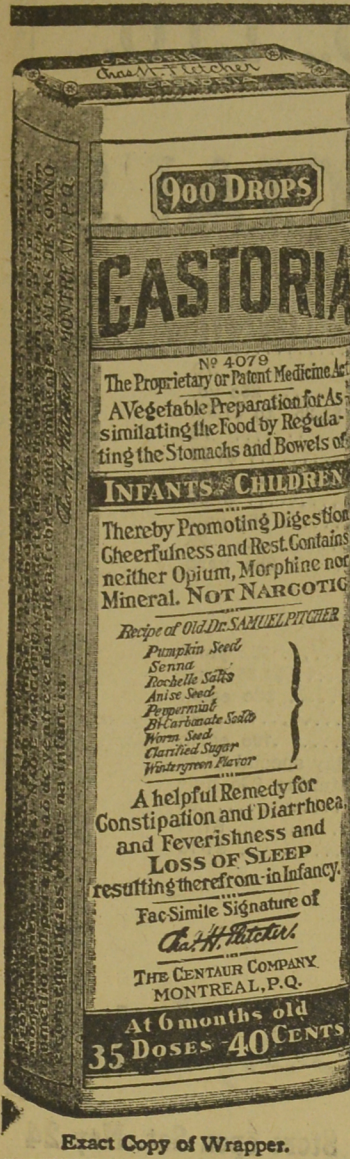




CASTORIA

For Infants and Children.

Mothers Know That Genuine Castoria

Always Bears the Signature of

Chas. H. Fletcher

In Use For Over Thirty Years

CASTORIA

THE CENTAUR COMPANY, NEW YORK CITY.

Exact Copy of Wrapper.

900 DROPS

CASTORIA

No. 4079

The Proprietary or Patent Medicine.

A Vegetable Preparation for Assuaging the Food by Regulating the Stomachs and Bowels of

INFANTS & CHILDREN

Thereby Promoting Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral. NOT NARCOTIC.

Recipe of Old Dr. SAMUEL PITCHER

Pumpkin Seed
Senna
Rheumatoid Salts
Anise Seed
Peppermint
Bittern
Worm Seed
Clarified Sugar
Wintergreen Flavor

A helpful Remedy for Constipation and Diarrhoea, and Feverishness and LOSS OF SLEEP resulting therefrom in Infancy.

Fac-Simile Signature of

Chas. H. Fletcher

THE CENTAUR COMPANY, MONTREAL, P.Q.

At 6 months old 35 Doses 40 CENTS

ANTIQUE CHINA, MAHOGANY. OLD ENGLISH OAK, BRASS WORK, SHEFFIELD PLATE

G. L. BOURNE

Sole Proprietor 690 Queen Street

FIRST SHOWING OF NEW SUMMER DRESSES

You will like them. You cannot help but admire the beautiful colourings, materials and styles. All that is new in Fancy Ratine, Crepe and Voile is found here and the styles are so simple and graceful. No other store in this city can show you the same models so be the first to make your selection.

FINE SUMMER UNDERVESTS 25c, 35c and 50c each.

R. L. BLACK, 62 YORK ST.

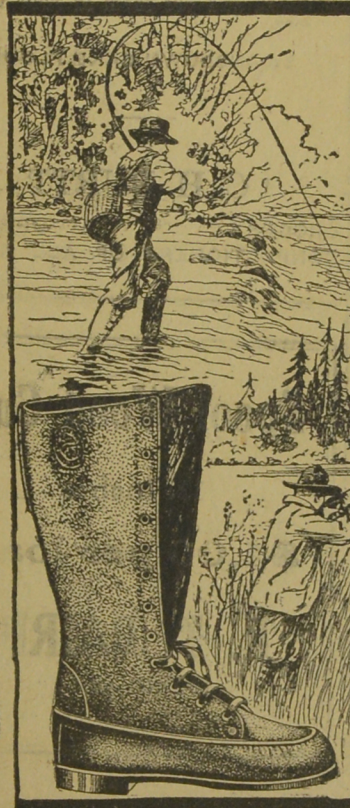
DEVON AND NASHWAAKSIS

Electric Light and Power Consumers

TAKE NOTICE

That all accounts for same, if bills are presented, are payable from the fifth to the tenth inclusive, of each month, at the DEVON branch of the CANADIAN BANK OF COMMERCE. If you forget or lose your bills you will be obliged to pay same at the office of the Maritime Electric Co. Ltd. or at the Royal Bank at Fredericton.

THE MARITIME ELECTRIC COMPANY
FREDERICTON — — NEW BRUNSWICK



PALMER'S

Moose Head Brand Hunting & Fishing Boots

For generations hunters and fishermen all over the continent have appreciated the utter dependability, honest materials and sterling construction of these time-tested boots.

Through bush, streams and the roughest going, these sturdy yet flexible boots will ensure your entire foot comfort. And their wear is proverbial.

Knee High, waterproof with noisless Flexible Sewed-on Sole of heaviest oil-tanned leather.

Hand made to your individual measure.

Send for Catalogue, showing our complete line.

A Boot For Every Purpose

JOHN PALMER CO., LIMITED
FREDERICTON, N. B.



Of Interest to the Women

ODD FEATURES IN SPRING MODES.

PARIS—If this season does nothing else—and it will do several things—it has established the aristocracy of flannel. Today there is nothing more chic, nor more soft and beautifully colored especially the new plaids, checks and intricate stripings.

LONDON—Garden party frocks are quite the most bewitching garments brought out so far this spring. One of magnolia lace was covered with cascades of little ribbon tabs in yellow and bright blue.

NEW YORK—Brides are wearing silver shoes this season. The shoes, however are often in brocade with a glint of silver thread running through them to match the silver hosiery.

NEW YORK—The cloche remains so much in vogue today that at a recent fashionable wedding the brides maid wore the cloche instead of the customary wide brimmed picture hat. In this instance the cloche was of organdie in many ruffles the color being dawn pink and each cloche was provided with wide long ribbons of orchid.

NEW YORK—The mosquito motif has reached the shoes. Certain types of summer pumps shown here now have inserts on the sides in a fine leather net work, reminiscent of screening.

NEW YORK—The mosquito motif has reached the shoes. Certain types of summer pumps shown here now have inserts on the sides in a fine leather net work, reminiscent of screening.

NEW YORK—Women today have adopted for sport wear the man's felt hat with the brim that droops swankily over one eye. Some times the felt is in a pale color and usually the hat has a gay band.

NEW YORK—One of the striking new bathing suits is a replica of a Spanish shawl. It is of regulation bathing suit length but has the Spanish roses and fringe.

DATE CUSTARD.

Date custard makes a delicious dessert and one much more whole some than a custard without fruit. The ingredients are 3 eggs 2 cupsfuls of milk, 3 (tablespoonfuls of sugar, one half a cup of dates stoned and cut into small pieces and a little salt. Mix all ingredients together. Turn into buttered molds and set the molds in a pan of hot water. Bake until firm.

DATE BISCUIT.

The use of fruit in making bread biscuit and muffins is increasingly popular and much to be recommended. Date biscuit is especially good. It requires a cup of sweet milk, a cup and a half of graham flour, two tablespoons of butter or other shortening one well beaten egg one level teaspoon of salt, one fourth cup light brown sugar, four level teaspoons baking powder, one half cup chopped dates.

Bring the milk to the boiling point. Add butter and sugar. Combine flour, salt and baking powder and sift. Stir this into the wet ingredients and add the egg. Beat for about three minutes. Stir in chopped dates dredged with a little flour. Fill the gem pans nearly two thirds full and bake in a rather quick oven to a golden brown. With marmalade these are delicious for breakfast.

To be properly weighed in the social scale, it seems necessary to have a cash balance.

TENDERS FOR COAL

Tenders will be received by the Secretary-Treasurer at the County Court House up till noon Thursday May 15th 1924 for 55 tons hard coal (egg size) delivered at the County Court House; 45 tons hard coal (egg size) delivered at the County Jail.

J. S. SCOTT,

Secretary-Treasurer.

Fredericton, N. B., May 12, 1924.



PURITY FLOUR

"More Bread and Better Bread" and Better Pastry too

TRANSPORTATION SITUATION IN CANADA AND UNITED STATES SUBJECT OF ALUMNI ORATION

(Continued from Page 2.)

ing the power of Congress to dilute its strength by enforced absorption of one or more weak companies, but if we may venture a guess, the Court will uphold the principle of consolidation. The so called "recapture clause," under which an individual road must give up one-half of excess net income over 6 per cent., has already been upheld by the Supreme Court. The decision declared, in effect, that earnings in excess of a fair return may be held by a carrier only until the Government directs how that excess shall be disposed of. Under the theory of consolidation, that excess is to be devoted to the sustenance of the weak roads.

Problem of the Weak Road.

The weak road is the greatest obstacle in the path of rate regulation. On competitive traffic, the rates charged by the several competing carriers are necessarily the same. If the rate scale is held down so as to yield a reasonable return only to the strong, the weak will earn nothing. If the scale is set to yield a fair rate to the weak, the earnings of the strong will be excessive. In practice the Commission aims to set the scale between the two extremes, but it is a safe generalization to say that the Commission is more likely to lean to the side of curbing the strong than of nourishing the weak.

To meet the problem of the weak road, and to make easier the task of rate regulation, the Transportation Act provides for railroad consolidation on a comprehensive scale. The Interstate Commerce Commission was directed to prepare a plan for combining all of the railroads in the United States into a limited number of large systems, so that each system, under uniform competitive rates and efficient management, may earn substantially the same rate of return on the value of its properties. In the grouping of the individual roads in each region, the Commission was directed to preserve competition as fully as possible and to cause the minimum of disturbance in the usual channels of trade and commerce. In 1922, two years after the passage of the Act, the Commission published its tentative report as a basis for discussion. The hearings were concluded during the past winter, and the Commission is now engaged on the large task of formulating its final plan.

Objection Expected.

It should be noted that the Commission is without power to enforce the adoption of its recommendations, but no voluntary consolidations may be made by the railroads on their own initiative without the prior approval of the Commission. There are serious differences in opinion, both as to the broad principle and as to the details of the proposed groupings. The greatest objections came from the prosperous roads and from communities or sections which fear that they may be injuriously affected by changes. It is almost certain that one of the strong roads will take the issue to the Supreme Court, contest-

BAD BLOOD PIMPLES AND BOILS Banished by Burdock Blood Bitters

Miss Irene A. Matthews, Stayner, Ont., writes:—"I thought I would write and tell you of the experience and benefit I have derived from Burdock Blood Bitters.

Some few months ago I was troubled with bad blood which broke out on my face in the nature of pimples, boils and ring-worms, and I got so bad I really did not know what to do. I was ashamed to go anywhere, and the itching and burning caused such a terrible sensation I could get no relief day or night.

One day a friend advised me to use Burdock Blood Bitters. I used one bottle and felt quite a relief, and by the time I had taken 3 bottles I was completely relieved.

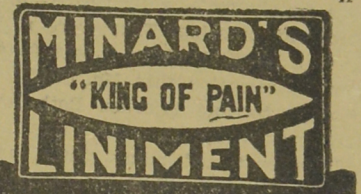
I cannot praise B.B.B. enough and I hope anyone afflicted like I was will get the same benefit I received."

Burdock Blood Bitters is manufactured only by The T. Milburn Co., proprietors of the T. Milburn Co. Limited, Toronto, Ont.



DANDRUFF

Rub the scalp with Minard's four times a week. It removes Dandruff, stimulates the scalp and makes the hair soft and glossy.



MINARD'S "KING OF PAIN" LINIMENT

to which will be added a number of weak lines so connecting physically with the strong as to fit in well with traffic and operating co-ordination. The ideal is to create a group of large systems of fairly equal financial strength and earning power, and to preserve a reasonable degree of competition in each region.

Unique Solution.

Your solution of consolidation is unique. Here you have frankly recognized the principle that inasmuch as the construction of the weak roads was encouraged and subsidized by the Government, the Government owes both to the railroads and the communities dependent upon them for service, some measure of protection. To insure adequate transportation service, and to preserve the properties until the future growth of traffic will enable them to support themselves, you have put these roads together into a national system to be operated for the Government by a board of directors and a president. If need be, the transportation service is to be furnished at the partial expense of the public at large. At the same time you recognize the inherent soundness of the policy of private management under public regulation, and you have not interfered with the organization of the Canadian Pacific, one of the best managed and strongest railroad companies in the world.

Praise For C. N. R.

Disregarding, if we may, the few small Canadian railroads which are now independent but which eventually will probably find their way into one or the other of the two large systems, Canada has two railroads of approximately equal mileage, although the traffic of the Canadian National is less than that of the Canadian Pacific. One is an old and well-established system, operated with marked efficiency and with a commendable appreciation of its obligations to the public. The other has been newly created as a national system. As a system it has not yet found itself. Many large opportunities for coordination and welding together have not yet been fully developed. It began its existence as a system with a heavy load of deficits and an inheritance of confusion and distrust from a troubled past. Yet it is already showing signs of system consciousness. It is reducing its deficits and is living down the discredit of former years. It is justifying public confidence in the character of its management. The outlook for the future is promising.

As I see it, the degree of success (Continued on Page 5.)

CANADIAN NATIONAL RAILWAYS

Change of Train Services

(EFFECTIVE MAY 18TH.)

TRAINS LEAVE FREDERICTON
(Daily except Sunday except otherwise indicated)

No. 242 Mixed for St. John (Monday, Wednesday & Friday)	6.45 a.m.
No. 243 Mixed for Centreville (Monday, Wednesday & Friday)	9.00 a.m.
No. 238 Pass. for Newcastle (Monday, Wednesday & Friday)	9.30 a.m.
No. 232 Sub. for Marysville (Daily Except Sunday)	11.15 a.m.
No. 46 Pass. for St. John (Daily Except Sunday)	1.30 p.m.
No. 234 Sub. for Marysville (Daily Except Sunday)	4.20 p.m.
No. 47 Pass. for Woodstock & Centreville (Daily except Sunday)	5.30 p.m.
No. 28 Pass. for Newcastle, Chatham & Loggieville (Daily except Sunday)	7.10 p.m.
No. 236 Sub. for Marysville (Saturday only)	10.00 p.m.

TRAINS ARRIVE FREDERICTON

No. 231 Sub. from Marysville (Daily Except Sunday)	8.30 a.m.
No. 48 Pass. from Centreville (Daily Except Sunday)	12.20 p.m.
No. 27 Pass. from Newcastle, Chatham & Loggieville (Daily Except Sunday)	1.00 p.m.
No. 233 Sub. from Marysville (Daily Except Sunday)	1.15 p.m.
No. 241 Mixed from St. John (Tues. Thur. & Sat.)	1.20 p.m.
No. 244 Mixed from Centreville (Tues. Thur. & Sat.)	4.00 p.m.
No. 235 Sub. from Marysville (Daily Except Sunday)	5.20 p.m.
No. 45 Pass. from St. John (Daily Except Sunday)	5.25 p.m.
No. 237 Pass. from Newcastle (Mon. Wed. & Fri.)	10.40 p.m.
Connection for Edmundston and Quebec by No. 28 train on Monday, Wednesday and Friday, connecting at McGivney with No. 51 train from Moncton carrying buffet sleeping car.	

For further information apply to City Ticket Agents: H. W. Smith, C. N. R. Express; F. B. Edgecombe, and Ticket Agent, Station.