

NEW BRUNSWICK'S FASTEST SHIP WAS THE MARCO POLO

Famous Clipper Built at St. John, Carried Gold Miners to Australia in the Good Old Days---The Late Samuel Napier, Who Found Big Nugget Was Among the Number---Great American Ships Were Built by a Nova Scotian.

An interesting feature of the St. John Standard's Christmas number was an article on New Brunswick shipping. It went back to the good old days, when St. John was recognized as one of the greatest shipping ports in the British Empire, and when New Brunswick built ships carried the British ensign to all parts of the known world. The article gave a list of the concerns that carried on the shipbuilding industry in different parts of the province, and in naming some of the great square-riggers which brought renown to this province in the old days, the place of honor was given to the bark Marco Polo. This great ship, which is described as "the most celebrated of them all," was built and launched in St. John in 1851. Concerning her the writer says:

A Great Ship.

"Old timers have no hesitation in saying that this ship did more in advertising St. John in foreign lands as one of the greatest shipping ports in the universe than any other craft."

The Marco Polo enjoyed such an enviable reputation for speed that the British government chartered her to carry immigrants and miners to Australia at the time when the gold fever was at its height in that country. Gold seekers who wanted to make a quick trip to the Antipodes always took passage by the Marco Polo, and frequently made the trip from England in less than eighty days.

Sam Napier's Nugget.

In connection with this celebrated ship, it is interesting to note that among the miners she carried to Australia was Samuel H. Napier, a New Brunswicker, who achieved fame in the old days by discovering the world's largest nugget of pure gold. Mr. Napier's nugget, the story of which has frequently appeared in print, weighed 145 pounds, and was sold to the Bank of England for £10,000.

Fast Yankee Ships.

There is no doubt that Maritime Province men in the old days built the finest sailing ships in the world. The United States possessed a splendid fleet of sailing ships prior to the civil war, but the best of them were built by one Donald McKay, a Nova Scotian, who established a large shipyard in East Boston in the early fifties. One of Mr. McKay's ships was called "The Great Republic," which had a gross tonnage of 4,600. This ship was as far ahead of other sailing ships in size as "The Great Eastern" was ahead

of steamships in size in her day. Notwithstanding her great bulk, she was a perfect wonder for speed.

The Flying Cloud.

Another famous clipper turned out from the McKay shipyards was the bark "Flying Cloud," of 1783 tons. She was built for the carrying trade between New York and San Francisco, and was noted for her quick passages. In one day she made a run of 374 miles, which is a record few tramp steamers have ever been able to equal. American writers in marine journals still sing the praises of The Great Republic and the Flying Cloud, and make bold to say that nothing in the shape of a sailing craft to equal them in speed has ever turned out from an American shipyard. So much for the work of a Nova Scotia shipbuilder who left his native land to seek a larger field beneath an alien flag.

There is talk of reviving the shipbuilding industry in the Maritime Provinces, and already there is considerable activity in Nova Scotia shipyards. The operations are likely to be confined to three and four-masted schooners of medium tonnage. The old square-rigger, the handsomest type of sailing ship that ever plowed the main, is not likely to come back. One reason for this is that there is a scarcity of big timber in our forests nowadays, and there is also a scarcity of capable men to handle the larger sailing craft.

WORLDY WISDOM.

Don't get into the habit of giving advice simply because you want to get rid of it.

Ever notice that some of the compliments handed to you leave a bitter taste?

The average man has to sprint occasionally in order to keep up with his running expenses.

Unless a man bawls like a baby at the funeral of his wife, the women present think he enjoys it.

Nothing seems to worry a girl more than taking on flesh while she's the victim of unrequited love.

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LATEST DEVICES FOR OFFICE WORK AT BUSINESS SHOW

The Telescribe Records Both Sides of a Conversation—Another Machine Aids in Paying Off.

(St. Louis Post Dispatch.)

The National Business Show opened here this week and closed Saturday night. It was educational to even the most experienced business men in the latest devices, appliances and systems for office work on exhibition.

Edison's latest invention—the "Telescribe"—records both sides of a conversation. This is looked upon by the business men as the most important invention in modern business methods in that since the advent of the telephone, it has become one of the potent factors in transacting business. This device makes a complete record of all such transactions, even more complete than correspondence. It can also be used as a dictating machine, and is a marked improvement over the old dictaphone—Edison's first invention along this line—which was made in 1877.

The payroll machine computes the payroll, telling the paymaster just how many pennies, nickels, dimes, quarters, half-dollars and bills he must obtain from the bank to make the exact amount in change for each man's pay envelope.

All this is done merely by pressing a set of buttons. At the same time it tabulates a list for the bank cashier's guidance. This same machine, by pressing the same set of buttons, with a different regulator, fills the man's envelope with the exact amount.

IN THE DEAD OF NIGHT.

In the dead of night, when pain was severe and doctors distant, when some loved one seemed to be threatened with serious consequences, have you ever caught up, with a sob of thankfulness, a bottle of your favorite family remedy? We don't know what you consider your favorite family remedy, but if you had a confidence inspired by the knowledge that it had been successfully serving humanity for more than 100 years, then it must be Johnson's Anodyne Liniment. And you were doubly fortified, for you had, in Johnson's Anodyne Liniment, a preparation not only powerful and penetrating in cases of bad sprains, strains, muscular rheumatism, any ache, pain, or soreness, but also one you could safely and unhesitatingly administer inwardly for sore throat, coughs, colds, cramps, chills and like ailments, when necessary to have its wonderful healing and soothing qualities, go direct to the seat of an internal trouble. It is rightly termed "an angel in disguise."

A man who lives up to his ideals is apt to stay poor.

ROLL OF HONOR

Several thousand officers and employees of the Canadian Pacific Railway Company enlisted for active military duty with the Canadian Expeditionary Forces, and the majority of them are now in Europe, bravely battling for Canada and the Empire. As particulars of Army Reservists are not available, these lists of those who have given up their lives for their country or been wounded in action are necessarily incomplete, and do not therefore indicate fully the extent to which the Company's officers and employees have participated in the great struggle.

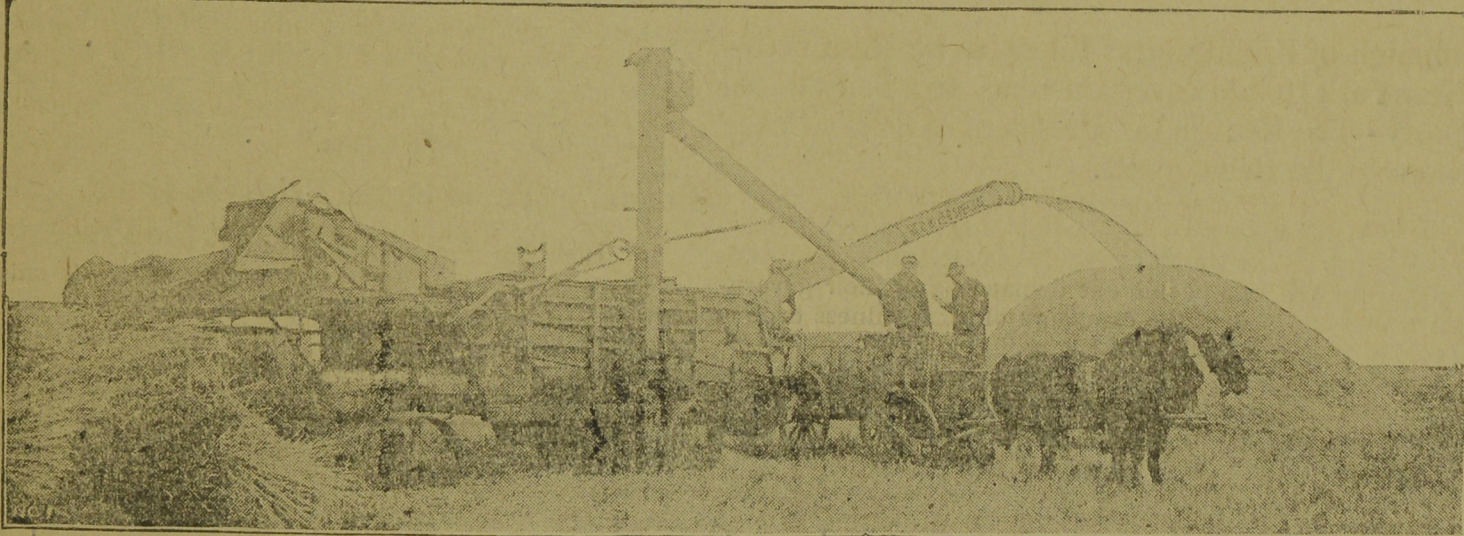
IN COMPANY'S SERVICE			NATURE OF CASUALTY
NAME	As	At	
Alderman, Robert T.	Brush Hand	Ogden	Wounded
Anderson, John	Constable	Fert William	Died of wounds
Casey, Charles F.	Bridgeman	Brandon	Killed in action
Cullen, Stanley L.	Assistant Editor	Montreal	Wounded
Davies, Verdon	Frog Rivetter	Winnipeg	Killed in action
Dunworth, William	Clerk	Montreal	Died of wounds
Duffin, Joseph W.	Trainman	Minneapolis	Killed in action
Fox, Ernest	Stenographer	Montreal	Wounded
Gilson, John	Wiper	Winnipeg	Wounded
Gordon, Henry H.	Material Delivery Man	Toronto	Wounded
Gwatkins, Geo. V. C.	Chief Clerk	Toronto	Wounded
Hahn, David	Clerk	Winnipeg	Believed dead
Hamilton, James A.	Conductor	Brandon	Killed in action
Jamison, David	Car Checker	Calgary	Killed in action
Kingsbury, C. E. J.	Clerk	Winnipeg	Suffering from shock
Lalig, Charles	Loco. Fireman	Regina	Killed in action
McGregor, Peter Roy	Chief Clerk	Regina	Died of wounds
McIlhagga, Joseph	Car Repairer	Frank	Wounded
McIntosh, Harry	Walter	Montreal	Wounded
McKee, Richard	Loco. Fireman	Souris	Killed in action
Masterston, Allan G.	Labourer	Outremont	Died of wounds
Miller, Christian G.	Constable	Quebec District	Wounded
Osler, Ralph F. L.	Clerk	Penticton	Died of wounds
Patterson, John C.	Fireman	Montreal	Wounded
Peterson, George	Watchman	Montreal	Wounded
Russell, Edward	Clerk	Montreal	Killed in action
Shearer, James	Bollermkrs. Hlpr.	Winnipeg	Killed in action
Slattery, Edward	Car Cleaner	Glen Yard	Wounded
Steedman, John Jas.	Land Inspector	Calgary	Wounded
Taylor, Robert	Asst. Storekeeper	Winnipeg	Killed in action
Thoreson, Theodore	Loco. Engineer	Alyth	Wounded
Wilcox, John	Storeman	Angus	Wounded

The following casualties to members of the Canadian Pacific Railway European Staff, on active service, has been reported:

Adlington, Frank	Clerk	Liverpool	Killed in action
Carey, Geoffrey N.	Clerk	London	Wounded
Duffy, Michael L.	Chief Clerk	London	Wounded
Gillespie, John G.	Clerk	Glasgow	Killed in action
Tunstall, George	Junior Clerk	Liverpool	Died of wounds

MONTREAL, November 1st, 1916 (List No. 12).

Canada's Most Successful Wheat Grower



A YIELD of 54,383 bushels of wheat from 1,000 acres of land, or 54 bushels 23 lbs. on the average per acre, seems to appear like an impossibility; but it is a fact that Mr. C. S. Noble, of Nobleford, Alberta, has reaped this marvellous production from his farms in the harvest of 1916. This bountiful gift of nature to man is likely to attract as much attention to this country as any other remarkable incident that has yet been noticed in connection with the progress of the Dominion in the farming or the industrial sphere.

53 men, 53 horses, 2 separators and 2 sheaf loaders did their part in the work of garnering the grain. On September 19th the threshing began, and proceeded merrily for some days, during which time moving pictures of the operations were taken. The grain graded Numbers 1, 2, and 3. All of it was of the Marquis variety, which has been proved to give the best results of any species of wheat yet tried in West Canada. The seed from which the enormous returns sprung, was nearly all raised from a

one acre field, that had been sown with hand picked pedigree Marquis seed.

At a moderate estimate the land from which Mr. Noble has gathered his crop returns him \$85 an acre. After paying all expenses this famous grain grower has a huge sum of money as a reward for his exertions. But he well deserves all that has come to him. It is true that a fertile soil and a magnificent climate were bountiful, but the ability with which the agriculturist managed his ground was in no small way responsible for his success. Mr. Noble is a business man, and is possessed of the gift of concentration—that quality which always discovers the right road to the man who perseveres. He has a system of his own for doing everything, and everything he does is done in the most systematic manner. With a staff of 120 men he operates three different farms. On the farms, and at the office where the farm schemes are planned, he is the supervisor. He has taught his employees to be regular in their movements as the wheels

of a machine. The office telephone connects him with every one of the different departments, and if there is anything which demands his immediate personal attention while he is at the office his automobile is waiting, ready to convey him to the spot. The accounts of the property are all kept with a neatness, accuracy and regularity that would arouse the admiration of the most critical of chartered accountants.

Mr. Noble was born on a farm near State Center, Marshall County, Iowa, in the year 1873. His boyhood was spent largely on the farm. Shortly after reaching his majority he filed on a quarter section of land near Knox, North Dakota, where he lived until 1903. In that year he moved to Claresholm, Alberta, married Miss Margaret Fraser, of Hawkesbury, Ontario, and, in addition to farming interests, later enjoyed a successful real estate business with his present partner, Mr. T. C. Milnes. From this point his rise in the business world has been rapid. In the year

1909 he moved to his present location at Nobleford, Alberta, where he lives on Grand View Farm, with his family consisting of his wife, two sons and one daughter, giving practically all his attention to the farm. Thus it is seen that his life work has been that of a practical farmer.

His entire career has been marked by energy and foresight of an exceptional quality, his prominent mental characteristics being courage in meeting facts squarely, accuracy in figuring costs, and boldness and originality in making investments. Coupled with the hardest common sense, and shrewd insight into human nature, he has a gift of imagination which is constantly leading him on to greater things and to blazing the way for others to follow.

He is a total abstainer from the use of all kinds of narcotics, and takes his place at work with any of his men whenever occasion requires. He is a life long church member and an elder in the Presbyterian Church at Noble.

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