

## RURAL NOTES

FOREST CITY.

Christmas Brought the Usual Number of Gatherings and Festivities.

Forest City, Jan. 5.—Christmas was celebrated in the usual manner in this section, there being a concert and a Christmas tree in the Baptist church on Saturday evening, and the same in the Methodist Church on Christmas night. Both were well attended considering the very cold weather.

There was quite a large gathering of relatives at the home of Mr. and Mrs. William Gould on Christmas day. Mr. Charles Gould and family, of Fosterville, were present, also Mrs. Margaret Maxon, Miss Florence Smith and Mr. George Maxon, of Fosterville, and Harford and George Gould's families, of this place.

Mr. and Mrs. Hallie McQuarry and little son, of Hodgdon, Me., spent the Christmas holiday here with Mrs. McQuarry's parents, Mr. and Mrs. George Boone.

A baby boy arrived at the home of Mr. and Mrs. Silas Watson, Dec. 28.

Mr. Harford Gould and daughter Leah, had a trip to Danforth, Me., on Saturday.

Miss Teresa Lewis, who is attending the Gordon Bible School at Boston, is spending the holidays at her home here.

Mrs. Margaret Maxon and her granddaughter, Miss Florence Smith, of Fosterville, spent part of last week with Mrs. William Gould.

Miss Ella Leeman, who has been at Danforth, Me., for some time past, has returned home.

Even matrimony has its advantages. A bachelor has to pay to attend lectures, but a married man gets his at home free.

# "WEE NEILLY" MATCH TO BE PLAYED ON WEDNESDAY

The "Wee Neilly" curling match, which has become an annual fixture of the Fredericton Curling Club, will be played in the afternoon and evening of Wednesday next, Jan. 10th. Six rinks a side will play, Seniors vs. Juniors. The match will be followed by a banquet.

Play in the afternoon will begin at 3 o'clock, and in the evening at 7.30.

The rinks which will play are as follows:

Seniors.	Juniors.
C. W. Hall	H. M. Blair
F. T. Thomas	F. W. DeMille
H. E. Fowler	E. Jack Miles
L. C. Macnutt, skip	H. B. Colwell, skip

J. B. Dickson	H. W. Wilson
R. S. Barker	J. W. McKay
H. V. B. Bridges	R. B. VanDine
R. F. Randolph, skip	F. G. Vanwart, skip

C. A. McVey	D. W. Roberts
W. S. Thomas	Walter Limerick
E. H. Allen	Geo. A. Taylor

## VIEWS OF JAPAN, TOO

Will be included in the Reply of the Allies to President Wilson.

Tokio, Jan. 6.—It is officially stated here that the Allies' reply to President Wilson's note, to be shortly delivered through France, will present the views of Japan as well as those of the other Entente powers. According to the statement of officials, the reply will not contain specific peace terms, which are regarded as premature at this time.

S. D. Simmons, sk. A. S. McFarlane, sk.

Evening.

Geo. A. Inch	Archibald Fraser
F. W. Porter	W. P. Keenan
T. A. Wilson	T. A. Belmore
J. H. Hawthorn, sk.	N. C. Dougherty, sk.

H. R. Babbitt	Ralph Hoben
A. A. Shute	J. H. Ramsay
A. R. Wetmore	C. P. Holden
H. H. Hagerman, sk.	J. A. Hughes, sk.

W. A. Vanwart	Geo. H. Clark
E. A. McKay	A. McM. Staples
C. H. Weddall	John Neill
F. P. Hatt, skip	J. E. Page, skip

## GERMAN PIRATES HAVE A NEW TRICK

London, Jan. 6.—An Amsterdam special to the Times says:

German submarines are now even sending out S.O.S. wireless signals to lure British vessels to destruction. The Telegraaf learns from an official of a large steamer of an important Dutch line, that on his journey from the East Indies he received while in the Bay of Biscay, an S.O.S. message. He immediately rushed to the place indicated, and found a German submarine which was not in distress.

The captain of the submarine expressed regret that it was a Dutch and not a British steamer, and said: "We don't want you to save our souls. We want British to save our souls."

## TAKE "CASCARETS" IF HEADACHY, BILIOUS AND CONSTIPATED

Best for the Liver and Bowels, Bad Breath, Bad Colds, Sour Stomach.

Get a 10-cent box. Sick headache, biliousness, coated tongue, head and nose clogged up with a cold—always trace this to torpid liver; delayed, fermenting food in the bowels or sour, gassy stomach.

Poisonous matter clogged in the intestines, instead of being cast out of the system is re-absorbed into the blood. When this poison reaches the delicate brain tissue, it causes congestion and that dull, throbbing, sickening headache.

Cascarets immediately cleanse the stomach, remove the sour, undigested food and foul gases, take the excess bile from the liver and carry out all the constipated waste matter and poisons in the bowels.

A Cascaret tonight will surely straighten you out by morning. They work while you sleep—a ten cent box from your druggist means your head clear, stomach sweet and your liver and bowels regular for months.

## TOURING THE WEST BEAUTY AND DANGER

Niagara River Canyon—Niagara Gorge Multiplied in Marvellous Scenery—A Racy Description

An easterner, touring British Columbia, writes: Greenhorns going west and not familiar with the infinite capacity of British Columbia to tilt itself on end, think that Sicamous is the beginning of normal country. It ought to be, for at that placid junction both the Rockies and the Selkirk have been passed. The geography text books say merely that the rest of the Province is diversified by hills. It is an understatement. Sicamous lies on an arm of Shuswap Lake—a name not to be pronounced safely except by prohibitionists. For 30 or 40 miles onward there are reaches of level land, but always on the opposite side of the lake there are bold and arrogant hills which in any other land would be called mountains.

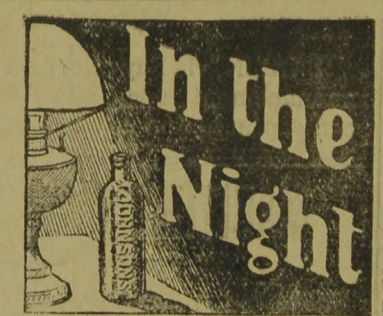
Like the Old Country

The guide book says the scenery is reminiscent of Scotland and Scottish poets have intimated that Caledonia is wild and impressive. You can draw your own conclusions. Soon the most westerly arm of Shuswap narrows and becomes the Thompson River, blue clear and in a continuous hurry. The hills rise higher and higher still until they form the Thompson River canyon—perhaps 2,000 feet deep, and shaped like a huge V. There are really two sorts of hills on each side of the V. Close to the river and upwards for perhaps 600 feet are immense deposits of gravel and white clay, much of a reminiscence of the clay formations at Scarborough Heights, Ontario. Above that again are rock hills, some naked, some covered sparsely with spruce and all of a reddish tint much more surly in appearance than the peaks of the ranges we have passed. The task of building a railway on the slanting side of a gravel pit 100 miles long is not as easy as picking potato bugs. The danger of disastrous slides may be understood, but by cribwork and artful aids of this sort, the engineers have triumphed.

Niagara Gorge Multiplied

Then comes the high moment when the Thompson joins the Fraser River. The hills are mountains now, stark precipices sweeping to an incredible height and clothed, where there is footing, with a mantle of spruces. Multiply the Niagara gorge by ten—perhaps some times by 20, and you may have a notion of this stupendous chasm. The river is not clear. Glacial mud marks it a dull pea green and it boils so constantly in its narrow path that it has no time to clarify itself. In the train, perhaps 200 feet above the river, one frequently must lean over the window to see the top of the opposite bank. Not infrequently this bank lifts itself into a peak with traces of snow in the upmost crevices. For 100 miles this canyon yawns before the traveler, and if he is timid, gives him nervous prostration. If he be wise he merely admires and looks, looks and admires until the slender hinges of the neck grow rusty and give warning by ominous creaks. Even when the track leaves the margin of the Fraser and strikes across country to Vancouver the mountains do not cease. In the city, when one looks about, it is plain that these same mountains have chased one into town and now wait languidly across the bay until the time shall come for chasing one eastward again.

No woman with a new hat enjoys riding in a closed carriage.



When pain is severe and doctors distant, you are in a fix. You have a bottle of wonderfully soothing, healing and penetrating

AND DYNE LINIMENT

On August 20th, 1912, he was made assistant secretary of the company, and his portfolio as secretary began on January 1st, 1917.

# FOXES

TRAPPERS—Get "More Money"

for Foxes, Mink, Raccoon, Muskrat, White Weasel, Skunk, and other Fur Bearer collected in your section. SHIP YOUR FURS DIRECT to "SHUBERT" the largest house in the world dealing exclusively in NORTH AMERICAN RAW FURS. A reliable—responsible—safe Fur House with an unblemished reputation existing for "more than a third of a century." A long successful record of sending Fur Shippers genuine SATISFACTORY AND PROFITABLE returns. Write for "The Shubert Shipper," the only reliable, accurate market report and price list published. Write for it—NOW—it's FREE. 25-27 WEST AUSTIN AVE. CHICAGO, U.S.A.

## - BARGAINS -

WE ARE USHERING IN THE YEAR 1917 WITH SOME VERY ATTRACTIVE BARGAINS. OUR HATS OF FINEST QUALITY FELT MAY NOW BE PURCHASED FOR 50c., 75c. and \$1.00.

ALL TRIMMED MILLINERY GREATLY REDUCED, AND WE ARE MAKING SPECIAL CLEARING PRICES ON BABY BONNETS, WINGS, ORNAMENTS, Etc.

MISS MORGAN Queen Street

## IMPERIAL FACE CREAM

A Superior Vanishing Skin Cream, for whitening and softening the skin and preventing and healing chapped hands and face. PRICE 25 CENTS.

C. Fred. Chestnut The Quality Drug Store  
572 QUEEN STREET.

Wholesale Dry Goods and Woollens

## Golden Grove YARNS

WE CONTROL THE SALE of this justly celebrated Yarn, which has given such satisfaction to all those who are knitting socks for our soldiers. We have stock of LIGHT GREY, 2-ply, for socks, and WHITE, 3-ply, for fishermen's mitts. Spun only from PURE WOOL and ALL WOOL. ORDER NOW while you think of it.

Vassie & Company, Ltd.

WHOLESALE DRY GOODS and WOOLLENS  
ST. JOHN, N. B.

Our Motto: Promptness, Accuracy, Courtesy, Care.

WALKER BROS. MERCHANT TAILOR  
QUEEN STREET, WEST END.

We have on hand a full range of Winter Overcoatings and Suitings in all the latest patterns. With 25 years' experience in tailoring we are in a position to guarantee entire satisfaction

SUITS - - - from \$18.00 to \$33.00

OVERCOATS - - " \$20.00 to \$35.00

## "BEST FOR BREAD"

A Good Resolution for the New Year---

To Make Your Bread

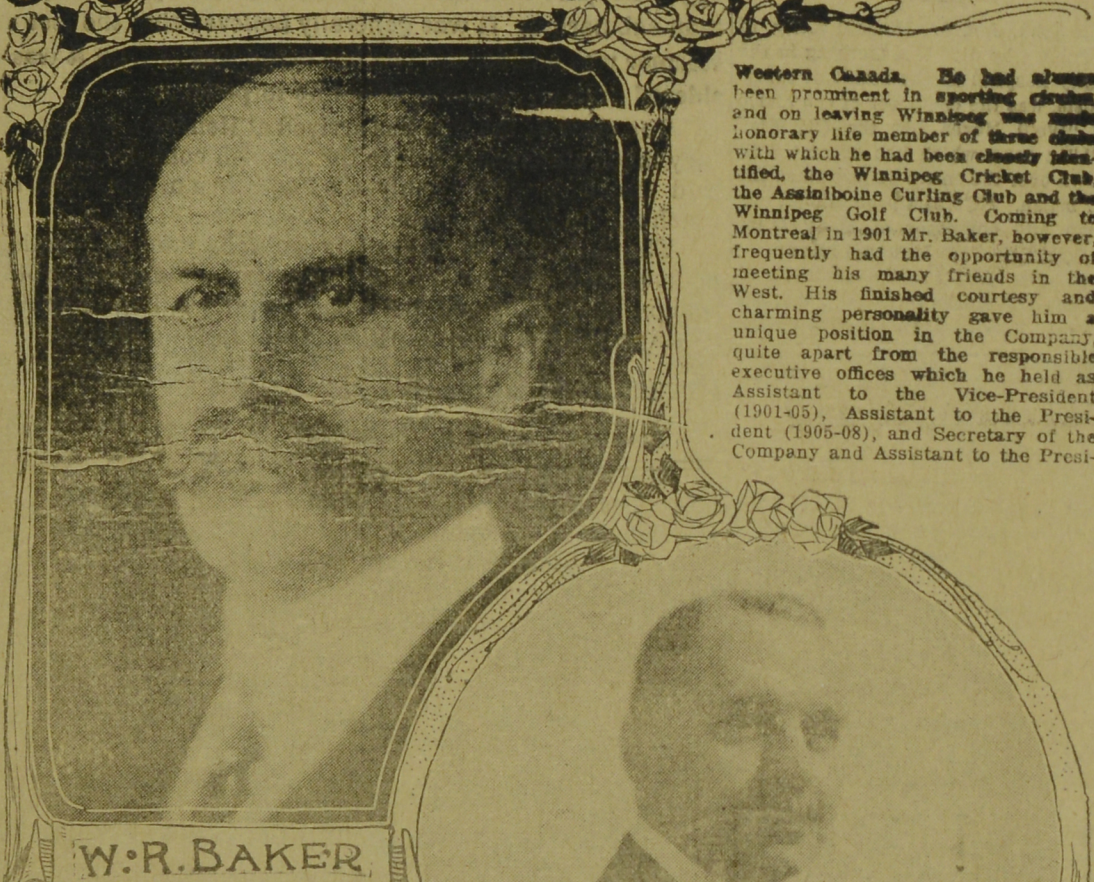
With

MOTHER'S FAVORITE FLOUR

Sold Wholesale by

G. W. HODGE

## A Pioneer and His Successor



Western Canada. He had always been prominent in sporting circles, and on leaving Winnipeg was made honorary life member of three clubs with which he had been closely identified, the Winnipeg Cricket Club, the Assiniboine Curling Club and the Winnipeg Golf Club. Coming to Montreal in 1901 Mr. Baker, however, frequently had the opportunity of meeting his many friends in the West. His finished courtesy and charming personality gave him a unique position in the Company, quite apart from the responsible executive offices which he held as Assistant to the Vice-President (1901-05), Assistant to the President (1905-08), and Secretary of the Company and Assistant to the Presi-

OVER half a century of service, as Lord Shaughnessy said in announcing the retirement of Mr. W. R. Baker from the secretaryship of the Canadian Pacific Railway, entitles any man to well earned rest and recreation. Fifty years ago the C. P. R. was still only a dream, but he was even then connected in a subconscious way with the road, for the Allan Line, whose services Mr. Baker entered in 1865, has since been absorbed by the younger company, and the Allans took active part in the agitation for the building of the transcontinental railway.

Walter Reginald Baker, who was born in Yorkshire, England, in 1852, was only thirteen years of age when he came to Canada. He entered the Allan Line service, and remained there until 1873 when he was appointed local freight and passenger agent of the Canada Central Railway at Ottawa. This railway, which was absorbed by the C. P. R. in 1881, had been incorporated in 1861 to build a railway from Lake Huron to Ottawa, via Pembroke and Arnprior, and from Ottawa to Montreal. A further connection with the idea of a transcontinental railway occurs in his appointment in the same year as joint secretary with M. de Bellefeuille of the original Canadian Pacific Railway Company, the charter of which reverted to the Canadian Government. Mr. Baker, however, temporarily left railway life in 1874 to become A.D.C. and private secretary to the Marquis of Dufferin, Governor-General of Canada. From 1878 to 1881, he was assistant secretary to the Treasury Board at Ottawa, but when the famous Syndicate took up the work of completing the construction of the Canadian Pacific Railway he left the Government service and joined this great enterprise as assistant to the general superintendent and local treasurer of the Western Division at Winnipeg. He was thus one of the actual pioneers of the C. P. R., arriving at Winnipeg on the last day of February, 1881, in the special sleeping car, which also brought up from St. Paul A. B. Stickney, General Superintendent of

the Western Division; William Harder, Assistant Traffic Manager; C. O. Butterfield, Master Mechanic, and Joel May, Superintendent. Three of these were identified more or less with the St. Paul interests, whereas Mr. Baker represented the interests at Montreal. On this occasion they crossed the Red River on a pile bridge, a permanent structure not yet having been completed. Winnipeg at that time had a population of just about 7,000, and the work of building up the railway was commenced under distinctly primitive conditions. These were pioneering days in the West, and the C. P. R. officials, owing to a fire which drove them out of their proper quarters, at one time had to do their business at the corner of Portage Avenue and Fort Street, in the basement of a church, otherwise used as a Sunday School. In 1882 Mr. Baker had two promotions, first as purchasing agent, then as assistant to the general manager. The Manitoba and North Western Railway, originally an enterprise of the Allans, and absorbed by the C. P. R., in 1900, knew him as general superintendent from 1883 to 1892, when he became general manager. "His assistance," said Lord Shaughnessy, "in straightening out the affairs of the acquired property was of material value, and his other duties, many of them of an important and confidential character, were performed with singular zeal and intelligence."

During 1900 and 1901 Mr. Baker filled the important position of executive agent of the C. P. R., to the great satisfaction of the people of

the Western Division; William Harder, Assistant Traffic Manager; C. O. Butterfield, Master Mechanic, and Joel May, Superintendent. Three of these were identified more or less with the St. Paul interests, whereas Mr. Baker represented the interests at Montreal. On this occasion they crossed the Red River on a pile bridge, a permanent structure not yet having been completed. Winnipeg at that time had a population of just about 7,000, and the work of building up the railway was commenced under distinctly primitive conditions. These were pioneering days in the West, and the C. P. R. officials, owing to a fire which drove them out of their proper quarters, at one time had to do their business at the corner of Portage Avenue and Fort Street, in the basement of a church, otherwise used as a Sunday School. In 1882 Mr. Baker had two promotions, first as purchasing agent, then as assistant to the general manager. The Manitoba and North Western Railway, originally an enterprise of the Allans, and absorbed by the C. P. R., in 1900, knew him as general superintendent from 1883 to 1892, when he became general manager. "His assistance," said Lord Shaughnessy, "in straightening out the affairs of the acquired property was of material value, and his other duties, many of them of an important and confidential character, were performed with singular zeal and intelligence."

By a curious coincidence, Mr. Ernest Alexander, who succeeds Mr. Baker, is also a native of Yorkshire. Another point he has in common with his predecessor, namely, a keen appreciation of pictures, shown by his membership of the Arts Club of Montreal. Mr. Alexander is also a member of St. James's Club, Kanawaki Golf Club, and the Montreal Curling Club. He was quite a lad when he came to Canada, spending most of his early days in Hamilton, Ontario, where he went to school, and then entered service with the Grand Trunk Railway Company. In 1893 he became secretary to Sir William (then Mr.) Van Horne, President of the Canadian Pacific Railway. When Sir William was succeeded by Mr. (now Lord) Shaughnessy, Mr. Alexander remained in the president's office, continuing in various capacities until July 2nd, 1908, when he was appointed to fill the office of assistant treasurer. On August 20th, 1912, he was made assistant secretary of the company, and his portfolio as secretary began on January 1st, 1917.