our National Railway System, what opportunity it would offer for a reduction of taxation and of rates for the carriage of domestic commodities, if, within a short period, we could add 3,000,000 more.

LADY SYKES IS BEING SUED BY TURFMAN

London Dec. 26.—Social London crowded to hear an action brought to-day by James White a prominent figure on the turf against Lady Sykes in which the former claims damages in connection with the purchase of a colt named Noblesse Oblige.

Lady Sykes, who is the widow of Sir Frank inherited the famous stud farm and sold the animal at the Doncaster Sales for \$52,000. White alleges that the horse had suffered a nasty accident before the sale which had fractured its pelvis and that this was not mentioned to him at the time of purchase.

The present action recalls the suit brought years ago against Sir Tatton Sykes father of the late Sir Mark Sykes, M. P., the famous traveller. Sir Mark's mother bought a filly named La Fletche in the name of her husband. Sir Tatton refused to honor the contract but was made to do so at the subsequent court proceedings. The point of the incident was that La Fletche turned out to be one of the world's most famous race horses.

Notice of Meeting

MUNICIPALITY OF YORK

The semi-annual session of the County Council of the Municipality of York will convene at the Council Chamber, County Court House, Fredericton on Tuesday the Second day of January, 1923 at 2 p. m.

(Sgd.) J. S. SCOTT,
Sec.-Treasurer.

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CRETONNES AND CASEMENT CLOTHS, WHITE BEDSPREADS, TOWELS, NAPKINS AND TABLE LINENS OILCLOTHS AND LINOLEUMS, CARPETS, RUGS AND SQUARES

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St. John, N. B.

OUR MOTTO: "Promptness, Accuracy and Courtesy"

NOTICE DEC. ELECTRIC LIGHT.

This bill and all future bills paid at the Royal Bank of Canada from the fifth to the tenth of each month between the hours of 10 a.m. and 3 p.m., Saturday 9.30 a.m. to 12 a.m. or at Company's Office on Shore Street from 9 a.m. to 5 p.m., and on the night of the tenth from 7.30 p.m. to 10.30 p.m.

THE MARITIME ELECTRIC COMPANY

FREDERICTON — — NEW BRUNSWICK