

THE DAILY MAIL

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TRIBUTE TO CANADIANS.

The Baltimore American, in a recent issue, paid the following graceful tribute to Canadians:

"Kipling called Canada 'Our Lady of the Snows,' but the story which our staff correspondent is telling of her war record shows that when her pride, her loyalty and her affections are enlisted, she is the Vesuvius of nations. Every American ought to read the narrative of Canadian sacrifice and Canadian heroism. It is an epic which Homer might have been proud to tell. We confess that when we compare this splendid enthusiasm, this eager devotion, this unquestioned and magnificent courage and unselfishness with certain manifestations of American indifference, half-heartedness and calculating prudence, we feel a sense of humiliating moral inferiority."

"Some fool Americans before the war used to talk about annexing Canada and extending to it the blessings of republican government. Unless we raise ourselves to the spiritual level of these great-souled people, the best thing that could happen to us would be to get Canada to annex us to her. But we hope these letters will thrill our hearts with admiration, and will stir us to a generous emulation. To be a Canadian must be, for the next generation at least, equivalent to being one of the elect of the earth."

The above is respectfully commended to certain patriots who during the election campaign of 1911 went about the country preaching the doctrine of "no truck or trade with the Yankees" and urging Canadians to "keep both hands on the Union Jack."

A REFORM ADVOCATED.

It begins to look as if war time economy may bring about a much needed retrenchment in the present extravagant methods of shopping, says the Bangor News. For many years merchants have been pointing out that the high cost of doing business has afforded one reason at least for the high cost of living. But the public, preferring the easiest way, has insisted on having an extravagant delivery system, and the still more extravagant luxury of changing its mind and returning a large percentage of its purchases.

The Council of National Defence at Washington has discovered much waste in this system, which it is trying to eliminate, especially as the delivery men are going to be needed as army automobile and truck drivers. For this reason they have urged customers to carry home their own packages. The Retail Merchants' Board, of Cleveland, O., is the first in the country to put these recommendations into effect. After the first of August it proposes to adopt the following rules:

Only two deliveries a day of groceries and meat.

Only one delivery a day of other goods.

An extra charge of 15 cents or more for each special delivery.

Shoppers to be urged to carry home their own parcels.

Returns to be refused on many classes of merchandise.

Carping critics may accuse the merchants of attempting to save the expense of costly service by hiding behind a war measure; but such critics are near-sighted. For the time being, the merchants may reap some added profits from economy in service, but the consumer is bound to profit in the end. Competition in retail business is still too sharp to permit it to be otherwise. Whatever lessens the cost of doing business is sure to enable the enterprising merchant to sell his goods just a little lower. His neighbor will have to meet him, and so the consumer will get the added profit eventually.

The public has long been too heedless in its shopping methods, for whether it's merchandise or service, it is well to remember that in the end the buyers get about what they pay for, and they are sure to have to pay for what they get.

If it is a fact, as the Regina Leader states, that Canadian and American flour now sells in England for about four dollars a barrel less than on this

side of the Atlantic, it ought to be about sufficient proof that it is time some drastic form of control of food prices in this country was enforced.

Halifax Chronicle: The Borden government has rejected the demand for Dominion-wide prohibition. That was to be expected. Temperance reform and Toryism, even in war time, are not on speaking terms.

The first man drawn in Quincy, Mass., under the United States selective draft, was Richard Saltonstall Pattee, a young lawyer. By a strange stroke of fate Mr. Pattee was on his honeymoon trip, having been married the previous night in Worcester, Mass., to Miss Penelope Lincoln, of that city. Mr. Pattee did not know his red number when he left, and the news of his drawing probably came to him through the press.

The Quebec Telegraph says: A gas well with a flow of about 1,000,000 feet of natural gas per day has been struck on the farm of William Pettigrew, in Seneca township, Ontario.

An exchange says: "We suppose there was nothing but greens and cornmeal at that special luncheon tendered to Hon. W. J. Hanna by the Montreal Canadian Club."

Ontario is to employ at least six thousand men in building good roads after the war, according to an announcement made by W. A. McLean, Deputy Minister of Highways.

Through Our Sieve

Wish Canada was Our Lady of the Snows just now.

By the way, what does a food controller eat?

Nobody wears out shingles any more spanking youngsters.

Money sometimes stops talking and takes to shouting; frinstance when there is a contested will.

Why does a little fellow begin to feel like a man as soon as he dons long pants?

Man evades morality for himself as far as possible, but insists upon wishing it upon the helpless angels.

A diplomatist is a person who can make a misquoting link a spider's web is a set of whiskers.

Evidently the Kaiser is hard up for advice. He called in the crown prince the other day.

Love at first sight may eventually cause the victims to wish they had consulted an oculist.

The average girl believes that an engagement is one continuous round of pleasure—and very often it is.

One shouldn't waste anything in war time, of course, but what is one to do with the saw-edged collars? One might give them to the enemy, but who would compel the enemy to wear them?

Here's a cheering thought: A man grows at having to pay for his dog license, cheerfully hands over the fee for his automobile license, and actually grins and thanks the clerk for permitting him to pay for his marriage license.

YOU DON'T NEED TO GO

on suffering with that obstinate sore, if you will only use Zam-Buk—the great herbal skin cure. This balm, owing to its unique composition, is the very thing for sores and skin troubles that have resisted ordinary treatments.

Mrs. Herbert Cox, of Port McNicoll, Ontario, writes: "For nine years I suffered with an abscess on my face, which was both painful and disfiguring. I had the abscess lanced repeatedly, but it still remained. I also tried ordinary ointments, but without any permanent benefit. Finally the doctor told me I had a tumor on the bone, and would have to undergo an operation, which I did; but instead of improving, the wound only became worse. I was in despair when a friend got me to try Zam-Buk. I soon noticed a marked improvement. Zam-Buk seemed to get to the very root of the trouble, and in the end the abscess was entirely cured—not even leaving a scar. This was a year ago, and there has been no return of the trouble."

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ZAM-BUK

CONSERVE FUEL, SAYS M'GRATH

Ottawa, July 29. — Canad's Fuel Controller, Mr. C. A. Magrath, issued a call today for the utmost possible co-operation among all coal consumers, coal dealers and transportation companies in order to avoid serious difficulties which may arise during the coming winter with regard to the coal situation.

"Every user of fuel — great and small," says Mr. Magrath, "should conserve in every possible way. This is a time when saving fuel means getting it. If this war goes on for many months longer, I may be called on to place restrictions on the use of all sorts of fuel, including coal, wood, gasoline and even natural gas."

Mr. Magrath points out that the supply of bituminous coal for upper Lake ports is far below the normal of previous years. Inland navigation ceases in a few months and then the load will be thrown upon the railways, a load which, according to the present outlook, they can hardly handle. The only solution, Mr. Magrath believes, will be the allotting of a heavier percentage of cars in the United States to carry coal from the mines to lake ports. In order to enable the railways to divert more of their rolling stock to bringing in coal Mr. Magrath strongly urges a further cut in passenger trains.

"This is the time," he says, "for every man and woman to play the game—to submit to inconveniences, to climb into upper berths of railways and be glad that they are available, even to wait for train services on alternate days in order to reduce coal consumption and allow greater opportunity to deal with the essential freight traffic of the country. If the railway companies will get together with Sir Henry Drayton and cut deep into existing services, arranging for the pooling of railway effort, I shall be prepared to make the public understand the necessity of it without much loss of time."

"Let me especially emphasize this, that the consignee of coal should make it his ambition to be able to say that during the continuance of this war every coal car consigned to him was unloaded in the shortest possible time, even if it should be necessary for the head of the firm to get out and shovel coal after dark. That would be a striking evidence of sound citizenship. By thus rendering available a greater supply of coal cars, we would be materially assisted in getting the maximum amount of coal from the mines, thereby allowing our industries to keep going during these strenuous times."

OF SOCIAL INTEREST

Miss Jeannette Beverley has returned from Brown's Flats and taken Pine Bluff for some weeks with her guest, Miss McIntosh of New York.

Miss Frederica Edgecombe left Saturday to spend the week with Miss Dorothy Brewer in St. John.

Miss George Murchie who has been spending two weeks at Cherry Bank with Miss Frederica Edgecombe, returned home Saturday.

Miss Duff is visiting her grandmother, Mrs. McIntosh of Kingsclear.

Mr. Ernest Leaman, chief operator at the Gaiety Theatre left this morning for his home at Moncton, where he will spend a few weeks' vacation.

STOCK MARKET

NEW YORK	
Beet Sugar.....	92
C. P. R.....	160
Crucible steel.....	81
Erie.....	24
Erie 1st pfd.....	39 1-2
Marine Pfd.....	88
Union Pac.....	135
U. S. Steel.....	123
Air Brake.....	179
Kenn.....	42
Marine Com.....	29
Reading.....	94
Rubber.....	58 1/2
Studebaker.....	54
Bethlehem.....	141
Wool.....	47 1/2

MONTREAL	
Civic.....	76
Detroit.....	110
Quebec.....	19
Toronto.....	75 1/2
Braz.....	39 1/2
Cement.....	91
Iron.....	61
Steel Co.....	55
Spanish.....	14 1/2
Shaw.....	122
Laur. Pulp.....	185
Scotia.....	98

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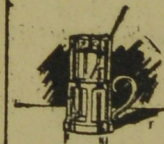
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