

C. N. R. TIME CHANGES EFFEC- TIVE JAN. 15TH

Through Service Between St. John, Fredericton and Quebec Tri-Weekly
Daily Service Between St. John and Fredericton.

Changes on Canadian National Railway time schedules effective January 15th will mean the inauguration of a new through service between St. John, Fredericton and Quebec, via the Valley Parkway and Transcontinental.

This train service will be by No. 51 and 53 passenger trains which will run through without change of equipment and carry the through sleeper.

The new service will be tri-weekly between St. John and Quebec, but the trains will run every week day between St. John and Fredericton, giving a more convenient service than now existing.

No. 51 will leave St. John for Fredericton daily except Sunday at 4.20 p. m. (Atlantic Standard Time) arriving at Fredericton at 7.30 p. m. On Mondays, Wednesdays and Fridays this train will run to Quebec via McGivney.

No. 52 will leave Quebec at 3.45 p. m. for St. John on Sundays, Tuesdays and Thursdays, arriving in Fredericton at 9.20 a. m. the day following, and leaving for St. John at 9.25 a. m., arriving at 12.35 noon (Atlantic Standard Time). This train will also run daily except Sunday, between Fredericton and St. John, and travellers from Fredericton can leave for St. John in the morning and return the same evening.

Service between Fredericton and John in the morning and return the same evening. Centreville will be by Passenger trains No. 47 and 48 on Tuesday, Thursday and Saturday. No. 47 will leave Fredericton at 7.40 p. m. after the arrival of the St. John train. No. 48 will leave Centreville at 6.00 a. m. and arrive at Fredericton at 9.20 a. m. making the connection for St. John.

Mixed train No. 243 will leave Fredericton at 9.30 a. m. for Centreville on Monday, Wednesday and Friday. Mixed train No. 244 will leave Centreville at 9.30 a. m. for Fredericton on Tuesday, Thursday and Saturday.

On the Nashwaak Sub-division, train 240 will run daily except Sunday to McGivney, going via Transcontinental to Moncton, on Monday, Wednesday and Friday, and to Newcastle on Tuesday, Thursday and Saturday. Train No. 23 will go through to Newcastle every week day, leaving at days, Wednesdays and Fridays.

Many Problems Confront The New Government

Will assist the Municipalities to find work for the Unemployed--Will bear a Liberal Share of the Costs--Will Review Contracts let by the Meighen Government Just before the Election.

Ottawa, Jan. 27.—Although the new Government has been in office but a very short time it has already given evidence of its fitness and readiness to deal with the great problems confronting it. In one of the most trying problems of the lot, viz. unemployment relief, the Prime Minister and his colleagues have gone further than had previously been suggested, and have laid down an agreement which, if taken advantage of by the provinces and the municipalities, will mean that not a single unemployed man or woman, willing to work, if work is available, need suffer because of inability to secure it. And in laying down the proposals that the federal government would further lighten the load of the municipalities who find themselves faced with the necessity of granting relief the Prime Minister expressed the wish that there would be a liberal interpretation of the classes of the order-in-council so that none need suffer from too hard and fast following of the regulations.

The proposal to share the above

6.20 p.m. instead of 6.25

No. 51 for Quebec will leave for Quebec via McGivney at 7.35 on Monday, Wednesday and Friday.

No. 27 from Newcastle daily except Sunday will be a connecting train from the Maritime Express and will arrive in Fredericton at 12.30 noon. No. 239 will arrive from Newcastle at 9.45 p.m. on Tuesday, Thursday, Saturday, and from Moncton on Mondays, Wednesdays and Fridays.

normal cost of works which the municipalities find it necessary to undertake as a matter of relief appears to have given general satisfaction. When it is realized that the federal government could not go further in the matter without tramping under foot some of the provisions of the British North America Act, which guarantees provincial and municipal rights in such matters, it is obvious that the government perforce had to maintain the former system of calling upon the municipalities to initiate the relief work, but in the scheme laid down by order-in-council on Wednesday, the King Government went much farther than had its predecessor in office.

There have been demands from some quarters for the starting of public works in order to provide work where none existed and the government during recent weeks has been importuned by deputations from various sources to order an immediate beginning of work under some of the contracts let by the Meighen Government during the dying hours. This, Hon. Mr. King, refused to listen to, stating that he had warned the contractors and all concerned that such contracts would be subject to investigation by the incoming government and that they must be subject to cancellation if it were found that it was not in the public interest to proceed with the work laid down in them. In this category were contracts let for the construction of an ice-breaker in Montreal and a couple of dry-docks

on the Pacific Coast, where it was evident just before the election that the Conservative members were likely to have a hard fight for their seats.

Work on the ice-breaker and on the dry-docks has been ordered suspended. From present indications it is not likely that the ice-breaker will be built as at the time the contract was awarded, it was known that the government could secure the John D. Hazen which has been sold to Russia for a much less than a new vessel could be constructed. A report from Lloyd's, it appears, states that the John D. Hazen, with a few minor repairs, can be made as good as the day she was launched, and that the vessel can be delivered in Canada for about one third of what it would cost to carry out the contracts awarded by the Meighen Government. And since the government has consistently maintained that wastage of the public funds is a matter entirely divorced from unemployment relief, it will probably be decided to cancel the Vickers contract.

Just what will be done with regard to the drydocks in B. C. is not decided yet. Hon. J. H. King, who is to be the new Minister of Public Works, is now on the ground looking into the matter and when he comes to Ottawa will be in a position to tell his conferees whether or not it is necessary to go ahead with the work. If he finds that the work is not urgent, it is extremely unlikely that the contractors will be allowed to proceed.

To Practice Economy.

There is no uncertainty about the fact that Canada is to have a season of economical government as compared with the reckless spending orgies of the last few years. In the public interest it is vitally necessary that expenditures be kept as low as they possibly can, and this is the principle on which the new government is working. Department heads have been called upon to prepare their estimates at the earliest possible moment, and to keep them as low as they possibly can. And then Cabinet Council promises to go over them again and again with the pruning knife and cut them still further. There are certain public services which, of course, must be carried on and the public business must proceed on an efficient basis, but there are many ways in which economy can well be practised and all of those avenues are being explored carefully.

Hon. Charles Stewart, Minister of the Interior, has returned from his visit to Alberta and within a few days will have an announcement to make with regard to his plans for finding a seat. The Alberta Progressives were too strongly class-conscious to allow any of their members to resign in favor of Mr. Stewart, so the present indications are that while the Dominion will not be denied Mr. Stewart's services, he will find a constituency elsewhere than in Alberta where he can stand for election. It will not be hard to find such a constituency, either in Quebec or Ontario.

Apparently deciding that discretion was the better part of valor, especially after the inauspicious start made at the Newmarket nomination



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Mrs. E. Boxall, 95, Scott Street, St. Thomas, Ont., writes:—"I am glad to endorse the remarkable pain-soothing and healing qualities of Zam-Buk. Being for months a constant sufferer from bleeding Piles, I derived no permanent relief until I got Zam-Buk. All other piles sufferers should try this wonderful herbal balm." Use Zam-Buk also for abscesses, chaps, cold-sores, eczema, cuts, burns, scalds, ringworm, ulcers, poisoned wounds, and all sores and injuries. 50c. box, 3 for \$1.25.

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meeting, J. A. M. Armstrong, Conservative Candidate in North York, withdrew from the fight on the second day and thus relieved the Prime Minister of the necessity of fighting a by-election contest. Very heavy pressure was being brought to bear on Mr. Armstrong by Rt. Hon. Arthur Meighen and his friends, for it was feared that opposition to Hon. Mr. King would lead to the defeat of the former Premier in Grenville, and there never was any doubt as to Mr. Armstrong's chances if the battle had gone on.

Parliament is not to be without Rt. Hon. Arthur Meighen next session at any rate, for the former Premier succeeded in handing a severe trouncing to his opponent in the Grenville by-election fight and won out by a majority of more than 1600 votes. Mr. Meighen however, had a hard enough fight on his hands throughout the campaign which was staged and his friends were not troubled with over-confidence especially as long as J. A. M. Armstrong remained in the North York fight. Mr. Meighen's defeat in Grenville would have been generally regretted, and the result of the by-election was probably proof of the fact that in a straight two-party fight the Progressives are not yet as strong as they think.



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PROBATE COURT

COUNTY OF YORK

In the Matter of the Estate of Herbert J. Morgan, late of the City of Fredericton, in the County of York, deceased.

To the next of kin and creditors of Herbert J. Morgan, late of the City of Fredericton, in the County of York, deceased, and all others whom it may concern.

To administrators of the above deceased having filed their accounts in this Court and asked to have the same passed and allowed;

You are hereby cited to attend, if you so desire, at the passing of same at a Court of Probate to be held in and for the County of York, on Friday, the twenty-fourth day of February, A. D. 1922, at the hour of 2.30 o'clock in the afternoon, at the office of the Judge of Probate, in the City of Fredericton, when the said accounts will be passed upon, up to and including the eleventh day of January, A. D. 1922.

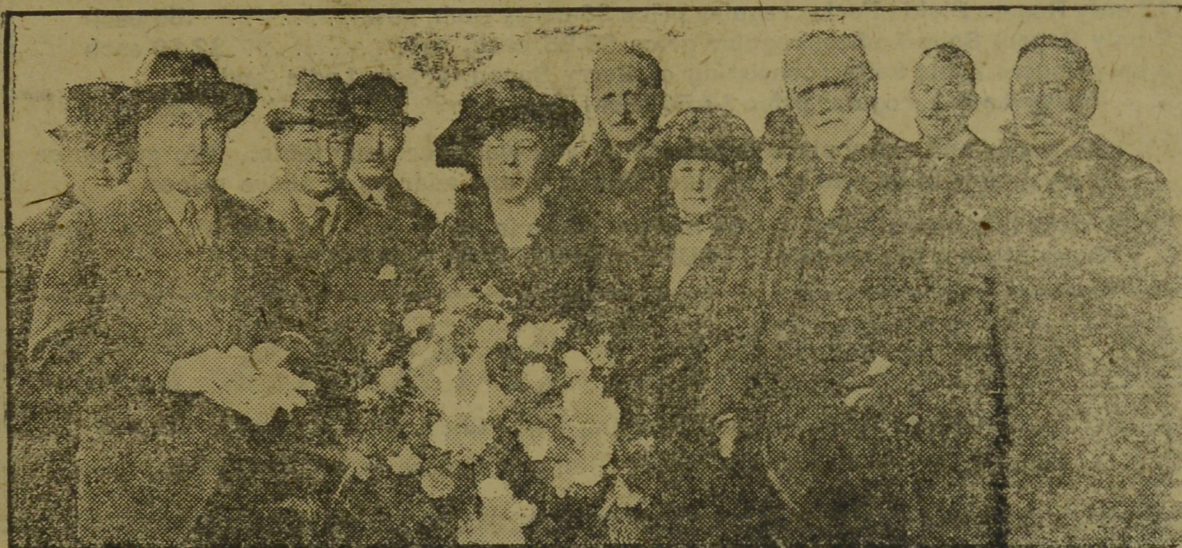
Given under my hand this 28th day of January, A. D. 1922.

(Sgd.) PETER J. HUGHES,
Judge of Probate.

(Sgd.) C. L. DOUGHERTY,
Proctor.

(Sgd.) JAMES HOLLAND,
Registrar of Probate.

Naming the Montclare



At the Naming Ceremony of the New Canadian Pacific Steamer "Montclare" by Lady McLaren Brown

From left to right: Sir Thomas Fisher, Sir Charles Ellis, Lady McLaren Brown, Lady Gracies, Sir George McLaren Brown, Mr. Kenneth MacKenzie, Sir Thomas Bell and Captain Morris.

WHY SHIPS AS "SHE"?

Inspecting the "model" room before the luncheon, Lady Brown remarked how strange it was that since first they sailed the main ships had always been spoken of as "she." "I suppose," she added, "they made her a woman because they found out that, loved and humoured, she is an angel, but drive—well, she isn't." She thought it was Kinling who said that ships were like women in that they had many secret hopes and dreams. However that might be, her ladyship trusted that the good ship "Montclare," the new C. P. R. liner, would prove to be what all women hoped and dreamt of—the beautiful, the strong, and the true.

One of the raciest speeches ever heard at a Clyde launch was that by Lady McLaren Brown, following the luncheon at Messrs. Brown's Yard, December 16. While the new Canadian Pacific liner was not put into the water, her ladyship christened the vessel, and as a souvenir she received a beautiful brooch which the recipient declared would give a fresh lease of life to her dress and thereby gratify her husband.

The new Canadian Pacific Steamer "Montclare," 16,200 tons, as she appeared before launching at the Yards of Messrs. John Brown & Co., Clydebank, Scotland.

The speaker was the wife of Sir Lady McLaren Brown, a Canadian, was both eloquent and witty and she was warmly congratulated on her contribution to the post-prandial oratory.